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The official magazine of  
the Thoroughbred Sports  
Car Club

Summer 2023



Tempero Ferrari 335S

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# About Our Club

The [Official Calendar](#) is published on our web site. Print a copy to keep in your historic log booked vehicle.

## Club Meetings

[Club meetings](#) are held on the 2nd Wednesday of every month except December and January at Carlingford Bowling Club.

## Club Objectives

- To foster a better acquaintance and social spirit between the various owners of Thoroughbred Sports Cars in Australia
- To help and advance Thoroughbred Sports Cars in Australia
- To establish and maintain, by example, a high Standard of Conduct and a Respect of the Laws of the Road

## Club Shoppe

Visit the [Club Shoppe](#) and make sure you are dressed appropriately for the next event.

## Correspondence

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P.O. Box 3006, Dural, NSW 2158.

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## Incorporation

TSCC is incorporated as an association.  
Registered No. Y15083-35

## Affiliation

TSCC is affiliated with CAMS Limited

The contact details of the [Committee](#) are published on the Website.

## Other Information:

[Administration](#)

[Annual Awards](#)

[CAMS](#)

[Club History](#)

[Club Plates](#)

[Membership Forms](#)

[Pointscore](#)

[Sporting](#)

## Disclaimer:

Any opinions published in the Newsletter should not be regarded as being the opinion of the Club, of the Committee, or of the Editor. No responsibility is accepted for the accuracy of any information in the Newsletter, which has been published in good faith as supplied to the Editor.

Articles are invited and should be mailed to the Editor for publication showing the name and address of the author

## Website

[www.thoroughbredssportscarclub.asn.au](http://www.thoroughbredssportscarclub.asn.au)

Contributions to the Webmaster:

[webmaster@thoroughbredssportscarclub.asn.au](mailto:webmaster@thoroughbredssportscarclub.asn.au)

## Top Gear

Top Gear Magazine was [first published](#) on 1st September 1981 by the Club. There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993.

Current and previous editions may be downloaded [here](#).

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Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

## Other Information:

[Administration](#)

[Annual Awards](#)

[CAMS](#)

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Top Gear has been continuously published since September 1981.

## Cul de Sac

This edition of TG closes off a busy year for your Club, it also sees the end of Stephen Knox's five year term as President. It has not been an easy ride in which he has had to deal, not only with some significant Club issues, but also serious health ones. He has handled all of this with calm maturity and common sense. We thank him and wish he and Jill all the best for the future.

A significant part of this issue of TG covers the South Coast Trip very successfully organised by Pat and Roger Korte and the Big Trip to New Zealand organised by Terry Daly. We thank them all. There are lots of photos of both on the website.

Wendy and I missed the South Coast trip as were in the UK for the Goodwood Revival Meeting and then the North Coast 500 Tour of Scotland. We hired an E400d Mercedes for this trip, accompanying two Porsches and an Aston Martin DB9. It was tagged the Bismarck. The Merc was notable for its staggering speed, competence, miserly fuel consumption and the mind boggling complexity of its communication system, not helped by the owners handbook being only available through the computer screen and that only available when the car is stationary. We never did find the trip meter, but were able to change the colour of the ambient interior lighting...

As it's that time of year, some Editorial petrolhead suggestions for watching and reading over the break:

### **Watching:**

Senna (of course)

Lucky – Bernie Ecclestone

The Secret Life of Colin Chapman and Simplify then add Lightness

The Intercooler – online magazine and Pod.

### **YouTube,** there are so many:

Harry's Garage and Harry's Farm

Jay Leno's Garage – of course

Tyrell's Classic workshop

Allen Millyard – if you like V12 Kawasakis

Vice Grip Garage – for that inner redneck.

M539 Restorations – for the BMW enthusiast



And so many more...

### Podcasts

Collecting Addicts

My Week in Cars

Smith and Sniff – occasional reference to cars

Rusty's Garage

Conversations – ABC when you're sick of car stuff

### Books

There are so many. I've just finished Enzo Ferrari The Man and the Machine by Brock Yates. Much criticised by Tifosi, certainly not sycophantic, beautifully written.



Thank you to all who contributed to TG through the year. I wish you all a Merry Christmas and look forward to more fun in 2024.

## The Buzz from The Prez

If I can pinch the opening line from Charles Dickens to describe my time in the chair, I would describe it by saying, 'It was the best of times; it was the worst of times.'

Who could have imagined five years ago that the whole world would go into lockdown, that millions around the globe would lose their lives to this terrible pandemic? And yet, vaccines that normally take years to develop, were on the market in weeks.

Five years ago, your new committee was busy planning a new Big Trip that would take us as far from Wuhan as practically possible, through the country areas of Victoria.

That trip didn't happen. Instead, we had to become familiar with terms like *force majeure* and battle to have our deposits back from suppliers who were as unfamiliar with this new world as we were. Getting money from some of these providers was like extracting teeth. Jack Jones was our chief dentist and he succeeded in getting almost all our deposits back. One provider refused to return our deposit and a group of us spent that enjoyably by having an impromptu holiday at Lakes Entrance.

The next couple of years followed a similar format – plan a trip and pay deposits then there would be a lockdown or an outbreak of COVID, so we'd chase the return of our deposits and start all over again. It was a weird time. Country people didn't want visitors from the city and city folk didn't want to be isolated in a country town which was in danger of being locked down. And these rules were being enforced by the police.

In spite of these difficulties, your committee and the good work of others in the club pulled off some great trips and Wednesday Runs.

There were some changes to our familiar events, none more so than our annual POO Day. After many years of the kindness of Terry and Robyn Daly in opening their beautiful home at Middle Dural to display our cars, we relocated to Chapel Hill just off the Bells Line of Road. It's good to know that this year there was a Car of the Year after a gap in the list of winners on what many would say is our most prestigious trophy. There will be no more missing years from other trophies which will be presented at our forthcoming 2023 Awards Lunch, itself a change from our familiar function, from dinner to lunch.

I'm pleased to say that the new committee should be able to look forward to a settled environment for planning the wonderful trips and days out for which that this club is justly famous.

The world we inhabit in 2023 is a very different place to that of 2018 but the Thoroughbred Sports Car Club soldiers on. I am confident that we are handing to the next committee, a club that is well managed and in a strong financial position providing a springboard for the new committee to launch its plans for the future in calmer waters.

On a personal level, I'd like to thank the committee members for the support they have shown me. It has been noticed and appreciated. I save a special thank you for Jack Jones who also steps down tonight from his dual roles of Vice President and Social Secretary. Jack has been a hard-working member of the committee and the driving force behind many of the wonderful trips organised in the name of the club over the last five years. He has been a good support and a great mate.

Finally, I want to say thank you for the support and friendship that has been shown to me during my 5 years in the chair and to say how proud I am to have been able to say I am the President of the Thoroughbred Sports Car Club. It's a remarkable club.

### **Awards Report for 2023**

We tried something new in '23 – an Awards Luncheon instead of an Awards Evening. It seems to have worked well, with 91 members and guests taking part.

The first awards made were for the owners of cars that exemplified pride of ownership.

The most valued trophies in the club's virtual display case the perpetual ones. Most have been going for many years and reflect the long and proud history. Some go back forty years or more.

Here are the awards handed out for 2023: -

#### **Car of the Year**

Arguably the most prestigious award, it represents the very heart of the club, our love of cars. It's an expression of the pride we show in owning, maintaining the very best ones we can find.

This year's winner was Rob Clare with his beautiful 1952 Jaguar XK120 OTS, which had left the restorer's workshop on POO Day morning!

Runners-up were Ross Milner with his original 1960 Lancia Flaminia GT and my rare 1960 Jensen 541R.

#### **Donald MacDonald**

The Donald MacDonald Trophy is a Captain's pick, allowing the President to choose someone who has demonstrated by his or her activities throughout the year, the spirit of the TSCC. I had no hesitation in choosing Pat and Roger Korte. Pat took over the important role of Treasurer at a difficult time for the club. She has ironed out the contentious wrinkles and we now have well displayed and accurate books which she presents each month and at the financial year end.

To top it off, Pat and Roger organised a wonderful run over five days down the south coast, returning via Canberra. As an example of their thoroughness, they surveyed the route twice!

#### **Clubman's Trophy**

Although the Clubman's trophy is based entirely on points earned for various club activities from attending monthly meetings to organizing the annual Big Trip. Jeremy Braithwaite attended almost every club activity as well as organising, or co-organised others, while doing a sterling job as our webmaster.

#### **Citizen Kane**

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The award for the best article to appear in our journal, Top Gear during 2023 went to Chris Hallam for the trip he and wife Deborah did around Iceland.

### **Borrani Wheels**

This was another husband-and-wife winners, going to Terry and Robyn Daly as a thank you for allowing us to use the grounds and facilities as the venue for our annual POO Days in Middle Dural for many years. They have also arranged some beautiful trips, not the least of which were to the North and South islands of New Zealand.

### **Sporting Award**

Gary Maher explained to the luncheon crowd that we had decided to award this trophy in spite of the low level of sporting activities by members. Gary chose Lindsay Day for regularly turning up at motor sport meetings and waving the TSCC flag. Beyond that, we'll see how this category develops.

### **Shutterbug**

This is the newest award and was donated by the Braithwaites to encourage photography within the club. The winner for this year was a very prolific Neil Mason, closely followed by Bruce McDonald.



Despite both feeling under the weather on the day, Gary and Wendy Maher rallied (pun intended!) to lead 22 cars and drivers on a beautiful Autumn drive through the Southern Highlands. Starting from Eastern Creek McDonalds the “Maher Map” delivered, as always, with exceptional thought. A mix of country roads, up-and-down hills and glorious views, all interspersed with long stretches of road allowing drivers to pretend, even momentarily, F1 driver fantasy.

The Maher Map truly began as we skirted the boundary of the developing new international airport at Badgerys Creek, through Teresa and Oran Parks (yes Gary drivers did weep when passing Peter Brock Drive, remembering the old raceway circuit!), and on to Cobbitty and Camden. Those really concentrating may have noted too the rusty old Morris in a paddock on the Menangle Road, certainly ripe for renovation.

Then the delight of a little winding road out of Douglas Park where high above us loomed the Hume Highway crossing the Nepean River. Our own passage across that same river was glorious, though more sedate than the 110km speed limit of the Hume; a single lane causeway bordered by enormous native eucalypts and sandstone walls we could almost touch as we wound our way through.

The fleet went on through Wilton, Picton and then on to Yerrinbool, Mittagong and Berrima; all of the roads offering glorious countryside and fabulous driving. All of this topped off with a beautiful lunch shared with friends at Moss Vale Services Club. Welcome to Ron and Yvonne driving the Jowett Jupiter, who came along as friends of Joy and Neil Hood. And a special welcome to the first electric car in the club, Michael and Kay Yates’ BMW.

We always marvel at the energy and care Wendy and Gary bring to these events, and are so grateful for the friendship, cheer and good fun shared on club runs. Thank you too to the awesome and often stealthy photographs taken by Roger Korte.

And the 22 cars and drivers in attendance were...

Gary and Wendy Maher	Mazda Tribute (in Wendy's words "I needed comfort as I was feeling off")
Vic Andrews and Jenni Grace	Porsche Cayenne
Brendon Byrne and John Herlihy	Aston Martin
Jeremy and Julie Braithwaite	Range Rover
Jeff and Judy Breen	BMW
Peter and Leonie Fuller	Porsche Cayman
Chris and Debra Hallam	Porsche Boxter
Neil and Joy Hood	Mercedes 'C' Type
Vern Kelly and Wendy and Val Dixon	Jaguar
Roger and Pat Korte	Porsche 944
Philip and Leigh Lamour	Triumph Stage
Bruce MacBryde	
Lorraine Mooring	Triumph Dolomite Sprint
Roger and Tess Morgan	Mazda
Ian and Liz Norman	BMW
Les and Dianne Payne	BMW 2002
Ian Peard and Michele Wiese	Triumph TR8
Keith and Carolyn Reynolds	Jeep
Tony and Lyn South	Porsche 911

Ron Withington and Yvonne Bradley	Jowett Jupiter
Michael and Kay Yates	BMW Electric
Chris and Alana Mackertich	Porsche 968

## That Demon Lucas By James Cayce

Anyone who's ever owned a classic English car  
be it Triumph, Austin, Morris – even Jaguar  
could render you incredulous with tales they could tell  
of encounters with that demon spawned in Automotive Hell.

He started out with shovels, chamber pots and such  
(something that his critics might say, never altered much)  
Progressed to making lighting for bicycles and ships.  
that lasted only long enough for making one-way trips.

Emerging from the darkness he entered World War One  
(where only insults would have flown if he'd built every gun)  
Producing shells and fuses and things that detonate;  
a feature of the things he made till 1988.

Hapless English motorists for decades bore his curse  
many taking unexpected journeys in a hearse,  
victims of some failure in his brakes or lights or steering,  
his penny pinching nature or his 'quirky' engineering.

He has mystified mechanics and been their constant bane  
confounded electricians, sent a few insane.  
And often it's been said, of his reputation  
“fits one inch nails for fuses and smoke for insulation”.

Scornful of the elegance of marques like Rolls and Bentley,  
matters little if they're driven spirited or gently.  
Oblivious to wealth and to status pays no heed  
it's he who leaves you stranded when you fail to proceed.

Some say housewives too have encountered his demeanour  
through that most familiar tool, the humble vacuum cleaner.  
Their innocence exploited, left furious and stuck  
with the only thing this demon made its said, that didn't suck.

So enjoy your English Classics, restore them to your needs,  
revel in the history of their motor racing deeds.  
Whether something fit for royalty or peasants  
be sure to exorcise every skerrick of his presence.

Or your lights may all go out when its dark and wet outside  
and your vision disappear because the wiper motor's died.  
You'll know he's somewhere near when your spark plugs become sparkless  
and you'll curse that demon Lucas, that dreaded Prince of Darkness.

Just over 60 people gathered in brilliant sunshine at the Penrith Regional Art Gallery for coffee before setting off on our July Wednesday run. As something different, Andrew and Gae Bristow along with Ron Powell and Sue Harris, organised a run to the 'Experience Centre' at Western Sydney International airport under construction at Badgerys Creek.



Due to the size of the theatre at the Centre, the group had to be split in two, with the first group setting off at 10.30, the second at 11.00.

A very enjoyable 70 kilometre run was organised through Mulgoa, Wallacia and Silverdale, before coming down off the escarpment to The Northern Road via Cobbitty.

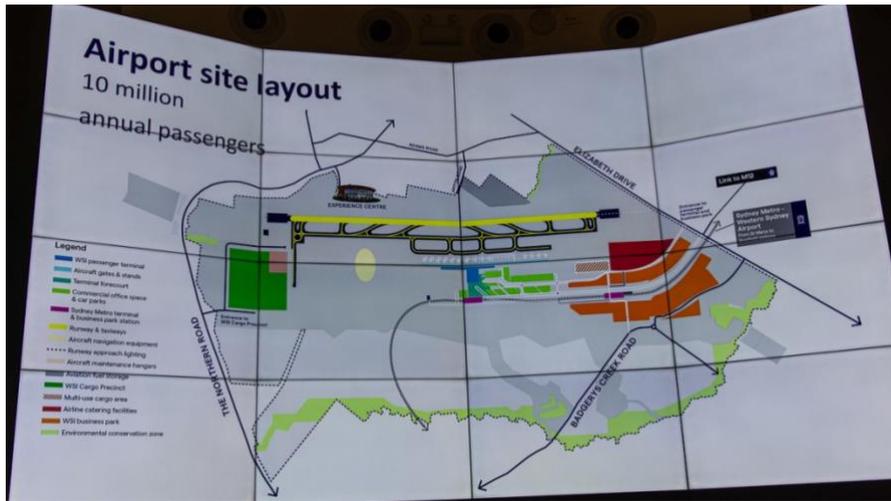
The thing that surprised most of us was the sheer size of the construction area. It is simply massive....and surprisingly, it is on time, the first stage due to open in 2026. The airport is named the Nancy-Bird Walton Airport, after the famous Australian aviator.



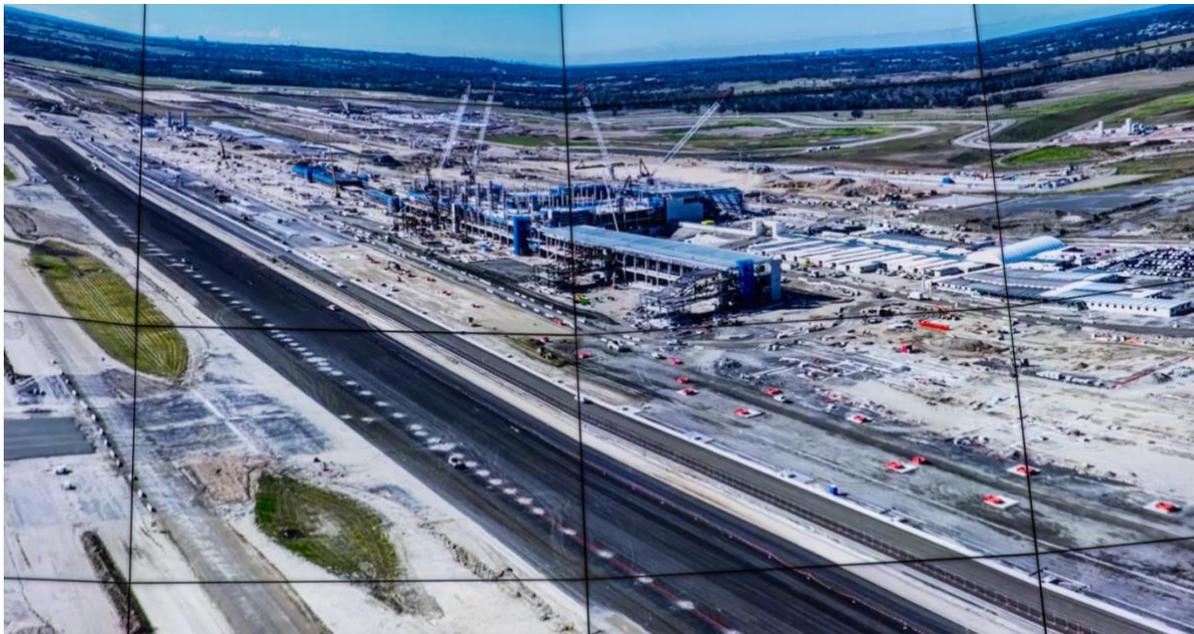
A futuristic artist impression when 2 runways and 2 terminals are in use



Group 1 settling in to enjoy the excellent Audio Visual presentation



The initial layout allows for 1 runway and 10 million passenger movements a year. The site will be expanded to 2 runways and additional terminal space over the following decades to allow around 80 million passenger movements a year



Current construction. The runway is 3 km long and fill from the road tunnels that were being bored for the Sydney road system were used as the substrata for the runway



Lunch followed at the Wallacia Hotel. We had a large dining area to ourselves, and the food was delicious.





Many thanks to Andrew, Gae, Ron and Sue for organising such an enjoyable and educational day.

Attendees:

GROUP 1

Andrew & Gae Bristow

Sue Harris & Ron Powell

Jeremy & Julie Braithwaite

Peter & Margaret Simms

Stephen Trotman

Graham & Carol Edds

Wendy & Vern Kelly

Val Dixon

Konrad & Caroline Dover

Wendy & Gary Maher

Vic & Jane Clarke

Philip & Leigh Larmour

Brendan Byrne

Neil & Joy Hood

Lionel Walker

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Roger & Pat Korte  
Ian Norman & Lisbeth Allen

**GROUP 2**

Chris & Allana Mackertich  
John & Margaret Moody  
Colin Piper  
Trevor & Jennifer Booth  
Terry & Robyn Daly  
Vic Andrews & Jenni Grace  
Laurie & Fran Bromley  
John & Annette Croft  
Michael & Robyn Collett  
Greg & Chee Mei Gibbons  
Ian Peard & Michele Wiese  
John Sullivan & Michelle Murphy  
Les & Dianne Payne  
John & Sonia Curren  
Rick & Lisa Johnson

The club searched long and hard to find a replacement venue for POO Day which has been held at Terry and Robyn Daly's lovely house in Dural for more than a decade. We settled on Chapel Hill Retreat which has been used in the past for a couple of Club Lotus Concours also organised by Jeremy and Julie Braithwaite. Now under new ownership, the whole place looked fantastic and proved to be too.

The morning was grey when my trusty unpaid chauffeur Jack Jones arrived to take me to Pride of Ownership Day. A few sprinkles of rain on the way to Windsor but on hitting the Bells Line of Road, the weather cleared, and we had blue skies overhead. Bells Line of Road had little traffic and in no time, we arrived at the Grumpy Baker – big mistake; lukewarm coffee and pretty ordinary pies.

On arrival at Chapel Hill Retreat, we were directed to our parking spot by policeman Jeremy and realised the word may have got out about the Grumpy Baker as the parking was nearly full. What a magnificent array of cars, both classic and modern, over 50 in all. As we walked through the rows, inspecting everything I came across Ross and Di Millner's magnificent Lancia Flaminia GT. I commented to Jack "Well there is the COTY.

There were so many beautiful and beautifully prepared cars it must have been a difficult task for our judges Jack Jones, Terry Daly and John Slater, and to select the one which deserved a gold award. In the end they chose 5 Historic Cars and 8 moderns.

The awards of course are being presented at the Christmas Party being held on 23<sup>rd</sup> November at Muirfield Golf Club, so make sure you're there, you might get a pleasant surprise!



Having inspected all the cars, the crowd, of 105 people moved to the elegantly decorated dining room where we were served delicious Mountain Beef or Chicken followed by sticky date pudding or apple pie and ice cream. The meal got a thumbs up from everybody.

Following lunch and a lot of catching up, we all gradually departed watching the ominous clouds as we left.

The day was a huge success and thanks must go to the many people who participated in the organisation and a very special thanks to Julie and Jeremy for a highly successful POO Day 2023.



## CHASSIS 660939

## ENGINE W2048-8

Chassis number 660939 was completed on the 22<sup>nd</sup> February 1952. Interestingly it was the first right hand drive XK120 finished in British racing green. While the car was finished in 1952, the engine W2048-8 was manufactured in September 1950 and was fitted to the famous aluminium car HKV500 which did the Jabbeke Runs in Belgium.

In discussing the anomaly of having an older engine fitted to the car with Jaguar historian John Elmgreen, he delved into the archives and sent the following report;

“I have found out more about your engine W2048-8. The prototype XK120 HKV500 was on 26<sup>th</sup> August 1950 driven at Silverstone in the production car race by Peter Whitehead. He had to retire when he lost a sump – and the oil.

Clausager wrote: “This probably did the engine no good at all, and after this episode HKV500 was fitted with a new powerplant, number W2048-8, drawn from production.”

I also found a note in a document from the Jaguar archives which listed HKV500 as fitted with W2048-8 when driven by Stirling Moss in the Mille Miglia in 1951. Moss retired.”

Having an engine 2 years older than the car proved a nightmare down the track in restoration as there had been minor improvements in later engines.



In March 2020, I travelled to Albury with Dave Wilson who had previously restored several cars for me. The car was described as part restored together with most parts for completion of the restoration.

On arrival, we found a very sad car body in a dirt floored shed with parts scattered all through the shed. The car was in primer. After careful inspection, I negotiated a price, taking into account the assurance of the custodian that the car had been taken back to bare metal and all rust removed before the price was agreed.

The following weekend, Dave and I drove down with a trailer and van to collect the car and all its parts. It took a full day to collect and load the parts into the van for our trip home!

The car was delivered in England where it remained registered in 1967. In 1984, the car was brought to Tasmania where restoration commenced and then stalled. In 1988 it was purchased by a Victorian gentleman who recommenced restoration in October. Restoration stopped at the primer stage and nothing further was done to the car for 32 years.

Restoration was recommenced in March 2020, after a few days Dave contacted me to report he suspected there was bog in numerous panels, so we decided to strip the car back to bare metal. It is said every picture tells a story; this can be borne out by the attached photos.

Dave made new parts for the whole back of the car plus 2 front mudguards that took about 2 years to complete.

To my horror on going through a list of what had been described as 'most parts to complete the restoration', there were several large parts such as steering wheel, seats, radiator missing not to mention all the small expensive items.

The engine, gear box, diff and steering box were all subjects of a total refurbishment.



Pat and Roger Korte organised a leisurely 4 night trip away with lots of opportunities to drive our nice cars and get together. We met at the Eling Winery and Cafe at Sutton Forest. A few people were meeting with us later in our journey, notably Pauline and Dominic who were coming from Point Lonsdale in Victoria.



After a lovely morning tea we set off at 10.30. Great driving and scenic roads through Moss Vale, Kangaroo Valley and Mt. Cambewarra to the coast. Part way we viewed a poor dead wombat on the side of the road and subsequently wombats at regular intervals, only to realise those were hessian bollards for water mitigation. We weren't the only ones to realise the mistake (eh Jill).

We drove through Nowra then turned left for Jervis Bay, arriving at 12 o'clock for lunch at the Huskisson Hotel. It had a large open area and balcony and plenty of choices for lunch. We were mindful of saving room for dinner tonight. Weather was very warm and sunny, so Ian and Lisbeth had a stroll along the foreshore.

The road to Batemans Bay had lots of curves, which the drivers enjoyed, and the forests showed little sign of the 2019/20 bushfires.

We arrived at about 3pm to the Esplanade Hotel overlooking the Clyde River.



All had balconies although the weather was a bit too hot for lounging there. The rooms were very well appointed. Drinks at 5pm were in the Atrium, a very pleasant and nicely furnished space in the middle of the hotel.

For dinner we just had to walk across the road to the Soldiers Club. It had a very large space next an expansive bank of windows.





The hotel had very kindly given us a drink voucher to use. Another enjoyable meal in convivial company. All good so far, thanks Pat and Roger.

After a restful night at our fabulous accommodation – The Esplanade Motor Inn, most of us spread out to various cafes for breakfast. We chose the Ebb & Flow Café and were not only treated to a very ordinary meal, but a local version of Fawlty Towers – it took quite a bit of pinching ourselves to realise that we’d actually woken up and it wasn’t a bad dream after all! Re-telling our breakfast “Experience” throughout the day caused quite a bit of merriment and Roger requested that I document it in TG. The breakfast story draft was looking like a tome and on second thoughts, it’s probably something better told than written about, so I’ve condensed it here – feel free to fast forward 3 paragraphs to the good bits.

We entered the café and headed towards a table next to some other TSCC folk only to be directed to another table – this redirection happened to all those who followed us over the next hour, people were directed to set tables, un-made and half-made tables, with no apparent rhyme or reason. After some 20 minutes, our faux-genial one-man band waiter/chef/... arrived to take our order – he’d take the order then head off to the kitchen, prepare the meal, serve it and take the next order and so on ... Hmmm. Knowing that we were in for another day with plenty of food stops, I selected something simple, or so I thought - toast and jam – what could possibly go wrong?! 20 minutes later, Margaret’s eggs on toast and my toast and jam arrived with 2 horrid cappuccinos – why did we order mugs?! OK, 2 slices of toast nicely buttered, but only one of those “motel-style jam portions” – that’s only 7 grams of jam per slice! I’m a sweet-tooth and this is un-Australian, so I popped around to the kitchen Oliver-like to ask the now chef for some more jam please - he promptly returned to our table with 2 more jams and a gruff “that’ll be extra”! By this stage, we’d nicknamed our host “Flacco (for voice and appearance) Fawlty” and truncated the café’s name to the “Ebb Café”.

Wry smiles were exchanged between various tables. Jeremy and Julie could see the writing on the wall and left after ~10 minutes, with the earlier arriving Shiels and Becketts not far behind them. 6 gone and others waived away, leaving Robert Clare negotiating fruit salad without cutlery and friend David (committed to their breakfast main courses still in the pipeline) as the only other TSCC folk hanging in there with a couple of bemused and hungry tradies.

Time to pay: “Did you enjoy your meal Sir?”, “depends whether you’re going to charge extra for the jam”, “Oh, I certainly am Sir!” (2 x 25 cents) ... my unfiltered response followed.

Thankfully our low ebb breakfast experience was the polar opposite to the rest of the day.

Our first stop was Bodalla, which is only ~60km via the scenic coastal route taking in Batehaven, Tomakin and Broulee. So, after only ~50 minutes driving, we were in the lovely hamlet of Bodalla, with the weather already hot and normally too soon for morning tea/coffee/etc. However, the lure of a beautiful array of treats in the air conditioned 50s/60s vintage milkbar fitout of the Bodalla Dairy Shed overcame good dietary advice. Normally, it’d be a cappuccino, but the milkshakes showed great promise and they certainly proved to be excellent – my salted caramel milkshake served in a traditional aluminium cup was the equal of any that I can remember, if not better! We’ll be back.

Jeremy and Julie took an extra detour and were lucky enough to witness whales cavorting off Tuross Heads. Colin and Jan Piper popped into All Saints Anglican Historic Church Bodalla for a photo op, while others did a walk around the town before heading off on the next 20km to Narooma Golf Club for lunch. The club is located up high with fabulous uninterrupted views out to Montague Island and beyond. As today was Pat Korte's birthday, Pat was centre stage after lunch and her fellow travellers presented her with a card and rendition of Happy Birthday, followed by scrumptious birthday fruit cake made by Michelle – amazing what you can fit in the boot of a TR8.



Next stop was Central Tilba, normally a beautiful spot to while away an hour or two, but with the temperature now over 36°, we cut it short after visiting the Dairy Cheese Shop, buying some souvenirs and me buying an alpaca cardigan from a shop run by Tarquin & Daniel (now that's sooo Tilba) – a cardigan today?! Must've been heatstroke or something in the air.

As ScoMo would say: “how good is air con” and yes, it was indeed good getting back into a cool car again. We took the scenic coast road option which included several one lane rickety bridges and travelled via Wallaga Lake, Bermagui and Tathra, where we stopped for some photos before heading to our 2 nights at Merimbula. My Tathra photos show the historic Wharf under repair and a beautiful little spot - Kianinny Boat Ramp, where a large (~1.2m “wingspan”) stingray cruised by as I took my photo.



Pre-dinner drinks tonight were at the motel recreation area adjacent to the pool. Dinner was only 2 minutes away at Club Sapphire, which I think we all agreed was the best scheduled dining experience of the trip; so much so, that quite a number of our group backed up there for dinner the next night.

A terrific day was had by all and I must say, I haven't had so many laughs for a long time – thanks everybody for that and of course full marks to Pat and Roger for making it all happen – brilliant!

After 3 very hot days, Thursday, though still sunny and 20 degrees, was cooler after overnight rain. As is the norm for all good TSCC members, the day started with chamois in hand after which Dott and I walked to breakfast at the Waterfront Cafe on the boardwalk overlooking Boggy Creek where Kevin and Robyn Leggott were already seated. On the way back to the Motel we passed Jill Knox headed for the town's 'fantastic' shoe shop. It must've been fantastic as when leaving town we saw Stephen park the Alfa outside the shoe shop and at the farewell dinner that night he actually referred to the good shoe shop where they were both fitted with new shoes.



*Incredible country on the way to Nimmitabel*

Roger had provided alternate routes to follow that morning to end up at the Nimmitabel Bakery for morning tea. The shorter route passed through Candelo where the Clare boys stopped for breakfast and Browns Mountain, however we took the 50km longer route via South Pambula and Bombala. Good driving roads and lovely scenery including plenty of sheep and spring lambs and some cattle, but very dry.



*Great to see Dominic Truelove and Pauline Sercombe on the trip. Rob Clare joined us with his brother David in the pink and blue top*

On arrival at the bakery most went searching for their jackets and sweaters given the low temperature but soon warmed up with coffee or hot chocolate. I was looking forward to a vanilla slice, my favourite, of which they had none so I opted for the last remaining custard tart which promptly fell to pieces as soon as I lifted it from its silver foil.

Then it was back in the car along the well policed Monaro Highway to Cooma and the Cooma Car Club and Museum, on the northern outskirts of town. The Cooma Car Club which was formed in 2002, and now with a couple of hundred members, seized upon an opportunity in 2009 to purchase a building previously used as an indoor cricket stadium with gym and facilities on the upper floor. Through a combination of debentures issued to members, a grant from the NSW Government's Stronger Country Communities Fund and a bank loan which they repaid in 5 years, the Club purchased the delapidated building and over the next 12 years achieved its objective through community effort and voluntary labour.



*Car Club Museum – view from the gallery looking towards the mockup of the old garage*

Opened in February 2022 it is a credit to the club members and the wider community and houses historical vehicles, 10 of which are owned by the club and motor bikes as well as motoring memorabilia, posters, photos, an extensive model car collection and a mockup of an old garage facade with old petrol pumps.

There's also a fully operational 1950s American Diner and a band platform complete with drum kit and guitar overlooked by "Elvis". Vehicles ranged from the 1920s and included a famous Ford Model T, a mid 50s BMW Isetta 300, accessed via the front of the car, an early 60s Amphicar with an appropriate "H2O Car" numberplate and an array of Holdens, Fords, Chryslers, Dodge, Jaguars and even a Ferrari.





*The Amphicar*

My favourite was a Series 1 Chev Corvette. After viewing the exhibits we were provided with sandwiches, cakes and biscuits, tea and coffee for lunch and the Club's President gave a short speech. Highly recommend a visit.



Barry's favourite - the Corvette



*A buffet lunch and a speech from the President*

Then it was off to Canberra and the iconic Ramada Diplomat Hotel in Griffith close to the popular Manuka and Kingston. Built in 1998 it underwent a major restoration in 2018. It has 67 rooms and secure undercover parking with wide bays. For some reason, we were allocated a 60sqm King Spa Suite - pity we weren't staying longer. Happy hour started at 5pm and we were first in line followed by an alternate 2 course dinner in the well-appointed Attaché Room. As was the case all week, conversation flowed easily and everyone enjoyed the evening, capped off by closing remarks from organiser Roger after which Stephen offered thanks on behalf of the club.

Thank you all for your company during the week and a big thank you to both Roger and Pat for organising the event.



A man who collects classic cars could be called interesting.

A man who collects teapots could be called???

Morris Cooper has spent the last fifty years collecting over twelve thousand teapots.

The collection is housed in a 1917 built house in Leura now including a tearoom (what else?)

It was here we enjoyed a cream tea with sandwiches after an arduous morning viewing gardens.

The afternoon was reserved for two more gardens, to round off a fabulous day in the mountains.

The first of the afternoon viewings was garden number 6, St Annes.

Behind the stone gate and high hedge lies the garden of artist Helen Sturgess and husband Gary.

Helen maintains a studio next to the garage and sells her artwork from there during the festival. She is joined by her daughter, also an artist.

We met gardener Jess, busy preparing for the big weekend of the Leura Garden festival, reduced in duration this year by a lack of volunteers.

The high hedges are pruned each year with a cherry picker, at great expense!

She told us the gardens date back to 1928 when Scottish orchardist George Whyte began planting the oaks, copper beech, pines cedars and maples that form the basis of the garden.

There is a photo in the house of a young girl sitting under the cherry tree during the early years wearing a pinafore.

In the fifties George won a prize for his miniature Japanese garden.

The next owners, a Russian, who fled the Russian revolution and married a local girl, added the stone walls and lily of the valley brought from Paris and established in the Woodland Walk.

The Sibirakoffs were followed by the Stevensons, who added hundreds of hydrangeas and built a classic chook house, designed by a theatre set designer, it just needs chooks!

The last place, number 5, Ewanrigg is just up the road.

Ewanrigg was established in the 40s and designed by landscape architect Paul Sorrenson. He was responsible for the rock walls and stone bridge spanning a watercourse that drains from the adjacent golf course. Jess also helps to maintain the trees in this garden.

The garden was brilliant with spring colours, featuring rhododendrums , azaleas and tulips. A fine green lawn fronted the neighbour's beautiful art deco timber cottage featuring a verandah where the neighbours could watch the activity.

At the rear was a fine stone path leading to the back of the house featuring a large glass sunroom where the owners could look out onto the garden with views extending to the golf course.

Thanks to the organisers of this year's display, and we look forward to next year, hoping for another private viewing.

This was to be the first Super Sprint my Grandson, Ollie Moogan aged 14, was to attend. A little out of his comfort zone, Ollie enjoyed the day and spoke for some time to his parents about his adventure when he arrived home.

He stayed with us the night before and was a willing assistant checking my oil and water levels, tensioning wheel nuts and loading the Midget onto the trailer. Arising at 5.15am, is no big deal for Ollie, as he trains early morning, in the swimming pool, currently 3 days a week.

The Thoroughbred Sports Car club was well represented on the day, with both competitors and officials there to help. I knew John and Annie Croft would be there so a little word in John's ear and the day was set for Ollie.



*Ollie at the Officials briefing*



*The Midget on the track*

As soon as we arrived there were officials looking for Ollie signing him onto the Officials register and making him welcome. He attended the officials briefing absorbing how the day should progress. He went to flag point 4 with John and Mark at the start of the day and was given quite a bit of advice and commentary from them both. Ollie took in the closeness he was to cars passing only metres away.

Unfortunately, Pheasants wood could not raise staff for the café. To their credit along came the BBQ Bread rolls and onions, lunch was welcomed by all. The day was quite warm but not uncomfortable which made for track temperature giving great grip. We had 6 groups running, starting with 6 min runs extended to 8 minutes later in the day. Although down on numbers, those that attended were given all the track time they wanted. Another great CSCA event only made possible by all the officials and stewards. Thanks all.

Wednesday, 11th October arrived and our TSCC New Zealand Big Trip adventure kicked off at full throttle! We hit the ground running ... well those who stayed in hotels near the airport did - for those commuting the morning of our flight it was a little hairy with an accident closing roads near the airport! Everyone made it to the gate on time though and we were on our way to Christchurch.

After a much quicker trip than expected, we arrived through the long white cloud of New Zealand to be greeted by the magnificent views of The Southern Alps, Bags were gathered, customs cleared, and excitement loomed as we collected our cars.

The accommodation for the first two nights was at the Towers on the Park motel in Christchurch which was perfectly located and had a decent car park where our inaugural 5:00pm drinks event was held. Les & Roselee had arrived a few days earlier to warn the New Zealanders we were on our way, so it was nice to meet up with them there.

## Let us introduce ourselves ...

Mark & Caroline Beckett  
Rob Clare  
Vic & Jane Clarke  
John & Annette Croft  
John & Sonia Curran  
Terry & Robyn Daly  
Graham & Carol Edds  
Lindsey & Ju Hannan  
Les & Roselee Johnson  
Barry & Carole-Anne Lunn  
Brian & Barbara Marshall  
John Sullivan & Michelle Murphy  
Les & Di Payne  
John Slater

A sunny and deceptively warm looking day from inside the terminal, soon changed to a fresh and “chully” 13<sup>0</sup> reality outside in the car park.

The short walk past Hagley Park to the Thai Chef's restaurant for dinner was just lovely and after eating all the food we would need for the whole trip we strolled back to the hotel for a good night's rest.

If the level of laughter and frivolity at our 5:00pm drinks and dinner was anything to go by ... we are in for a fabulous New Zealand adventure!

Challenges of the day ...

Getting Terry & Robyn's hybrid to move served up the first challenge of the trip ... the second followed closely by the Christchurch-peak-hour-traffic cheese run!

## The Big Trip to NZ – Day 2

Di and Les Payne

Most of us were a little slow in rising after an early start, for our flight the previous day.

During the morning we saw cars moving off in different directions, we headed across the road for a walk in the Botanical Gardens, where the azaleas, rhododendrons and tulips were beautiful.



We returned in time to team up with Roselee and Les to head to Akaroa, a lovely French settlement, 90 minutes away. On the way we travelled to the lookout overlooking Christchurch. The views were stunning with snow-capped mountains in the background. We were all amazed when Les J, our wonderful driver, was overtaken by an electric scooter on our way up to the lookouts. We did not see or hear it until it appeared beside us and then it increased its distance from us rapidly.



The drive to Akaroa was very scenic passing through several small towns, lush green pastures and views of lakes and the sea. If one was looking for something a little different, accommodation was available at the Silo Stay. These silos were tall, short, fat or skinny; all in their natural silver, but looked comfortable. When we arrived, at Akaroa the town was built on a bay, with beautiful turquoise water and when you looked away from the water there were mountains with their tops covered in mist - great spot! We found a cafe by the water in the sun where we all enjoyed a lovely lunch accompanied by a pina colada, all except Les P, who had a lemon lime and bitters. As we were eating lunch Graham and Carol came wandering down and joined us. Then John and Sonia arrived, but they needed another table as ours was quite small. Roselee and Dianne had a little retail therapy and then we all had an ice cream to complete our visit to Akaroa.

We decided to return to Christchurch via the tourist route.

Others in our group visited the Hop-On Hop Off bus route around Christchurch, the Tram Ride, the Antarctic experience, Gondola Avon River experience or a drive around Christchurch. Lots to see and do. We then gathered for our 1700 drinks

and nibbles to discuss our day, with dinner our own choice tonight.

### ***The Payne's car***

*We were offered a Hyundai Santa Fe by Budget. We decided while on holidays why not upgrade, The Hyundai was comfortable even with its wide 20" rims and not too noisy, Ran a 2.2L diesel turbo with 8 speed gearbox. Brakes were good also, you could add 25klms to advisory signs and not lose any sleep when cornering. Returned around 6.5 L/100K.*

*But it had all that silly electronics in the front end, whether the lane assist was on or not every now and then it would decide to turn sometimes left sometimes right, not sure if camber affected it, it just was not logical, in the rain under brakes it sometimes decide which way to go.*

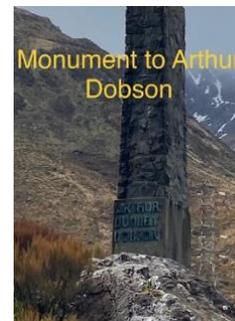
*Very quick, when you accelerate 120-140 came up before you knew it. Overall bit of fun but we would not buy one.*



Not a good omen from a weather point of view. We woke up to pouring rain and that's how most of the rest of the day went. We set off early to find somewhere open to buy fruit and lollies for the drive. Shops don't appear to open before nine am and restaurants can close as early as eight pm. Laid back lot our Kiwi cousins  
We decided to take the old coast road and so we missed Darfield and the goodies it offered. On either side of the road were properties with the highest hedges we have ever seen. Forget the clouds, New Zealand is the land of the long green hedge.

Now we got our first glimpse of the snow-capped mountains. Everywhere we looked were lots of very long irrigators despite the unbelievably green pastures. For a moment we thought we may have got lost because we passed a sign for Castle Hill so called because the jagged limestone outcrops look like an ancient ruin.

On towards Arthur's Pass which is in the first NZ South Island National Park.

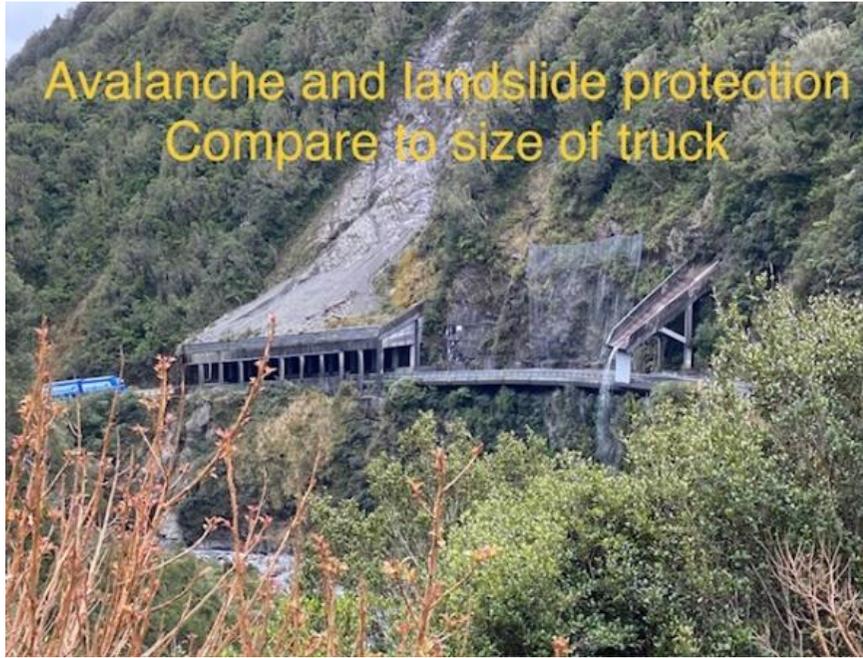


Sir Arthur Dodson was the first westerner to cross over the pass now named after him. Not surprising it took him a while to get through. It was opened to provide a link from the east to the goldfields.

The road had many hairpin bends and there are now interesting civil engineering structures to protect it from avalanches and landslides.



Enjoyable driving



Avalanche and landslide protection  
Compare to size of truck

Needless to say, there were numerous sheep around the place. Lambing had just started.

The Kiwis are very economical. Almost every bridge was numbered were one lane even if several hundred meters long.



Baaasil resting after a hard day's work



Very long single road bridge

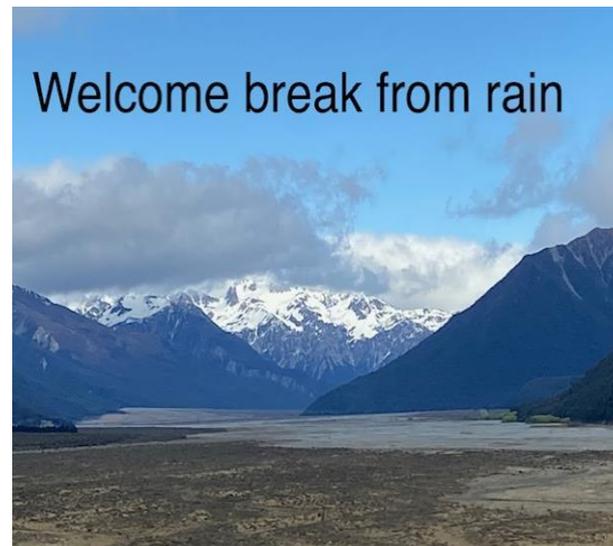
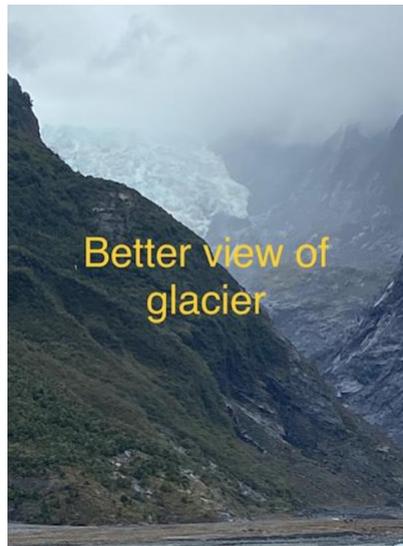
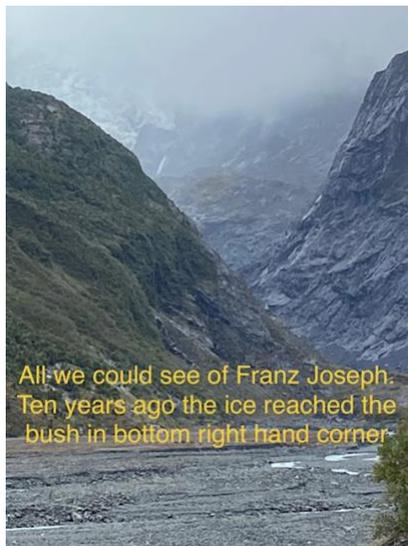
We dropped down into Hokitika Gorge where gold was once discovered. It was pouring down so sadly we didn't stop to explore. Next was a coast road literally clinging to the beach. At spring tides, it is closed.

We arrived in Haast a town named after a geologist who worked with Dodson. We found the local information centre which proved to be very interesting and a welcome break from the rain.

Typical Barbara found a shop selling exceptionally well-priced merino/ possum sweaters. We managed to leave quite a few dollars behind.

We were encouraged by fellow travellers to try the whitebait fritters. At \$17 for an egg sandwich with a few small fish in it. Brian was not impressed.

Next stop was our destination Franz Joseph named after an Austrian Emperor by Julius Haast. After our five o'clock debrief we drove in dry conditions to the viewing point for the glacier. We could just see the end of the ice.



We met a girl who had been there some 10 years before and she pointed out where the ice was then, many hundreds of meters from where it is today. Did someone mention global warming?

We finished the day with an enjoyable dinner in a bar not far from our hotel.

Although it was the longest travel day of our trip it was most enjoyable. The scenery really is spectacular.

This was our travel day from Franz Joseph to Lake Wanaka. The night before Terry told me that I was lucky to have this day to write about because of the amazing scenery. The next morning it was raining - heavy and foggy, so much for all the lovely sights to see and write about.

We set off in the pouring rain, passed the two lovely old churches which were the first on the list to visit. We did not stop, however, other travellers who had made a visit during a break in the rain commented on how beautiful they were surrounded by large green trees draping over them, old stained-glass windows and the feeling of going back in time and feeling the sanctuary and peace. One church being aptly named "The Lady of the Alps".

As we travelled along towards Franz Joseph and Fox Glaziers the ghostly fog and clouds moved in hiding so many magical sites. For most of us it meant that we would not be able to walk to, let alone see the glaciers. Talking to some travellers they had made the dash to view them just to be rewarded with glimpses and being drenched. Heading along the road to Lake Wanaka we hoped the weather would clear, however for several kilometres it seemed as though the giant mountains covered in cloud and mist, some with lofty peaks of snow hiding behind them and other mountains with trees blowing in the wind waving us goodbye, appearing to say, "not your turn today to see how beautiful we are".

Travelling down via Haast it took several hours to begin to clear. The valley floors had voluminous grey flowing rivers, numerous waterfalls of varying heights dropping off wooded peaks of varying trees and spring blossoms. A lucky break in the weather allowed us to see the amazing "Fantail Falls". Both of us thought it would be great if we had some of that water in Australia. Along the way many of us tried the varying forms of white bait for lunch. A very mixed palate amongst our group.

Blue skies covered Lake Wanaka as it came into view on our right, then Lake Hawea on our left. The weather had improved just in time to showcase the blues of the lakes. The colours of the water from the lakes and the blue sky created an amazing spectrum of blues, varying from turquoise to dark sapphire. Contrasted by the green flats running down to the lake with black and white dots. Some very happy sheep with lambs shared their paddocks with cattle soaking up the sun. Further down we saw the first of many deer, lucky at the moment to be sunning themselves and enjoying their water views.

The scenery had changed from the snow peaks to sunny rolling green hills and gentle mountains all being bathed in sunshine. During our drive we both got soar necks from looking up and around, commenting - "wow, look at that, oh so amazing." Definitely some of the most beautiful and diverse scenery we have ever seen. It certainly gives you a contented warm fuzzy feeling to see so much beauty.

As we travelled along to Lake Wanaka the sun had brought out many varying birds and showcased the colourful spring blossoms. We made the most of the weather to stop and take many photos. Finally arriving at our cosy accommodation, we all looked forward to our afternoon drinks, catching up with our fellow travellers and hearing their experiences of the day. Then enjoying some of New Zealand's great food and drink.

I hope the venison we had for dinner was from one of those lucky deer down the road.

The drive from Invercargill to Dunedin offered two routes, needless to say we followed Terry's suggestion and took the scenic route along the coast.

The Catlins Coastal Heritage Trail took us first to Waipapa Point but not before a stop for a late breakfast at Fortrose. Here we caught up with a few others including Les and Roselee together with Barry and Carol-Anne who had taken an unplanned diversion north before coming back down to Fortrose. Les didn't admit to being lost.

At Waipapa Point the short walk to the lighthouse had us nearly blown away.

Up at the lighthouse the sign about the Sea Lions said to keep 10 metres away and that if they bark and charge at you then you are too close. The sea lion on the beach had obviously not read the sign properly regards distance and was not going to let me come down onto the beach under any circumstances.

He / she / they (choose your own identity) barked at me and charged, I didn't argue and made a quick retreat up the 45 degree sand bank.

The route continued to Slope Point the most southern point of the South Island and then onto Curio Bay. Further along the Southern Scenic Route at Chaslans we came to McLean Falls – a short drive to the car park and then a walk through woodland to the falls, was well worth the stop.

We then drove on to Tautuku Bay, Owaka and then on to Balclutha.

This stretch of the road was really fun to drive even in a Hyundai i30 (although it would be even more fun in the Honda S2000).

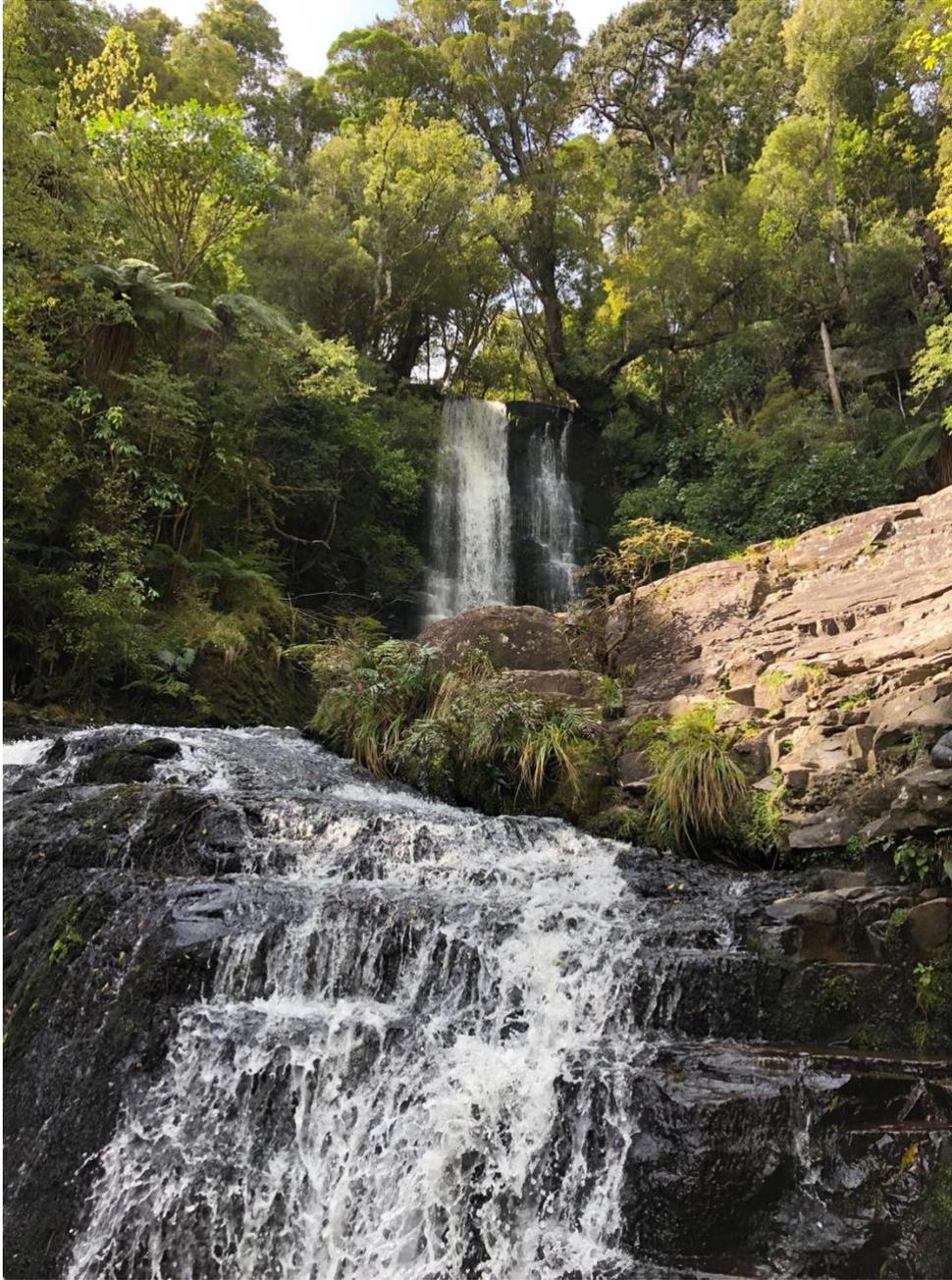
Note to self – front wheel drive cars tend to understeer when pushed hard into a corner.

And so to Dunedin our stop for the next two nights.

The group dinner that night was somewhere special, at Larnach Castle.

Thanks go to Terry for his determination in arranging this since I understand it was not without many challenges!





Larnach Castle is New Zealand's only Castle, built 1871 by William Larnach, merchant baron and politician, for his beloved first wife Eliza. It took more than 200 workmen three years to build the Castle shell and master European craftsmen spent a further 12 years embellishing the interior. Larnach spared no expense on his dream home, which features the finest materials from around the world.

The gardens at Larnach Castle have been rated by the New Zealand Gardens Trust as a Garden of International Significance. Today, the Castle is surrounded by 7 acres of maintained Gardens.

The Castle is still privately owned and cared for by the Barker family who purchased it as their home in 1967.

We enjoyed an excellent 4 course dinner being the Chef's Choice, so no need for a menu or having to make any decisions (except for which wine to have)

An excellent way to end a great driving day with the chance to relax in Dunedin the following da



Today we had a free day to explore the city of Dunedin which offers a mix of Scottish heritage, Victorian architecture and many natural attractions. We started the day with a fuel stop at the café in the Dunedin Botanical Gardens before heading off for a trip around the garden which celebrated its 160<sup>th</sup> birthday this year. Rose gardens, camellias and 4 hectares of rhododendron are just some of the horticultural collections in the garden. The gardens also contain a collection of New Zealand native plants including rare and endangered species. Birds from South America, New Zealand, Asia and Australia are also on display in the aviary. Meandering through the garden we also passed several interesting sculptures including Peter Pan and a worm sculpture.

The next stop on our journey of discovery around Dunedin was the beautiful old railway station built in 1906. This once bustling station, the busiest in New Zealand, is still operational serving as a departure point for scenic train journeys such as the Taieri Gorge and the Seaside. The outside of the railway is stunning being constructed in the Flemish renaissance style. The use of dark basalt and white stone has produced a stunning looking building. The inside of the railway doesn't disappoint either, showcasing a lovely mosaic tile floor and some gorgeous stained glass windows depicting trains. The upper floor now houses the New Zealand Sports Hall of Fame and an art gallery which was hosting an exhibition of "I remember when."

Very close to the railway was the Chinese gardens which was our next stop. The gardens offered us a very peaceful and serene experience. Every part of the design has a meaning, whether it be plants, water or building. The gardens were fully designed and brought over from Shanghai – Dunedin's sister city.

Having used our legs to explore the city of Dunedin we decided to up the anti and hire electric bikes for a ride out to Port Chalmers which offered nice cafes for lunch before a ride back again. Having not ridden electric bikes before we found the experience quite exhilarating, often reaching speeds of 31km/hr. This cycleway was constructed to reduce traffic and facilitate cycling for those commuting between Dunedin and Port Chalmers. The construction required the reclamation of land from the harbour so that the train line could be moved to create space for the cycleway. We



had some spectacular views of the Otago harbour and its little towns. Riding near Blanket Bay we also had views of the historic sea wall. Disappointingly for us, by the time we arrived at Port Chalmers no cafes or anything else for that matter were open and it had started to rain, leaving us with no option but to cycle back as fast as we could.

No trip to Dunedin would be complete without visiting Baldwin Street, one of the steepest in the world. Having just ridden 40km we elected not to walk the hill but to sit and watch people trying not to fall over as they walked down the middle of the road.

Having visited Dunedin previously we decided not to go to the Otago peninsula again however many of the group went out to explore the Albatross Sanctuary and Larnach Castle. Our day exploring Dunedin was a very enjoyable and memorable experience, ending with dinner in the hotel restaurant with friends.



What a beautiful place to spend a free day before most of us head to the airport in Christchurch tomorrow. This free day gave everyone to look around the scenery and attraction of Lake Tekapo.

Waking up, it was 5 degrees outside and the car was covered in frost. The mountains dusted with snow and low hanging cloud. Outside the three busses were packing up the Japanese tourists who stayed overnight here at Peppers. Our room had two levels, well appointed, very comfortable and 300m from the village. Some rooms had spectacular views across the turquoise lake to the mountains.

Ju and I headed off early to see the church “All Saints” to miss the crowd. What a spot for a church with the backdrop seen in the picture. Just down the path from the church is a statue of “The Collie”, man’s best friend who helped the first settlers manage their livestock as they still do today.

We then took off for the drive to Mount Cook, to also miss the tourist wave. You may get the feeling that there were a few tourists around Lake Tekapo! Yes, there are. It was a scenic drive running up the edge of Lake Pukaki on the right and mountains on the left some with snow. The one thing that also stands out is the colour of these mountain lakes with a brilliant turquoise which the photos don’t do justice. We also notice dying pine trees in the masses and burnt-out sections. We discussed this at dinner and assume some disease had got into the trees and the infected areas burnt out. At the end of the valley, we arrived at Mt Cook village. The village was very quiet due to the shoulder season with none of the stores there open, although apparently the hotel was.

We headed over to the camping grounds a couple of km away. We parked luckily being early and headed up one of the many hiking paths to the “monument to the fallen”, hikers and mountain climbers who had perished over the decades. There were 54 who had perished. We continued on the Hooker Valley track to Lake Hook. The track has a few



suspension bridges surrounded by snow-capped mountains. Unfortunately, as we were early the clouds cover most of the peaks. Some of the group were there later and the clouds had lifted.

Heading back to Lake Tekapo we stopped at the Mt Cook Salmon on the lake for some sushi. I had thought it was an info stop about salmon farming but it was just an outlet shop, trapping us on the way through.

Next stop was the Observatory Hill for afternoon tea a few km out of town. Wow, what a view from up there. This is a must go to spot if in the area. Total 360-degree views, we sat in awe of the view. While there, Terry and Robyn pulled up and they could not get over the scenery.

Dinner tonight was the last meal with us all together, with good food, wine and friends. Everyone stood and gave their highlights of the trip and low lights and a lot of laughing. There were not many low points. Tomorrow we all head to Christchurch many to the airport.

Ju and I had a tremendous trip and experience, made possible by the group of all the new friends we were with. There was a lot of food, wine and laughter while experiencing some of the most beautiful scenery on Earth. A huge thank you to Robyn and Terry for putting it all together. The trip was priceless. May these trips continue with everyone's help.

See you all on the next trip



The desire to undertake a trip to Scotland started pre COVID after reading about the “Skyfall Tour” and both of us being avid Bond fans. So, 2023 was the year that we participated in the Skyfall Tour and the North Coast 500 [NC500] tour of Scotland over two weeks. This is part 1 of our adventure, the Skyfall Tour.

Highlights: breathtaking scenery, great driving roads, fellow companions, Edinburgh and the warmth of the Scottish people. Would we do it again - you bet!

The tour commenced at the Schloss Roxburghe Hotel at Kelso - approximately 12 miles from the England and Scottish border. The hotel was formerly a country house estate and was recently refurbished to a high standard. There were 17 Aston on the tour and we met our fellow companions over drinks and dinner. Our tour captain was Bill, a local chap who is a fellow car and Aston enthusiast. The group included couples who had participated in the tour previously, locals from Scotland, AMOC members from London, Essex, Kent, Devon, Austria and no surprise furthest afield Australia. A lovely bunch of people with a wide range of cars: DB2-4 [originally an Australian delivered car], DB5, two DB6's, Vantages, DB9's DB11's and a DBS Superleggera.

Day 2 - After breakfast we were assembled by the captain at the front the hotel to the sound of Adele singing “Skyfall” - this song was a familiar roll call during the tour and I am sure the other guest and car ferry passengers appreciated it. First stop was the Jim Clark Motorsport Museum which is located in his home town of Duns in Scotland. Jim Clark is regarded as one of the greatest racing car drivers of all time. The museum did justice to his achievements and you couldn't help feel the passion from the locals in the town who to this day are very proud of their local hero.





After lunch we visited Floors Castle for a group photo. Floors Castle is more than 300 years old and is still the home to the Duke of Roxburghe and his family.



Day 3 - We depart Kelso for Cameron House Hotel with a lunch stop at Crossbasket Castle. Crossbasket Castle is a 17th century luxury retreat just south of Glasgow. Approximately a 2-hour drive through the very scenic border region of Scotland with winding roads and hairpin bends.

The world-renowned Cameron House is a luxury hotel, spa, golf course on the majestic shores Loch Lomond, the largest freshwater lake in the UK. We enjoyed a relaxing afternoon, walking along the shoreline, exploring the breathtaking facilities and a sumptuous banquet dinner with newfound friends.

Day 4 - we drive to the Kennacraig Ferry Terminal to catch the ferry to the Isle of Islay. This was a spirited drive along the shores of Loch Long the Scottish coast. Some of the roads were military and have no GPS and no speed limits. Again, we enjoyed stunning scenery and great driving roads. After a 90-minute ferry ride with picnic lunch we arrived at Islay and checked into the Machrie Hotel. We enjoyed a coastal walk and superb dinner that evening as guests on the captain's table.

Day 5 - the group visited Bowmore Whiskey Distillery which is one of the oldest whiskey distilleries having been established in 1779. Bowmore is the official whiskey of Aston Martin with three special editions and a limited-edition Aston Martin DBX parked outside. We were treated to a private guided tour of the distillery which described in detail how malt whiskey is made and how the smoky peat flavour is achieved. Very interesting even for those that do not drink whisky. After dinner we were treated to a whisky tasting of Bowmore whisky in the auditorium with you guessed it, the Skyfall theme playing and a treat of James Bond classic movie scenes broadcast on request.



Day 6 - we caught the ferry and left Islay to return to the Scottish mainland. Lunch was served at Inveraray Castle in Argyll. We left the group to drive to the exact spot where Bond and M stop to take in the scenery, sense of solitude and tranquillity on the road to Skyfall House. It was not possible for a group of 17 Astons to drive down a single-track road with limited passing places and other traffic including motorhomes. As we drove toward Skyfall House the Scottish landscape changed to more dramatic hills and mountains surrounded by mist, unspoiled wilderness and more great driving roads.



We rejoined the group that evening at Fonab Castle for dinner and a two-night stay.



Day 7 - our final day of a sensational tour. We departed Fonab Castle for lunch at the Fife Arms Hotel. Unfortunately, we experienced difficulty in getting gears in our car around lunch time and returned to Fonab Castle. We were not the only ones with mechanical issues with our car and as always with any Aston Martin group help was on hand.

The gala dinner was a spectacle with some members of the group going the extra mile and dressing up as Bond villains including Blofeld and Baron Samedi [Voodoo Priest from Live and Let Die]

Day 8 - we said our farewells to the many new friends that we had made and the promise to visit us in Sydney. We drove to Glasgow where Peter from Martins Aston Services installed a new clutch over the long weekend.

A fantastic adventure and a big thanks to Bill Telford from Classic Car Tours for being such a great host.

In 1997 the Mercedes Benz introduced the CLK series with both Coupe and Cabriolet models on offer. CLK stands for “Coupe Leicht Kurtz”, the literal translation of which is “Coupe Light Short”. One contributor to a Mercedes Benz chat website suggested that it could be translated as “Cool Lady Killer”! I'm not sure that the Daimler-Chrysler company would agree! The word Kurtz” (short) could have been used to distinguish the CLK from its larger cousin the CL coupe, or maybe because the CLK was based on a shortened C Class sedan (W202) chassis. The CLK did however, use various components from the E Class Sedan. The CLK model continued in its various guises until 2010, at which time it was replaced by the E Class Coupe and Cabriolet.

The first generation, designated C208 (Coupe)/A208 (Cabriolet), was in production from 1997 until 2003 and was replaced by the second generation C209/A209, until production ceased in early 2010. The model range of the C208/A208 was extensive, ranging from a base model 200 up to the fearsome and impressive GTR racing car. The 200 was powered by a 100 Kilowatt 4 cylinder engine. The 200 could also be ordered with a supercharged engine producing 120 kilowatts. This model was initially joined by the 320, with a 160 kilowatt V6 under the bonnet. The next road car to be produced (in 1999) was the V8 powered 4.3 litre CLK 430 Cabriolet, with an impressive acceleration time of 0 to 100 in 6 seconds. The 430 could be equipped with a “Sport Package” which gave it the same cosmetic additions as the CLK 55 AMG, which was released in 2002. The 55 was an impressive performer with a 5.4 litre engine powering its not inconsiderable weight to a quick 5.4 seconds for the 0 to 100 kph run. A modified CLK 55 was used as the safety car during the 1997 Formula 1 season. This car also formed the basis for a car specially built for the 2001 Targa Tasmania. The only other variant was the 230 powered by a supercharged 2.3 litre engine producing 145 kilowatts. All the above road cars could be purchased as either a Coupe or a Cabriolet.

Mercedes AMG mbH or simply AMG is the performance arm of Mercedes which produced all the high performance variants. The letters AMG stands for Aufrecht Melcher & Grobaspach and is the first letters of the surnames of the founders Hans Werner Aufrecht and Erhard Melcher. The last letter stands for Grobaspach, the city in which Aufrecht Melcher was born. The AMG engines were hand built and each one was signed under the bonnet by the employee who assembled the motor – a nice touch! Other AMG mechanical upgrades included suspension tweaks, ABS braking and upgraded wheels, all part of the aforementioned “Sports Package”. Interestingly an exclusive Mercedes-AMG dealership was established in Sydney in 2018.

Special mention must be made of the CLK GTR. This sports racing car was developed initially in 1997 by AMG, for racing in the FIA GT Championship. The car was powered by a mid-mounted 6 litre V12 producing 447 kilowatts, with a 6 speed sequential gearbox. These cars were able to cover 0 to 100 kph in 3.8 seconds. It notched up 17 wins from 17 pole positions. Several variants were produced - the CLK LM, obviously made for the Le Mans 24 hour race, used a V8 engine producing the same horsepower as the the original V12 GTR. The car achieved pole position in its first outing but failed to finish, suffering engine malfunctions. Two LM cars were subsequently used in the FIA championship with great success, achieving 6 first and 6 second places.

Twenty-five road cars, including six roadsters, had to be completed to comply with FIA rules. These cars were powered by a 450 kilowatt 6.9 litre V12 engine developed by



Ilmor Engineering. AMG's specialist Group H.W.A. were responsible for the construction of both the coupes and roadsters. As early as 2009 a roadster changed hands at auction for US\$973,834.

Two more variants were produced, the CLK Super Sport, again constructed by H.W.A., and the CLK LM road car: these cars were built for homologation purposes. One of these cars survives today. It could be argued that, of all the race cars Mercedes developed from a road car, the GTR is arguably the greatest racing/sports cars ever produced by the company.

The second generation CLK C209/A209 was launched in 2003, although initial production had commenced in June 2002. Some mechanical items were carried over. The body however, was completely new. Cosmetic details such as headlights were given a new look with the twin lenses now joined together. The coupe was restyled as a pillarless body and the rear taillights were also restyled. Many new model variants were also produced. Some variants were discontinued during the model run. The full range included CLK 200 Kompressor (2002-2006 - the engine output was upgraded in 2007 and this model continued until 2010 and was the only model available with the option of manual transmission), 200 CGI (Charged Gasoline Injection - 2003-2005), CLK 240 (2002-2005), CLK280 (2005-2010), CLK 320 (2002-2005), CLK 350 (2005-2010), CLK 500 (2002-2006), CLK 550 ((2007-2010), CLK55 AMG (2002-2006), CLK 63 AMG (2006-2010), and CLK 63 AMG Black Series (2007-2009). Diesel powered cars were introduced into the range. They included CLK 220 CDI (Common-rail Direct Injection, 2005-2009), CLK 270 (2002-2005), and CLK 320 (2005-2010). One mid-term mechanical upgrade, carried out in 2005, was the new 7 speed automatic transmission which replaced the old 5 speeder. Also in 2005 several minor cosmetic changes were made to the body and interior.

Two models deserve special mention. First, the CLK 63 AMG Black Series Coupe, introduced in 2007, was a high performance limited edition model of which 500 were made, with only 120 produced in right hand drive. These cars are now highly sought after. It is powered by a 6.3 litre V8 producing 373 kilowatts. Top speed was 299kph. The other limited edition model was the DTM AMG, powered by a supercharged 5.4 litre V8 producing a sizeable 428 kilowatts and was capable of reaching 322kph. These cars were made to celebrate the racing CLK's winning the German Touring Car Masters, The letters DTM stood for Deutsche Tourenwagen Masters or German Touring Car Masters. These cars were only sold on the European market. Only 100 Coupes and 80 Cabriolets were produced. Both the Black series and the DTM's are already considered classics, obviously due to their rarity and mind-blowing performance. I venture to suggest that, in time all CLK models will eventually gain classic status with the inevitable rise in value.

In the TSCC there are, as far as I know, only 2 CLK's, one a first generation 2001 CLK430 Cabriolet belonging to Vern Kelly and the other, a second generation 2008 CLK 280 Coupe which belongs to yours truly. Both cars are equipped with the AMG Sports Package. The 430 is resplendent in Obsidian Black with a two tone Black and Cherry interior. The 280 is painted in Iridium Silver with a Black interior and has an optional sun roof. Vern has owned his car for many years. The 280 came to the Watts garage in January 2018 with 30,614 kilometres on the clock. Four and a half years later it has covered just over 39,000 kilometres, mostly clocked up on Club runs.

Sold alongside the CLK, the only other two door cars were the the C Class Coupe which was a class below the CLK, and the CLC Coupe as the entry level offering. As stated earlier, CLK was replaced by the E Class Coupe. The C Class paralleled the CLK in many mechanical aspects but had a completely different body. However, the C Class Coupe continues to be sold today and, like its sedan counterpart, is now in its fifth generation. The current C Class Coupe lineup consists of 5 models, the C200, C200AMG, C300, C300 AMG, C43 AMG and the C63 AMGS, thus continuing the tradition of offering a number of engine capacities in the same body.

Only time will tell if all CLK models rise to classic status. All the earlier coupe offerings are now enjoying a steady rise in value. For example, in the current Shannons Classic Car Auction, a 1967 300SE Coupe has a guide price of \$70,000 to \$80,000. With such an array of models some CLK's will become more desirable than others. I predict that the larger-engined Cabriolets may well be the first to see an upward trend in price. As always, condition and low mileage will be the governing factors. Long live the CLK

## The Car's The Star



Which TV series and what is it?

# The End

