

top

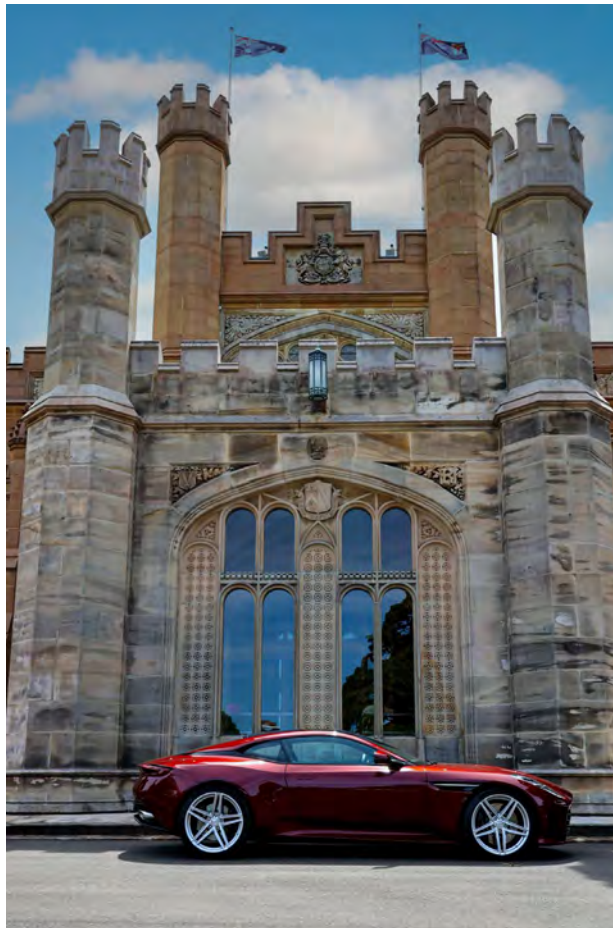


gear

THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTSCAR CLUB INC

ISSN: 2207-9327

*President Daly's
official visit to
Government
House in the
DB12*



CONTENTS

Regular Features

- 3 About Our Club
- 4 Tales from Terry
- 6 Editorial – Tim Bickford
- 7 Motorsport Report – Philip Larmour
- 8 Coming Events

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 emailed to the Editor for publication showing the name and address of the author.

ALL CONTRIBUTIONS TO TIM BICKFORD

editor@tscc.asn.au or 0414 699 535

In This Edition

- 9 POO Day – Julie Braithwaite
- 11 All British Day – Terry Daly
- 13 Newcastle Overnighter – Jeremy Braithwaite
- 15 The Big Trip
- 17 Day 1 – Ian Norman & Lisbeth Allen
- 18 Day 2 – Julie Braithwaite
- 19 Day 2 – Geoff Scott & Liz Kornhaber
- 21 Day 3 – Tony & Lyn South
- 23 Day 4 – Matthew Fallon & Susan Dusting
- 25 Day 5 – Bob & Jeni Smith
- 27 Day 6 – Robyn & Kevin Leggett
- 28 Day 6 – Julie Braithwaite
- 29 Day 7 – Glen & Lyn Bryon
- 31 Day 8 – Sergio & Irene Cariolato
- 32 Day 9 – Jeremy & Julie Braithwaite
- 35 Day 10 – Roger & Pat Korte
- 37 Day 11 – Colin & Jan Piper
- 39 Day 12 – Tom & Ged Aczel
- 42 My Day at the Polo – Lee Portelli
- 44 Thoroughbreds at the Polo – Jeremy Braithwaite
- 46 Mudgee Overnighter – Trevor Booth
- 48 Leura Gardens – Michelle Murphy & Lynn Calluud
- 50 Collecting Cars – Colin Watts
- 54 A Rovering We Went – John Slater
- 56 European Odyssey – Greg Gibbons

ABOUT OUR CLUB

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.

All back copies can be found on the website [here](#).

Club Meetings

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

Correspondence

All correspondence to The Secretary, Thoroughbred Sports Car Club Inc, 23 Madeira Avenue, Kings Langley, NSW 2147

Incorporation

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

Committee

The contact details of the [Committee](#) members are shown on the website.

Constitution & PPM

The club has adopted NSW Fair Trading's Model Constitution, which means as this constitution is updated, we adopt the latest version. You can find the 2022 version [here](#).

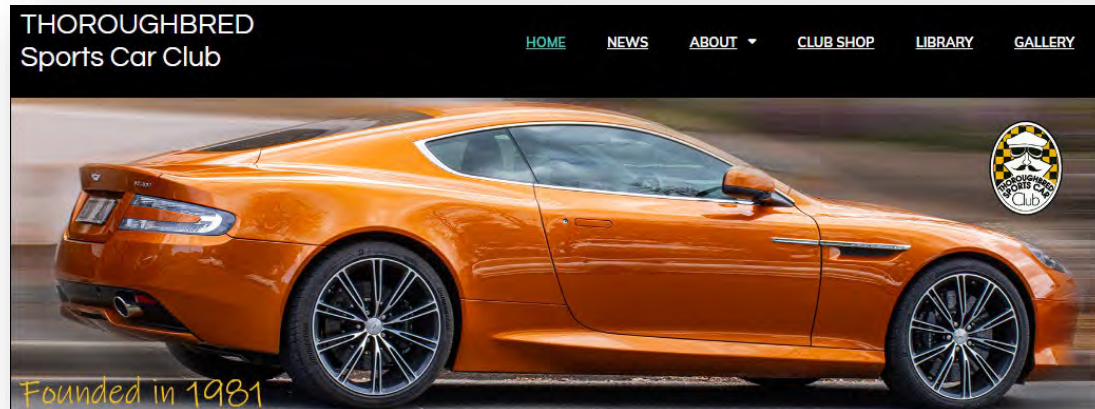
In addition, the Club has developed its own Policy & Procedures Manual. This includes the Club's Objectives and by laws and is updated from time to time by the Committee. You can find the current version [here](#).

Website

The club website is at www.tscn.asn.au and features John & Sonia Curran's Aston Martin on the masthead.

The latest Event flyers always appear on the home page.

The [Club Calendar](#) is the best place to see what's coming up. There is a link to allow you to add the Google calendar to your electronic diary on your mobile or other device.



TALES FROM TERRY

It seems everyday I wake up, and that is a bonus, I hear atrocities such as the Bondi Junction stabbing, the numerous USA shooting, the Ukraine war and the Israel-Hamas conflict followed by domestic violence issues, home invasions, massive frauds, gangland crime etc. Still the list goes on with floods, bushfires, famine making their destructive presence felt. And I'm not finished yet, with Political bullshit coming out of both Federal and State politicians on an array of matters and never far from headlines is another controversial agenda, Climate Change. This is then followed by another popular heading, Racism. And then we generally finish with sport and again it seems to start with Joe Blogs being arrested for DUI, domestic violence or some drug related incident. Unfortunately, I also hear that some of our members have taken ill or passed on to a new life. Aging membership is helping!

So, did anything in my opening paragraph make you jump for joy? Most mornings I simply wait for something funny or positive to hit the airwaves so I can kick start my day. Unfortunately, not many bright and light-hearted news stories hit the headlines anymore. It seems like doom and gloom are the only stories the media are interested in. The Paris Olympics were a welcome relief from the world that's presented to us and weren't they great.

I then think about what a wonderful life I've had and all the tremendous experiences I've enjoyed and most of those experiences, outside of family life, have been centred around cars, having first developed an interest when I saw the cars in the first Redex Trial going up the Pacific Highway (only a two-lane road in those days) in 1953. I was fascinated by what I saw and my passion (or obsession) with the motor car began.

Fast forward to the early sixties and my next major milestone was the Jaguar E-Type. I recall one Sunday morning my father driving into the city to peek at the just released E-Type. There it was sitting in the showroom in white. In those days car dealerships weren't open on Sundays (along with Department stores, Pubs etc) so we had to line up behind about 100 people just to get a glimpse. I was determined that one day I would own one of those drop-dead gorgeous cars!

And the major bad news of that era that I can recall was limited to the assassination of JFK and the Vietnam war and its associated protests. There was the occasional bushfire and/or flood, but it didn't get the airtime that is now devoted to such happenings.

Obtaining my license on my 17th birthday was a big plus to moving my life forward and my first car was a 1952 Vauxhall Velox. It cost \$100 but that was all I could afford, and it only lasted 6 months before the motor blew up and it was simply flat towed to the Turrumurra tip, a place that is now full of beautiful houses.

The cars that appealed to me were everywhere. Ford Cortina GT's, Ford GT Falcon's (and the HO variety) Torana GTR's, XUI's, A9X's, L34's, Valiant Pacer's and Chargers, Cooper S's, MGs of many types, TR's, the occasional Lotus, one or two

Porsches and of course the lovely E-Types. Occasionally you saw a Ferrari or an Aston Martin and that was about it. Often, when not working on a weekend, my Saturday was spent driving along Parramatta Rd stopping at John Thompson Performance, Geoghegan Sporty Cars (and others) begging for a test drive. On that odd day I did manage to achieve that task. Looking back, it now seems funny that I could spend so much time wandering along that famous car strip. Nowadays we don't seem to have those same sort of car yards and I guess the one that would come closest would be the Classic Throttle shop at North Sydney. And again, I cannot recall the news of those days being so full of the crap we endure today.

As for driving in the sixties and seventies, the roads were in reasonable condition, there was very little congestion, speed limits were reasonable and, in the country, it was derestricted, which basically meant you could travel at any speed you liked so long as it was deemed safe! Great days of motoring.

So fast forward to 2024 and the world is so much different. The news of the day is as stated in the first paragraph and motoring and the motor car has changed. The modern sporty car is full of technical overload, most of which I don't use, it accelerates, brakes and handles better than its predecessors and is certainly more comfortable and safer. However, lots of the roads are worse than they were, congestion is the normal and speed limits are a lot lower and enforced.

So did I grow up in the best era of motoring? The answer is simply, yes.

What will the next decade bring? Who really knows. Every day, if you can get away from the news of the day, you hear stories about the push for Electric Vehicles, the need to meet CO2 predetermined emission targets by 2025, VW closing two plants, Fiat pausing the production of the Fiat 500 EV, ten thousand Tesla vehicles in storage looking for buyers, Ford in trouble due their push into EV's, Jaguar going all Electric, Lithium miners share price falling etc etc. Seems like there is a bit of confusion in which way the motor vehicle is heading and therefore the future of motoring as we know it. I'm certainly not against EV's and the Tesla's that I have driven have been wonderful cars but it's not for me. I just like those V8 and V12's that started way back when I was a kid.

Which brings me back to today's Thoroughbred Sports Car Club which was founded back in the glory days of motoring. It now has 150 members (plus life members), the last twenty coming on board in last few months. Welcome aboard and I hope you have a wonderful time in the Club. A thanks to Neil Mason for facilitating this uptake. I should like to mention that one of those new members, Tim Bickford, has taken on the current Editors role of Top Gear and he will be nominating for that position at the November AGM elections. Thanks Tim. And another BIG thanks to John Slater who has had to step down from the Editor's role due to business pressures. Six years in the role is a great contribution.

TALES FROM TERRY

We have quite a few of the current Committee standing for re-election but, I believe, we will have a few vacancies. Please consider nominating.

I would also like to take this opportunity to thank all those members who have given presentations at our Club meetings. We have some truly great members who have had and enjoyed some amazing experiences. If you've missed your Club meeting, you are missing some wonderful tales.

Finally, and most importantly, the social side of the Club. Already we have experienced some very interesting events and have just enjoyed our annual big trip. A thank you to the Aczel's and the Braithwaite's for organising same. Please check out the rest of the 2024 calendar and sign up for any or all the remaining 2024 events.

And the don't forget about 2025. Jeremy has already started the planning process and has a draft calendar in hand. The first quarter is already well underway with John Curran taking on the organisation of TSCC's February involvement in Gnool in Orange and I will be organising a Silo Art trail in March which will take in the NSW and the top part of Victoria.

Bye for now.



EXPRESSION OF INTEREST SILO ART TRAIL

MARCH 2025



We're planning a Silo Art Trail visiting Beechworth, Bendigo and Griffith in March 2025.
Our choice of dates are either Wednesday 5th to Tuesday 11th March – Option 1 – or Tuesday 25th March to Monday 31st March – Option 2.

We will be visiting over 30 silos and there will be a competition for the best photograph on the trip – preferably with your car in it.

If you would like to join us, please reply to Terry Daly at terry.daly@live.com.au letting him know how many would like to join the trip and your preference for Option 1 or Option 2

EDITORIAL – TIM BICKFORD

Welcome to my first involvement in the Editorial aspects of the club.

I have been along to a number of club events in the past months. In my typical way, with any club I have been involved with, it doesn't take long to get involved in the admin aspects of helping to run the club. It helps that I am now retired from work.

I would like to give you some idea of who I am and my experience with car clubs. I have a 1983 Porsche 911SC which has been highly modified over the years for competition. I have been a member of Porsche Club NSW for many years. I was the motorsport director for 5 years, spent another 2 years as historical director and 3 years as the club President.

On top of the above I am also a member of the Austin 10 Club of UK as I have two of them as well. One of which belonged to my father, I guess genetics plays a part in my interest in cars of all types.

So as my first time in this job, don't expect too much just yet. Moving forward I am hoping to provide some updates to the Editorial aspects of the quarterly editions of Top Gear.

I will try and chase up early information of events to ensure all members are informed of upcoming events. I will also chase up details of events once they have been held to report back to members.

I look forward to meeting more members at various events over the coming years.



MOTORSPORT REPORT – PHILIP LARMOUR

Hello All,

The last CSCA event was at Pheasant Wood on Saturday 27 July hosted by MGCC Newcastle.

I was unable to attend but the reports from our competitors was the event was well run, albeit with very cold conditions in the morning. Team Triumph fielded 10 competitors which equated to 20% of the total number entered, so great showing by TSOA. Newcomer Louis Armstrong in his TR7 has an impressive first time out result and with some car development could be a real threat to the rest of the Triumph team. All TSOA competitors successfully completed the day without any failures to proceed, which is always good outcome for the day.

Results from the day-

- John Whittaker (Spitfire) Time 1.07.967- 1st in Class CD1
- Jeff Breen (TR6) Time 1.13.944-1st in Class AB2
- Louis Anderson (TR7) Time 1.15.437- 2nd in Class AB2
- John Stokes (Stag) Time 1.08.743- 1st in Class CD2
- Lindsay Day (2.5PI) Time 1.14.062. 2nd in Class CD2
- Ian Mash (MX5) Time 1.06.464- 4th in Class M1
- Stephen Brankstone (MGB Mazda)- 5th in Class R1
- Trent Avery (Evo 7) Time 1.01.111- 4th in Class R3
- Peter Avery (Evo 7) Time 1.03.462- 7th in Class R3
- Mark Hurst (Brabham) Time 59.898 1st in Class S2

Well done to all of the TSOA members and a big personal thanks from myself for your support of this event.

The next event is at Sydney Motorsport Park on Saturday 21 August hosted by Club Lotus. Invitations have been sent to all on the Competition mailing list.

Important change to the requirements for all cars for the Round 4 event- You must have metal valve caps fitted to all wheels.

Until next time happy motoring, preferably on a track somewhere!

Philip Larmour



Philip in his Dolomite

TSCC was exclusively represented by members who are also TSOA members at this event. The full results are [here](#).

COMING EVENTS

For the latest information on all our coming events please go to the Club calendar:

<https://tscc.asn.au/calendars/>

Current flyers are always shown on the [home page](#) of the website.



Putty Road to New Grey Gum Cafe

Wednesday 20th November 2024

Join us for a drive along The Australian "Route 66" Putty Road to Grey Gum Cafe for lunch.
Meet McDonalds Vineyard at 10am for 10.30am departure
Venus: Renovated and expanded Grey Gum Cafe - now licenced
Lunch: Charcuterie Board, Wraps, Pies, Tea/Coffee/Soft Drink
Event is limited to 40 members

Please RSVP to Greg Gibbons by 11th November on 0419 222208 or greg.gibbons1@gmail.com if you want to join us.
Please deposit \$35 into Thoroughbred Sports Car Club account
BSB: 032-282 Account no: 135873 in the description field insert: 'yourname GREY GUM'



TSSC XMAS PRESENTATION LUNCH 2024

- ★ Please join us at the TSSC Xmas Presentation Lunch at Muirfield Golf Club on Friday 6 December.
- ★ Arrive at 12 midday to enjoy drinks and canapes in the function room. A bar tab subsidised by the club will be in place during this period.
Allocated seating will be arranged.
- ★ A two course Xmas Lunch will be served from 12:30pm. A tea/coffee station will be available. Awards will be presented to their recipients and 3 fantastic gourmet hampers will be given away as lucky door prizes!
- ★ Please RSVP to David and Linda Slater by 25 November at slater15@bigpond.com
Numbers are limited to 110. When you RSVP, please let us know of any dietary requirements and /or if you wish to sit with particular members.
- ★ Pay \$67/person into the Thoroughbred Sports Car Club Account
BSB: 032-282 Account No: 135873
In the description field insert: XMAS YOURNAME
e.g. XMAS SMITH if your surname is Smith.



TSSC XMAS PRESENTATION LUNCH 2024 Extra Details

- ★ Muirfield Golf Club
58 Barclay Road, North Rocks – entrance is via Perry Street.
- ★ Parking: There are 3 car park areas. Some disabled parking bays are located near the front door of the club.
- ★ Everyone will be required to sign in prior to entering the function room. There will be a sign-in page in the club foyer– please enter all your details. A golf club member will sign you in on the day.

POO DAY – JULIE BRAITHWAITE

A bright, sunny day greeted the 96 members and guests, 53 cars, to the annual Pride of Ownership Day held at Chapel Hill, Berambing.

The cars lined up on the lawn and made a magnificent sight. The breeze wasn't too strong and some excellent drone footage can be seen [here](#) and all the stills are [here](#).

The format of members choosing the Car of the Year was again implemented this year, with the overwhelming winner being Ross & Diana Milner's 1965 Lancia Flamminia SS.

Three trusty judges in the form of Rob Clare, Terry Daly and Stephen Knox judged the cars to choose Gold Awards for Historic and Modern categories. Certificates will be awarded at the Christmas Party.

After inspecting the cars and having a good natter members retired to the dining room at Chapel Hill to enjoy a glass of bubbly and a two-course lunch. The food again this year was excellent.

After a very happy and social afternoon people headed home, hopefully everyone avoiding Mr Plod who was parked up a side street in Bilpin.

Tim & Sharon Bickford	1983	Porsche	911 RS Replica
Harley Boggis	2012	VW	Golf GTI
Lawrence & Jane Bonello	1966	Ford	Mustang V8 Coupe
Jeremy & Julie Braithwaite	2017	Ford	Mustang V8 Coupe
Jeff & Judy Breen	1986	BMW	635csi
Laurie & Fran Bromley	1973	Triumph	Stag
Warren & Sue Bromley	1996	Porsche	911 993
Brenden Byrne	2010	Aston Martin	Rapide
Sergio & Irene Cariolato	2019	Mercedes Benz	C63S
Rob Clare	1959	Jaguar	XK150S
Vic & Jane Clarke	2009	Porsche	911 Carrera
John & Sonia Curran	2012	Aston Martin	Virage
Terry & Robyn Daly	2024	Aston Martin	DB12
Peter Dowrick	2017	Holden	Motorsport
Barry Farr & Dott Forrester	2015	Mercedes Benz	400SL
Stuart Forbes & Caroline DeWolff	2014	HSV	GTS
Peter Fuller & Leonie Leer	2011	Porsche	Cayman
Jeffrey & Joanne Gatt	1964	Ford	Mustang D Code
Bruce Griffiths & Val Dixon	2008	Mercedes Benz	SLK350
Chris & Deborah Hallam	1953	Jaguar	XK120
John Herlily & Linda Pope	2021	Audi	R8 Spyder
Norm & Pam Johnson	1962	Jaguar	E Type
Jack Jones	2008	Jaguar	XJ
Vern & Wendy Kelly	2001	Mercedes Benz	CLK430

POO DAY – JULIE BRAITHWAITE

Stephen & Jill Knox	2018	BMW	M240i
Roger & Pat Korte	2004	Mercedes Benz	SL350
Phil & Leigh Lamour	2012	Jaguar	XK
Chris & Allana Mackertich	1994	Porsche	968CS
Gary & Wendy Maher	1969	MG	MGB
Brian Marshall	2012	Bentley	Continental GT
Neil Mason	1961	Jaguar	Mk2 3.4
Ross & Diana Milner	1965	Lancia	Flamminia SS
Alex Mineeff & Bev Moore	1965	Ford	Mustang Convertible
John & Margaret Moody	1961	Jaguar	Mk2
Andrew & Lesley Nelson	1954	MG	TF
Anthony & Leonie Palermo	2010	Mercedes Benz	SLK300AMG
Colin & Jan Piper	2007	Mazda	MX5
Keith & Carol Reynolds	1998	BMW	Highline Convertible
Craig & Donna Shiel	1987	Ferrari	328 GTS
Peter & Margaret Simms	2004	Ferrari	575M
David & Linda Slater	2023	Nissan	Z
John Slater & Wendy Huggard	1996	Porsche	Carerra S
Ashley & Janine	2003	Ferrari	360 CS
Tyrone & Emily	2021	Ford	Mustang Shelby GT
Nick & Vicky Sotirios	2021	Porsche	Macan
Tony & Lyn South	2001	BMW	M3
Peter & Eve Stefan	2006	Mercedes Benz	SLK55 AMG
Malcolm & Margaret Stephen	2022	BMW	M240i xDrive
Judith Thew/Clifford Hunt	1985	Porsche	944
Steve & Shiela Trotman	2009	Audi	TT
Lionel Walker	1984	Jaguar	XJS
Daniel Young & Sarah Kirkwood	2009	Nissan	R35 GTR



*TSCC Car of the Year
Lancia Flamminia SS
Ross & Diane Milner*

ALL BRITISH DAY – TERRY DALY

After years and years of having this British car festival at the Kings School, the 2024 event was relocated to the Hawkesbury Showground. However, one of the other real attractions, (besides the British cars) was entertainment, art show etc that came with the King's school. This, I believe, encouraged many of the fairer sex to attend and participate in what was a great car display. I noted a lot fewer ladies were in attendance this year.

The Thoroughbred Sports Car Club had a total of twelve cars in its allocated position and what lovely cars they were.

- Michael Markiewicz in his Aston Martin DB6
- James Scott in Michael's Aston Martin DB4 Convertible
- Daniel Young in his Aston Martin Vantage V12
- Terry Daly in his Aston Martin DB12
- Julia Clark in her Aston Martin Vanquish
- Neil Mason in his Jaguar Mk 2
- Peter Van Dyk in his Jensen Healey (for sale if anyone is interested)
- Jeremy Braithwaite in his supercharged Range Rover Velar
- Jack Jones in his Jaguar XK8
- Jack Jones's friend in a Rover
- Lawrence Bonello in his Mini Cooper
- Rob Clare in his Concours winning Jaguar XK120

We were stationed beside the Aston Martin Owners Club which let the Aston Martin's within the TSCC display integrate with the AMOC cars.

Also scattered throughout other marque displays were other TSCC Members. Those I spotted were Liz Kornhaber (Aston Martin), Bruce Duncan (Aston Martin), Ken Martin (Aston Martin), Geoff Scott (Jaguar), Mike Collett (Jaguar), Lionel Walker (Jaguar), Geoff & Choy-Lin Williams (Morgan), Paul Sampson (Aston Martin), Greg & Chee-Mai Gibbons (Aston Martin), Lorraine Mooring (Triumph), Peter Wards (Triumph), Bob Adby (RR), John Elmes (RR), Bruce MacBryde (Jaguar) and Dave Cunneen (Jaguar).

Also spotted wandering through the cars were residents Gary Maher and our new Editor Tim Bickford, nearby resident Keith Reynolds, bike attired Harley Boggis, as well as long-time member Bob Smith. And part of the judging team was Sam Movizio.



TSCC Lineup



*Peter Van Dyk – Jensen Healey
Car is for sale*

ALL BRITISH DAY – TERRY DALY

Bob Forbes whose shed we visited earlier this year was there in company with Hillclimb Champion Peter Finlay.

The day itself was sunny but cold with a strong southerly wind blowing which made pitching a tent somewhat dangerous, knowing that, if dislodged, it could cause damage to the surrounding cars.

For some reason, the powers to be, limited the number of cars to a thousand. Why I don't know but I didn't notice anyone doing a headcount!

The photos attached will give you a basic idea of the layout and the British Cars present, and I would say that the Jaguar Club had the largest and probably the best display. Having always loved Jaguar I spent well over an hour meandering through the various years of Jaguar.

What a pity they have decided to go all electric as they have produced some of the best value for money sports and touring cars for generations.

At a guess, I would say the Mini car club, the Sprite Car Club and the Rolls Royce/Bentley Car Club would have roughly the same numbers and would probably come in second.

And all on its own would be a 1970's speedboat called The Aggressor with a 27 litre V12 Rolls Royce Merlin Motor and when he fired it up late in the day you would have thought it was a jet landing at the nearby RAAF air force base!

Overall, I would rate the new venue and the day a success. The access was a vast improvement over Pennant Hills Rd, the layout was better, and not being restricted in when you could come, or leave was a bonus. The negative was the "other" attractions that went with the previous venue.

Will we get more TSCC members participating next year?

[Photos of members](#)

[Photos of other cars](#)

*Photos Jeremy Braithwaite
Top: The Aggressor
Bottom: Geoff Williams*



NEWCASTLE OVERNIGHTER

By Jeremy Braithwaite

Terry Daly organised an excellent overnight run to Newcastle on 17th and 18th July.

We met up with everyone at the new Harrigan's Cameron Park pub ... not the one at the Hunter Valley which a couple of people went to!

Those that made it to lunch included:

- Terry and Robyn Daly
- Jeremy and Julie Braithwaite
- Robyn and Peter Wards
- Rob Clare
- Anne and Tony Rolfe
- Vern and Wendy Kelly
- Bruce Griffiths
- Val Dixon
- John and Margaret Moody
- Mark and Caroline Beckett
- John Slater
- John and Sonia Curran
- Philip and Leigh Lamour
- Gary and Wendy Maher

After lunch we went to Rydges Newcastle on the waterfront where we were staying and we all met up at the bar for happy hour. Dinner was at the Italian restaurant next door .. the Casa Nova.

The next morning, we had breakfast overlooking the beach at Nobby's and then met up with everyone again at Morpeth for lunch at the Commercial Hotel.

We'd never been to the Art Gallery there and it had some great paintings.

A great run down the Putty Road was a fitting finish to a lovely couple of days away.



Top & above: Harrigans
Left: Nobby's Beach with a good surf running

NEWCASTLE OVERNIGHTER

Incredible artwork at the Morpeth Gallery



THE BIG TRIP 2024



Intercontinental Sanctuary Cove

BIG TRIP DAY 1: TAMWORTH

By Ian Norman & Lisbeth Allen

Forty-two TSCC club members and one guest began “The Great Divide” trip organised by Julie and Jeremy Braithwaite and Tom Aczel, who had surveyed the route on his motorbike.

A beautiful day, people travelled from various starting points – the Putty Road, the M1 and Bathurst. Lizzie and Geoff were delayed by a day due to problems with Lizzie’s Aston Martin.

Lisbeth and Ian travelled via the M1 clocking 420kms. The countryside was very green, the roads excellent. We stopped at Hunter Belle Cheese at Muswellbrook for lunch where we met up with the Braithwaite’s the Bromley’s and Korte’s. Unusual décor included the light fixture (below).

Arrived at the Mercure Tamworth at 3.30pm visiting the Golden Guitar and Scenic lookout on the way in.

After a brisk walk we met up with the others for drinks at West Leagues Club. The Mercure is built into the Leagues Club and you can access the club via the first floor of the Mercure, very convenient. Drinks were followed by an la carte dinner. Lisbeth’s Barramundi was excellent.

A great start to the trip.

All the pics are [here](#).



Lunch at Hunter Belle



Pre-dinner drinks

BIG TRIP DAY 1: TAMWORTH



Lisbeth and the Golden Guitar



View from lookout at Tamworth

BIG TRIP DAY 2: PORT MACQUARIE

By Julie Braithwaite

Lizzie Kornhaber and Geoff Scott were the official reporters for Day 2 – Tamworth to Port Macquarie, but mechanical issues with the Aston Martin mean they were delayed leaving Sydney and met the group in Port Macquarie – see a report on their saga on the following pages.

The rest of the group departed Tamworth and most headed south to visit the lovely village of Nundle. It is now possible to get a decent coffee from a coffee cart diagonally opposite the pub, but apart from that nothing much has changed in Nundle since the club last visited a few years ago, and the visit a few years before then, and.....you get the idea, it is still much the same as it has been for years! A number of members made the obligatory visit to the Woollen Mill.

From Nundle people headed north to Walcha. There were a couple of potential routes, all through countryside that looked green and lush. The 'official route' was over the mountains, another route via Thunderbolt's Way and the other via the Highway.

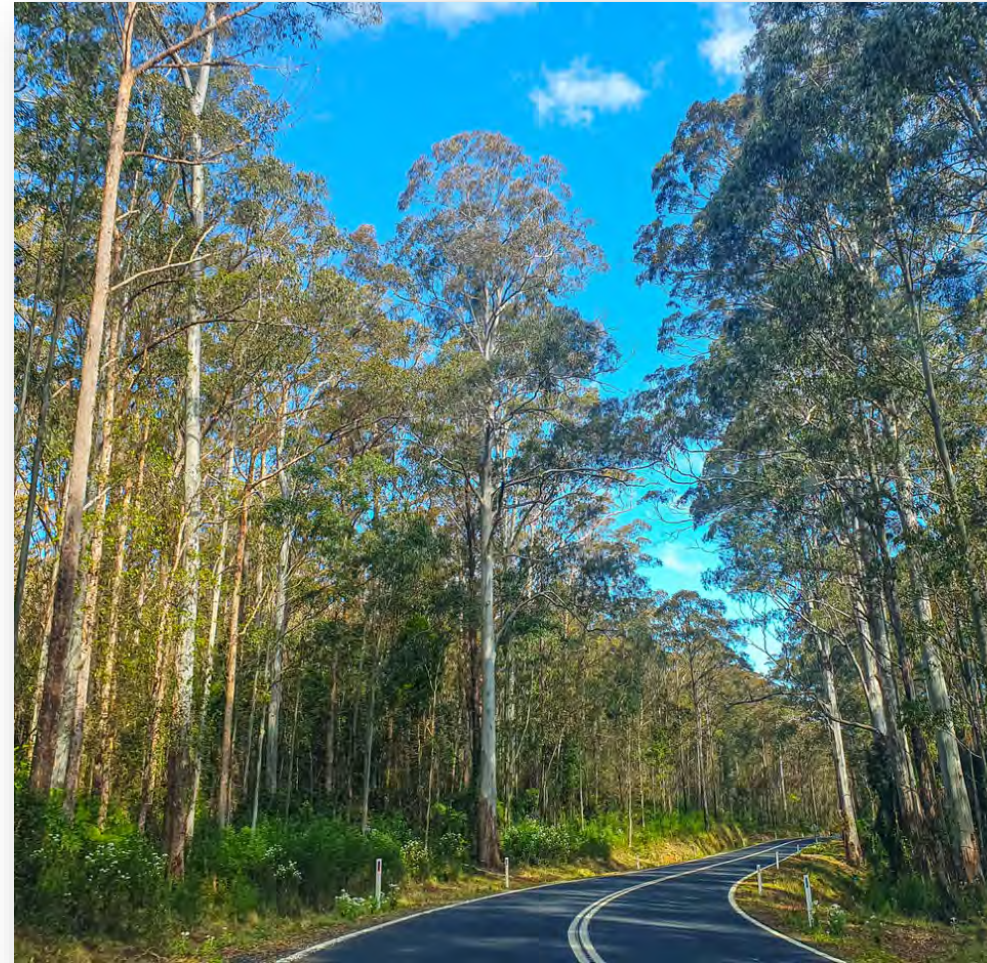
A very rural drive with a mob of sheep blocking one road, phantom roadworks causing a long stop for some and snake avoidance (especially for those in open topped cars) just adding to the interest.

We enjoyed a lovely lunch at Cafe Graze at Walcha, and other TSCC members were spotted at hotels and cafes. We took the opportunity to visit the Commercial Hotel to make sure all was in order for our dinner there later in the trip.

The Oxley Highway through to Port Macquarie is one of the great driving roads we enjoyed on the trip. Magnificent scenery and enough twists and turns to give the driver a good arm workout. We enjoyed a near traffic-free run until roadworks just before Wauchope, only passing one truck on the dual carriage way on the hill out of Walcha, and one 4WD about 10ks from Walcha....otherwise no traffic. The roadworks at Wauchope caused problems for some who came along the road later in the day and some experienced long delays that meant they were late for drinks!!

Sails at Port Macquarie was a magnificent resort right on the water.

Dinner was at the Aqua Restaurant at the Westport Club, a short walk (or even shorter drive) from the Resort.



The lovely Oxley Highway

Everyone's photos are [here](#)

BIG TRIP DAY 2: PORT MACQUARIE

By Liz Kornhaber and Geoff Scott

Why we started a day late and did not bring the ASTON

Lizzie loves cars and has an MGTC and an ASTON MARTIN Vantage V12.

Now we all know English cars are designed by engineers and should never be pulled to bits, because every bit which requires service, is hidden in the tightest most inaccessible place. Perhaps you may stumble across a description in the 6 volumes of the workshop manual which describes all sorts of stuff except how to find and service the wearing bits.

For example, did you know the radiator has a header tank AND an overflow tank. The overflow tank is hidden behind a composite shroud behind the passenger's side front wheel arch. Its position and purpose is not described in any of the 6 volumes of the workshop manual. How does it work?

The cunning rats (or similar), had eaten away at the aluminium radiator core underneath the plate, which held the struts, which held the bonnet open, which we could stop from falling on the poor home mechanic, who propped it open with a domestic broom handle.

We managed to drive the car home safely and watched in awe as the top radiator hose was sucked flat by an unexpectedly strong vacuum, produced from goodness knows where. Arthur the North Shore Radiator man who lived around the corner was duly consulted and declared we needed a new radiator top hose and a new radiator.

A NEW RADIATOR!!

Lizzie rang Paul Sampson (Boss of the AMOC NSW club), who sent out a call to all the members.

Ken Martin rang Lizzie and he explained he had a brand new radiator, in its box, which he would supply to us yesterday, provided that we replaced it with an identical one in the not to distant future – This generous offer was a life saver!

The replacement radiator has now been ordered from Aston Acquisitions.

Also, we needed a replacement top radiator hose for the one that had its innards sucked out, and. a new radiator pressure cap. Andrew of Aston Acquisitions supplied the correct radiator cap marked 180kPa -that is a lot of psi's. Not your ordinary good old radiator cap

We now know AM Australia did not have a top hose, AM spares in UK did not have the correct hose and every place we called (6 in total) did not have a top hose and would not even guess when their suppliers would have stock.



*Top:
Nundle Woolen
Mill*



*Left:
Liz' broken
radiator*

BIG TRIP DAY 2: PORT MACQUARIE

Having assembled all the bits, - the North Shore Radiator man arrived at Lizzies home on Saturday 7th September and proceeded to remove the old radiator.

He said it was the most difficult radiator job he had ever done and even more difficult than a Rolls Royce to get the bloody thing out. By the time we had dragged it out it was truly bloody – my blood. Every time I stick my hand near a Pommie engine tomato sauce starts to breakout all over my poor old hands.

Now all we were waiting for was the new top radiator hose. It missed the connecting Qantas planned airfreight date in USA, but did arrive 1 hour after we had made the difficult decision not to take the Aston and substituted Lizzie's 2014 year old Holden Calais.

Lizzie was convinced the ASTON was unsafe because the airbag warning light was showing red continuously on the instrument panel. The AM forum was consulted and we established that the micro switch underneath the drivers seat had moved out of its connecting socket and only needed to be re-connected. How to get underneath the seat – of course- take the seat out.

True to form I squashed my right hand under the seat, plugged in the faulty connector and withdrew my bloody hand from the bottom of the seat.}}

Back to the battle,

Take all the luggage out of the Aston and pack it into the Holden and away we go.

Thank goodness for the Australian designed and built Australian Calais.

19th September Day 4 to Crescent Head Lighthouse

The Calais handled all the rough roads we were not supposed to go on, and found the Aussie potholes a breeze, particularly after we caught the Ferry and travelled over 20Km of unsealed road.

My very experienced navigator tried very hard to keep me following her directions, but my instinct took over and I only got lost 3 times. Lizzie only got lost once.

*Top: The Pipers arrive at Nundle
Bottom: Drinks in the Braithwaite's
room at Port Macquarie*



BIG TRIP DAY 3: PORT MACQUARIE

By Tony & Lyn South

A glorious sunrise came before our 7am walk/stroll from Sails to the Town Beach breakwater end. John Slater, Rob Clare, Kevin Leggott and I had solved most of the world's problems before reaching the beach, so clearly a reward was in order.

That and a pressing need for coffee soon overcame any ambitions of statesmanship, and it was back to the Little Shack for a beverage. Bob & Jenni Smith were among the early risers having already completed a serious lap of town (or so he said!) They joined we walkers.

An equally leisurely stroll back to Sails found Lyn still asleep – a forerunner to the rest of her trip, battling a bug, as yet, unrevealed.

Almost all of us have a story, a connection or anecdote about Port. My earliest comes from the mid 60's. A school mate in Maitland (we boarded at Maitland Boys High, as it was then) was from Port. His father was the town's only pharmacist. I can recall, quite clearly, overnight train trips from Maitland to Telegraph Point, a taxi ride (the pharmacist had one leg and no car) to Port and a week or so getting into all sorts of unreportable mid-teens mischief. Simpler days indeed!

Roll forward 15 years, Lyn and I married with two young kids and affordable Christmas holidays were camping at Rainbow Beach, between Lake Cathie and Bonny Hills, all south of Port.

All that's a long time ago, but in a (probably misguided) attempt to recreate those days Lyn and I set off to re explore the coast, and inland to Kew. Thankfully much of the area south of Tacking Point to the north of Lake Cathie is as it was. Typical coastal sand dune country with scrubby growth. Beautiful, if only for its natural state.

From Lake Cathie, through Bonny Hills to North Haven is largely populated now. Quite unrecognisable to our eyes. Rainbow Beach certainly still exists, along with its camping/caravan facility. Not quite as I recall it, but there nonetheless. The Laurieton pub remains, albeit with many more modern neighbours today.

A quick trip out to the freeway (through Kew where Will Hagon operated his motoring focussed ex servo shop for several years) and back to Port for a late lunch (pay before you eat, a whole new experience in a restaurant).

5:30 drinks were at Chateau Pike. A very enjoyable dinner with John & Wendy Slater and Bob & Jenni Smith at the highly recommended (but surprisingly expensive) Stunned Mullet rounded out a day of mixed emotions in Port Macquarie.

The pics on the next page are generic as it was only at days end that I remembered that today was our "reporting day". Sorry.



Top: The Pipers again ...
Bottom: Dinner at the Westport Club

Everyone's photos are [here](#)

BIG TRIP DAY 3: PORT MACQUARIE



*Beautiful Port
Macquarie*

BIG TRIP DAY 4: ARMIDALE

By Matthew Fallon and Susan Dusting

Early departure from Port Macquarie in glorious weather had us taking the tourist route up the coast. We detoured to Grassy Head and Urunga before taking the shortcut road to Waterfall Way.

Beware Volvo Driver, at this time we were joined by the gorgeous P1800 for a spirited drive to Armidale.

A stop at the waterfalls, Skywalk and Fusspot Cafe along the way made for a fantastic day.

Everyone's photos are [here](#).



Left: Trial Bay Jail

Top right: Ebor Falls

Bottom right: Vic Andrews fettling his brakes on the P1800



BIG TRIP DAY 4: ARMIDALE



Historic Bellingen

BIG TRIP DAY 5: BALLINA BEACH

By Bob & Jeni Smith

Another magnificent morning greeted us at the Rydges Armidale, cool but sunny.

After a leisurely continental breakfast at their Azka dining room, a garish Moroccan themed café, the group dispersed at various times to head off to the coast.

First part of the journey retraced our inbound trip on the Waterfall Way (B78).

The road undulates through some lovely countryside. An option on the way was to view the Wollomombi falls, an impressive 220m drop; the highest in N.S.W. The spectacular single fall from a massive gorge was well worth the diversion.

The route change near Tyringham to the B76, heading towards Grafton. Its 93kms of twists and turns, pretty rough in places, with the odd pothole or two thrown in for good measure. The old Mercedes coped well.

We bypassed Grafton and pulled into the charming small village of Ulmarra, about 15 minutes on the far side of Grafton. Several TSCC members had the same idea; most having lunch at the Ulmarra Food Co., serving delicious home-made pies.

The run north from here to Ballina mostly boring on the M1, dodging average speed cameras, and highway patrols.

The usual tradition of drinks and nibbles continued at the Ballina Beach Resort in the early evening, with a big contingent having dinner at Capiche, an Italian restaurant overlooking the sea.

Another day ticked off on the big trip – you should have been there – it was memorable!!

*Top: The Bryon & Fallow Lotus Emira's
Bottom: Pre-dinner drinks at the Resort*



BIG TRIP DAY 5: BALLINA BEACH



BIG TRIP DAY 6: SANCTUARY COVE

By Robyn and Kevin Leggott

Another beautiful sunny morning in Ballina.

Some of the men went for a walk at 6.30 and then on to breakfast.

Many people, including us, went to the Shelly Beach Cafe for breakfast. A beautiful setting with great views. Lisbeth and Ian were there and Ian saw a pod of whales in the distance with one breaching!!

Then leaving Ballina and on to Murwillumbah and to the Tweed Art Gallery. A beautiful art gallery with Margaret Olley exhibition. Some beautiful paintings on display and some recreated home scenes as well. A great exhibition. Lots of other artists paintings and drawings on display also.

On our way we travelled to Kingscliff and Casurina. We have visited Kingcliff many years ago when friends lived there. It was a beautiful little beach town but now it is teeming with people and lots of development since we were last there. We couldn't find a park so we could have some lunch it was so busy.

Then on our way to Sanctuary Cove. The traffic was horrendous getting through the Gold Coast highway.....lots of roadwork to add to the problem.

Finally at Sanctuary Cove and checked in. We went to the Bar area where lots of Car Club people were there and we all went our separate ways for dinner.



The wildlife at Sanctuary Cove

BIG TRIP DAY 6: SANCTUARY COVE

By Julie Braithwaite

The Inland Alternative

Working on the principal Tom Aczel had found some fantastic driving roads up to now, a number of us took advantage of the suggested inland route Tom had charted.

We travelled separately, but all headed west through Lismore and Casino before turning north to Bonalbo and hence Woodenbong, where we enjoyed a surprisingly good cup of coffee in a repurposed service station. Woodenbong and its surrounding area boast a population of less than 400, so you can understand our surprise.

From Woodenbong we travelled through the mountains and rainforest of Border Ranges National Park – stunning scenery.

Lunch for us was at Tamborine Mountain and then onto Sanctuary Cove.

There was surprisingly little traffic until about 5 kilometres from the resort, so we all enjoyed a great drive on fantastic roads with beautiful scenery.



Top:
The country looked fantastic
Right:
A few boats for sale at the Sanctuary Cove marina
Left:
Woodenbong claims to be the Yowie capital of Austraklia

Everyone's photos are [here](#)



BIG TRIP DAY 7: SANCTUARY COVE

By Glen & Lyn Bryon

We drove out through the hills to join everyone at the Gold Coast motor museum.

Sitting down to a great lunch then a trip through the museum which had some great cars then in the afternoon we caught up with my nephew at pleasure point for afternoon tea.

We joined everyone at the dining room at Sanctuary Cove for an organised dinner which was top notch.



Top: Past TSCC Secretary Nigel Bryan holds a picture of his Championship winning Bowin P4 published in the 50 Year history of Formula Ford which Jeremy Braithwaite helped to create. You can order it [here](#)

Left: Vic Andrews was the photographer

Everyone's pics are [here](#)

Jeremy's pics of the Museum with a lineup of the cars are [here](#)

BIG TRIP DAY 7: SANCTUARY COVE



A lovely dinner at the Intercontinental Sanctuary Cove

BIG TRIP DAY 8: SANCTUARY COVE

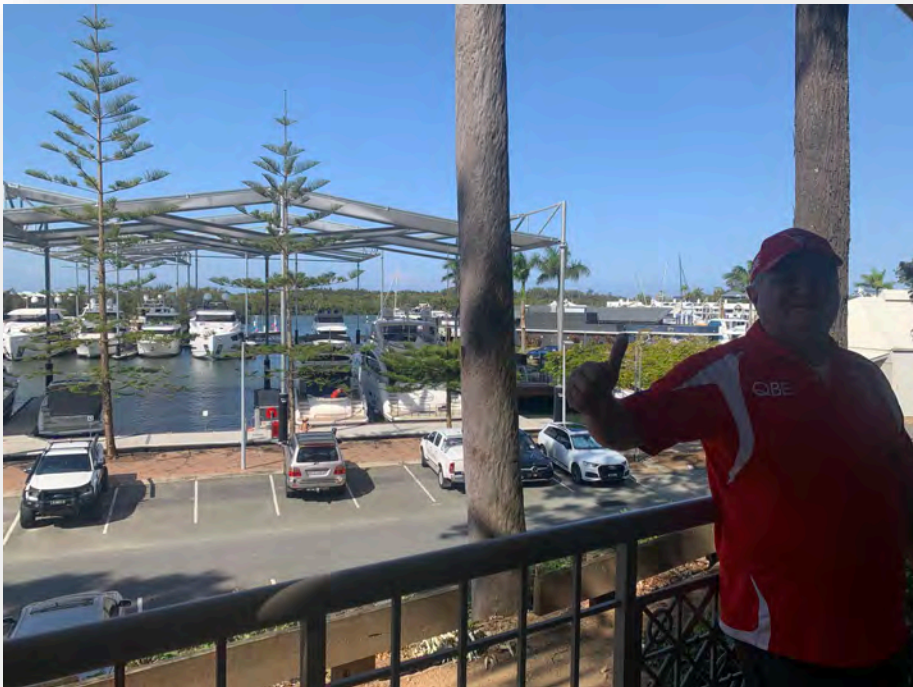
By Sergio and Irene Cariolato

So here we are our last full day at the beautiful Sanctuary Cove 23rd September 2024.

After a few fairly busy days we had a lovely, leisurely free day to do whatever we liked, soooo, we enjoyed a sleep in, a late breakfast and then some shopping.

Later that night we had a delicious dinner at George's Paragon Seafood Restaurant with John, Sonia, Terry and Robyn.

What a coincidence at the very same restaurant we ran into Vas and Nicole CEO of the Thunderbolt Run, it is a small world after all.



Top: John Curran and Sergio Cariolato at George's Restaurant

Left: Sergio seems to like his room at Sanctuary Cove

All the pics are [here](#)

BIG TRIP DAY 9: TENTERFIELD

By Jeremy & Julie Braithwaite

On Behalf of David & Linda Slater

David & Linda had to leave us at Sanctuary Cove on the Sunday to get back to see Linda's Dad just before he passed on the Monday. Our condolences Linda and glad you were able to get back in time.

We'd had a wonderful three days at Sanctuary Cove ... time for everyone to recharge their batteries ... and I think we were all a bit sad to leave. But we had a wonderful day in front of us.

We headed West across Tambourine Mountain to Beaudesert and then headed further west to Boonah. We continued on the Rathdowney Road before turning right onto Carney Creek Rd. This was extremely narrow in places, and we clung to the side of a mountain before emerging in open country at the top with some amazing views from Carr's Lookout. We'd actually been travelling right along the Queensland side of the border with NSW.

We'd bought a wrap for lunch in Boonah, and we enjoyed it at Queen Mary Falls, just up the road. We hadn't seen any other members so far but the Smiths, Bromley's, Korte's and Vic Andrews were all there.

We encountered a fine specimen of a water dragon on the track down to Queen Mary Falls, sunning himself on a rock.

There was a good flow of water over the falls and a clear shot from the viewing platform:

And so on to Tenterfield.

The Henry Parkes Motel was under new management and the old management hadn't informed them on what they had committed to for us! Anyway, it all worked well with no charge for BYO at dinner, low cost drinks and a lovely couple of courses served promptly. Breakfast was excellent too and the new manager put on his Mustang T-shirt to please Terry and us.



Queen Mary Falls

BIG TRIP DAY 9: TENTERFIELD



Carr's Lookout

BIG TRIP DAY 9: TENTERFIELD

But first the girls had an appointment at a boutique run by a friend of Ged Aczel's. It was called Sherelle's Boutique and had an amazing range for a small country town.

The boys went to see Hilliers by Design, the other way up the main road. Troy & Clayton Hillier have taken over their Dad's coachbuilding business and now specialise in hearses. The two brothers were trained by TSCC member Peter Wards at Tamworth TAFE and both still speak highly of him. David Slater has also known the two for 20 years.

We started off by looking at a 190SL 'restomod' with an AMG engine which was effing quick according to Troy. Effing was his favourite adjective by the way ... lucky the girls were all up the road!

We next had a look at some vans that were used to transport coffins. This one is a double decker with provision for four and is complete with four aircon outlets into the van body.

They do a specialist Landcruiser converted for carrying coffins which in the NT have to initially go back from the tribal areas to Darwin. The windows are armoured!

There were a couple of stretched Mercedes E Class.

We also saw a new Porsche Panamera which is the first of three to be made into hearses. If successful, the boys plan to bring in LHD cars and convert them for the European market. They have a partner in Italy.

And lastly the hearses. They had just started to build them on the Chrysler 300C platform when we first visited them in 2017. Since then, they have built 300 of these with the last being finished at the time of this visit.

The pic on the right shows one of the new Mercedes hearses ready for delivery. The body is one complete composite moulding!

Altogether a fascinating visit and another wonderful day on our road trip!

All the Tenterfield pics are [here](#) and the pics at Hilliers are [here](#).



Top: Hilliers SL190 Restomod
Bottom: A Mercedes Hearse

BIG TRIP DAY 10: WALCHA

By Roger & Pat Korte

Another perfect morning accompanied by a generous breakfast courtesy of Henry Parkes Motel.

Pat's and my journey along Bruxner Way included a brief 8km detour to Bonshaw to find the interesting 'Store' closed, although the historic Mobil 'flying red horse' was keeping watch over this seemingly deserted village. Travelling south through Ashford saw us arriving for lunch at Inverell where the Riverside Restaurant proved to be a very relaxing venue overlooking a lovely garden where we were joined by Laurie and Fran Bromley.

Most of our travelling group visited the National Transport Museum but, unfortunately, our relatively late departure from Tenterfield left limited time for Pat and I to spend sufficient time there. Inverell is an interesting "off the beaten track" country town and a future short trip for us is now intended.

Upon leaving Inverell we joined the start of Thunderbolts Way which led us through Bundarra and busy Uralla, where we very briefly joined the New England Hwy, then from here following Thunderbolts Way on towards Walcha.

About 30 km before Walcha we spotted a memorable spot from a previous TSCC run in 2019. On that occasion Rob Clare's Mk 2 Jaguar failed to proceed. Several volunteers pushed the Jag behind a tall hedge at the entrance to a large property for safe keeping while several rescuers drove to Armidale to buy an 'after-market' fuel pump. We returned to the stranded but secure Jag and fitted the said pump, which I believe may still be in the car.

Walcha has been a favourite TSCC destination for several years. The 1 Star Walcha Motel providing clean, cheap accommodation for most of our group, the remainder accommodated in cabins at the Caravan Park.

Dinner was booked at the extremely busy and noisy Commercial Hotel, where the overworked publican and staff provided very generous helpings from an extensive menu.

Another excellent day, thanks to Julie, Jeremy and Tom.



More lovely roads and scenery

More pics [here](#)

BIG TRIP DAY 10: WALCHA



Inverell Motor Museum

BIG TRIP DAY 11: PORT STEPHENS

By Colin and Jan Piper

Having seen reports in the media of the record rainfall in Central Australia, and forecasts that the weather front was heading East, we woke to a cloudy morning and ominously, the darkest of those clouds were to the south...the direction we were about to take. Forty dollars of "95" in the MX5 and we started off down Thunderbolt's Way. Captain Thunderbolt a gentleman bushranger, aka Frederick Ward apparently roamed these parts in the 19C. It is said that he was able to escape the pursuing constabulary by shaking them off in the rugged terrain, which these days 150 years later is home to one of the top Motorcycling roads in Australia. It might surprise many that the road was not built until the mid 20C! As you are all aware, it varies from magnificent open sweeping bends with perfect surfaces immediately after Walcha but then deteriorates the further south one goes. Some parts are in atrocious condition; we haven't had time to research the Local Council area boundaries, but I suspect some of the councils are better at road maintenance than others...probably a matter of dollars available.

Sure enough, 27kms after leaving Walcha, the windscreen wipers were called into use, the first time since leaving Sydney some 11 days and 2538kms (many of those with the top down) earlier. From that point on, the weather gradually deteriorated.

Actually, "*deteriorated*" doesn't do the conditions justice...the rain became heavier and, as we passed Nowendoc and climbed into the low cloud towards the famous Carson's Pioneer lookout at Giro, the visibility was down to less than 100m in a few places. We were delighted, surprised even to see Ian Norman and Lisbeth Allen parked taking in...well certainly not the view, so we stopped as well. See attached photos.

Thereafter, it was a very wet drive on through what we assume was magnificent forest scenery towards Gloucester. Jan's encyclopedic knowledge of coffee shops, gained during her years of country AMEB examining saw us stop at "The Common", in the main street just near the Art Gallery. There too were Liz Kornhaber and Geoff Scott who were just finishing their snacks. We saw several other TSCC cars driving up and down the street, but we did have the place to ourselves (as well as plenty of locals of course...EXCELLENT coffee btw).



Top: Mustang & Co
Bottom: A wet Port Stephens

BIG TRIP DAY 11: PORT STEPHENS

Until our coffee stop, we really had the road to ourselves, were never held up by any traffic and revelled in that wonderful sight of having no other car in front. Leaving Gloucester via Buckett's Way, so named after the Buckett's Mountain Range nearby, things did change. It was still pouring and by the time we reached Stroud, we were in a line of traffic behind a couple of large trucks...and so at that juncture we decided that the wonderful "Big Trip" driving experience criss-crossing the Great Dividing Range was behind us.

Down to the M1 and then left towards Port Stephens into Medowie Rd ...where we had been forewarned of a radar trap. Clearly that dangerous 200m of road near the roundabout must have claimed hundreds of lives in the last few years...a 50km zone at that...or am I being cynical?

We arrived at the Anchorage mid-afternoon and the rain let up just enough for us to get our belongings from the car to our very comfortable room. The Anchorage's Gallery Terrace was the perfect venue for the "big tripper's" last supper together.

And so, Day 11 of the Big Trip ended. Jan and I have driven the route south from Walcha before, in perfect conditions weather-wise but unfortunately not in our MX5, and it is easy to see why it is so beloved of the motorcycling fraternity. I have a few friends who venture that way a couple of times a year. We only saw 3 bikes on day 11...probably something to do with the appalling weather that set in. Three bikes and one unmarked police car.

The pics are [here](#).



Ian & Lisbeth at the lookout



Gillie & Marc's Rabbitwoman and Dogman

BIG TRIP DAY 12: HOME AGAIN

By Tom Aczel

Tom made it home in his BMW EV and has documented the trip for all the sceptics ... Ed

Touring by EV, Eastern Australia

Experiences, comparative costs and conclusions.

Preamble

The concept of owning an electric vehicle had become increasingly appealing to me in recent years. The idea of paying for some, or even all my day to day transport energy costs “out of the sky”, off my home solar panels was a very attractive one.

What to Buy?

I had been very close to buying a Tesla 3, until two separate test drives, some months apart had to be cancelled because of COVID. The design and layout of the demonstration floor pan in the Tesla showroom looked very impressive.

I used my COVID-induced free time to research owner experiences with Tesla's. I became somewhat unsettled after reading in various reports, and seeing in YouTube demonstrations, frequent examples of poor assembly standards and haphazard tolerances with these cars. Also of concern to me was the apparent dismissive attitude and lack of support Tesla offered to owners with problems, not to mention the dull paint finishes of the blue and white Tesla 3's I saw running around. (The red and gunmetal grey cars seemed a little better). The trim materials seemed a little thin and cheap too, and I simply didn't want either a black or ivory interior.

My last three car purchases for my own use had been BMW's and two of the three had been fantastic driver orientated cars. (The 2006 E90 was however frankly awful! I even surprised myself by buying another BMW!)

But, each BMW had been perfectly assembled, with quality materials inside, enjoyable, and proved to be essentially trouble free till the years and the mileages started to creep up to over 160,000 km. So the idea of buying a BMW EV was rather appealing. This was still very early days for mainstream EV models for most car companies.

Nonetheless, I took the plunge in November 2021 and put down a deposit on a BMW i4 edrive 40 soon after it was announced; not just without a test drive, but without having even seen one, or having ever seen a BMW painted in the “Brooklyn Grey” colour I chose. A brave and possibly reckless decision, which in the end turned out fine.

So, what's it like?

I have been delighted with my EV Beemer! The smoothness, the silence and the instant torque and fantastic acceleration along with all the other characteristics I've grown to appreciate in a BMW are there in spades.

Servicing is CHEAP!

The first service at 12 months was a top up of the windscreen washer fluid.

The second service was a biggie. Change the brake fluid and change the pollen filter for the air conditioning. Oh, and of course the windscreen washer reservoir top-up.

No oil to change, no spark plugs, no...well anything really.



Matching BMW EVs

BIG TRIP DAY 12: HOME AGAIN

How Do the Costs Compare Between EV and ICE Touring?

This proved to be very interesting. As you will see, I believe I have been very conservative with consumption figures and fuel costs. I have rounded them up for convenience.

98 octane often costs \$2.20 and more, depending on the fuel price cycles, and purchase locations, but I have calculated at \$2.00 per litre.

A V8 Mustang will need close to 10 litres/100km, and an MGB probably around 7 litres/100km.

Total Distance = 2,918 km. Round it up to 3,000km.

If buying 98 octane, at say \$2.00/litre, and driving at 8 litres/100 km That would make for 240 litres used, costing **\$480**
\$2.20 per litre would make that \$528

My car came with a complimentary 3 year Charge Fox network subscription. So I didn't have to pay for Charge Fox chargers, nor for some of the NRMA chargers. However, if I tally up ALL my charging costs, including, as if I had to pay where the cost was covered by my subscription, the total cost of charging for my trip would have come to **\$192.38**

Because of my complimentary Charge Fox subscription that was included with my car's purchase price, my own personal, out of pocket charging costs for our entire circa 3,000 km trip came to a grand total of just **\$63.25 !!!**

When Darryl Pike asked me during our final trip dinner at The Anchorage, how EV charging compares for cost with petrol, off the top of my head I estimated that EV charging came to about 40% of the cost of fuel. It looks like that figure was surprisingly close to spot on!

"Ah but" I hear you say. "we petrol users have to pay the fuel excise". This presently stands at 56 cents a litre. So if we reduce the (very favourably conservative) price of \$2 per litre by 56 cents, the cost for 240 litres of fuel for our trip becomes \$345.60. So electricity is still significantly cheaper. What's more, charging at home, even if fully off the grid, is much cheaper than the tariff cost of commercial road side EV chargers, (these companies obviously have to make a profit). Home charging when supplemented by solar panels, is cheaper still.

I have no doubt that ultimately a "user tax" will be formulated so that all vehicle users will (quite rightly) contribute for the roads we drive on, no matter what the energy source. It shouldn't be difficult to come up with something based on annual "mileage", perhaps with an additional weight factor. Even so, based on the figures I have found, it appears that powering an EV will remain cheaper than for an ICE car.



Opportunistic plugin

BIG TRIP DAY 12: HOME AGAIN

And What About the Downsides of EV's?

1) It is undeniable that EV's don't yet have the range of a typical ICE car. This is compounded by the advice that, to maximise the expected lifespan of an EV (or any lithium ion) battery, it should not be allowed to discharge to under 10%, and regular charging should be to 80%. So this effectively reduces the everyday range of my circa 530 km range to more like, say, 350 km. Interestingly, (to me), in a lecture I watched, a lithium ion battery, if regularly used between 35% and 55% of its capacity, will potentially last for ever. Most of us will need to go outside these ranges for longer trips, but I mostly run my car in this sort of range for day to day local use. So far, after about 30,000 km, I have not detected a reduction in battery performance, though there would presumably be some if measured. Figures I have seen, at this sort of battery age, suggest about a 2-3% deterioration, which, practically speaking, would be imperceptible.

2) There is no doubt that the charging network in Australia remains somewhat under-developed, especially compared to Europe and the UK. In the latter we found chargers in the most remote regions of the Scottish Highlands and the Orkney Islands, far away from any highway or even B roads. Coming out of our son's flat in Cheltenham in the UK, there are electric chargers all the way up the street that look like our parking meters. I never once saw anybody waiting for charger access, anywhere. There really is absolutely no reason why there can't be EV chargers anywhere in Australia where there is a power point.

3) You do need to adapt, and top up when you are going to be stopping anyway. It is becomes no hardship at all to do this.

4) Unfortunately a somewhat unpleasant part of owning an EV is the quite frequent poking of fun at you about your choice. The majority of such interactions are with folk who have never travelled in an EV, let alone used one regularly, lived with one or owned one. It can become tiresome.

Oh, and I must come clean and confess; we did have a flat battery on our trip. I had to stop in Tamworth to replace the battery in my i4's key!!

Day 12 pics are [here](#)



Paparazzi Dogs

MY DAY AT THE POLO

By Lee Portelli

On Sunday, 6 October, 2024, Windsor Polo Club welcomed 9 TSCC cars and 18 members to enjoy an afternoon of polo and watch the final of the Countess of Dudley Cup. Following my morning of playing in a lower grade polo final (and winning!!), I joined the members for a great afternoon on the sidelines. It was a beautiful sunny day albeit a little windy later in the afternoon.

During the course of the afternoon, a question was posed to me "What is involved in my preparation for my day of polo?".

My alarm sounded at 5.30am on the first day of daylight savings, so it's always a concern that your phone has automatically adjusted! I rise to an unusually dark morning and make a coffee before heading down to the stables to feed 10 horses, take their coats off and check the horses, especially the ponies that are playing for the day following their night grazing in the paddock together.

They are loaded onto the horse truck approximately 1 1/2 hours before the scheduled game time to allow for any traffic incidents and to prepare the ponies to play.

I unload each horse and secure them to the side of the transport truck that I carefully park so the horses are protected by the shade as much as possible. Preparation consists of brushing their coats, cleaning their faces (eyes and noses), bandaging their legs and platting their tails. I then place their bridles on, their saddle cloths and saddles before preparing myself for the game. Preparation for myself includes changing into my "whites" (the white pants all polo players wear), my polo boots and knee guards (extremely important as they are made of very heavy leather to protect your legs and knees from contact with other riders) as well as my safety glasses and helmet.

Approximately 5 minutes prior to the scheduled commencement, I tighten the riding gear on the horse and mount it to ride out onto the playing field and warm it up in readiness for the start of the match.

Each match consists of 4 chukkas and there are 4 players in each team. There are strict rules and guidelines when playing that ensure the safety of horses and players. Each chukka runs for 7 minutes of play, which usually runs longer as there are stoppages for any penalties that have occurred. Upon the scoring of a goal, the teams swap direction of play.

A new horse is to be played for each chukka however, in very high goal (fast) games, you swap horses half way through the chukka. Play is not stopped during this change mid chukka and players have new ponies waiting on the sidelines ready for them to mount as quickly as possible so they can run back onto the field to resume playing immediately.

An extra chukka is played if the game is tied until a goal is scored to determine the winner.

Following the game, the ponies are stripped of their gear, washed and offered water to ensure they remain hydrated. All saddles and equipment are neatly packed away with saddle blankets and bandages hung out to air dry. Horses are loaded back onto the transport truck and floated home as soon as possible following their game so they can return to their grazing field and friends at home. This ensures the ponies remain happy and content.

Any horse that has been trained for polo that doesn't enjoy the game is rehomed and re-disciplined. Many polo ponies are "Off The Track Thoroughbreds" (OTTBs) who enjoy a long life in their new, active sport.

The Sydney polo season runs in Autumn and Spring each year, giving polo ponies 6 months a year to graze and rest as a herd.

Polo equipment is made of high quality leather and is kept in premium condition to ensure comfort and safety for the horse and player. Gear is often cleaned with leather cleaner then conditioned with oil, saddle clothes and bandages are often washed and polo clothes are washed after every game.

MY DAY AT THE POLO

That is my little overview of what my day consisted of and the pre and post preparation involved to play polo. After delivering the ponies home safely, I returned to Windsor Polo Club and joined TSCC members for an enjoyable afternoon to watch incredibly talented players and ponies playing some thrilling polo before the cars were invited to do an exhibition lap which was greatly appreciated by the crowd.

The commentator was provided with an overview of each vehicle by Stephen Figgis which was informative and entertaining. Our final enjoyment for the day was witnessing the high speed and talent of the 2 teams that competed for the Countess of Dudley Cup. A big thank you to the members that could join us for the day and we hope to welcome you back to Windsor Polo Club again in the future.



Team Lee Portelli

THOROUGHBREDS AT THE POLO

By Jeremy Braithwaite

Our day at the Polo came together very much as a last minute opportunity and thanks to the efforts of Lee Portelli and John Tourish. We still had an excellent roll up and despite a fair bit of wind, both the members and their cars enjoyed a lovely day in the shade of a row of mature oak trees with a front row view of the game.

Lee organised a charcuterie box for every car and John had roped off a large area just for us. We settled down to a most enjoyable day. If you have never been to the Polo, its hard to describe what a great spectacle it is. The game is incredibly fast and there is lots of jockeying for position, both for those that have the ball and for those that are waiting for the ball to be hit towards them.

So, who came along:

- John Tourish, Luke Tourish & Lee Portelli – Ford Mustang
- Greg & Chee-Mei Gibbons – Lotus Esprit
- Chris & Deborah Hallam – Jaguar XK120
- Norm & Pam Johnson – Jaguar XK120
- Vivienne McMahon & George Girdis – Aston Martin V8
- Jeremy & Julie Braithwaite – Ford Mustang
- Stephen & Helen Figgis – Porsche Macan
- Les & Diana Payne – BMW 2002
- Garry & Kerry Watterson – Ford Mustang

We've been promised another day next year ... maybe after Cars 'n Coffee in the village at Kurrajong. All my photos are [here](#).



Queensberry Rules apply?

THOROUGHBREDS AT THE POLO



MUDGEE OVERNIGHTER

By Trevor Booth

Once again, a well organised and efficiently run event – well done Pat and Roger Korte.

The event started off with breakfast at “the HIVE” Berambing on the Bells line of Road.

Some 33 starters joined the event with a mixture of vehicles including 4 BMW, 3 Porsches, 4 Mercedes, two Jaguars, and one Discovery.

Was good to meet new members Leonie and Tony Palermo.

Great roads led us to Mudgee for lunch at the DiLusso Estate winery, then on to the Horatio motel at Mudgee for overnight accommodation. Dinner was at the Charmwood Restaurant, breakfast the next morning was at participants choice, popular was the honey haven and butcher shop café.

The Thursday was a free morning for wine tasting and cheese tasting with lunch at the Bushmans Table located in the Paragon Hotel.

The weather was cool as is usual for this time of the year, the days however, given the Kelly gang arrival, were bright and sunny.

Thursday after lunch was a leisurely drive home after a great couple of days

Look forward to the next Pat and Roger event – don’t miss it.



*The new Korte SL Mercedes
All Bruce Duncan's photos are [here](#)*

MUDGE OVERNIGHTER



LEURA GARDEN FESTIVAL

By Michelle Murphy and Lynn Callaud

Our first sodden run in a long time, but it did exaggerate the atmosphere of the foggy, wintery Blue Mountains And as Ron Powell said "the gardens were appreciating the water". The annual preview of the Leura Gardens Festival organised by Ron Powell and Sue Harris was a hit. I can highly recommend this event. Our group viewed four private gardens without the crowds and issues with parking. The morning started at Mountain High. Terry Daly, as usual, managed to speak his 27,000 words for the day before we left the coffee shop,

The morning was spent in Leura, with instructions to drive to the first property via the mall to view the beautiful cherry blossoms. The first garden visited was Carinya.

This is the first time that this garden has featured in the festival. The current owners purchased the property after it had lain derelict for many years. The gardens, although they had fabulous bones, had been devastated. But not now! Amazing red gums, red rhododendrons, awesome cold climate bulbs such as bluebells, harebells and tulips hugged the bases of towering trees., tennis court restored and beautiful bark paths and installations. All gardening and renovations were done by the new owners.

The second property we visited was Hill of Grace. Spectacular views over the Blue Mountains National Park were obliterated by fog.

While the house was modern, the gardens and paths were from another time. Those brave enough to navigate the stone steps on a wet day, found a sandstone cave with a waterfall cascading over the top. The tree ferns in the gully were stunning as were the range of fir trees and azaleas.

Lunch at the Leura golf club also had spectacular views down the valley. After lunch we visited Wentworth Falls.

The first house was Alawah, another home exhibiting for the first time. A garden of arches, hidden sculptures in every corner and an echidna on the lawn.

The final home was Tree Tops. I will use my husband's analogy of this garden.

The garden included several garden rooms. The first a closed in vegetable garden. Then the Aussie fire pit. Moving onto the Italian Pizza Court, then down into the spectacular field. At the base of the garden there was another vegetable garden, glass house and a very impressive garden shed. All beautifully laid out.

Thank you to Ron and Sue for such a spectacular day and we look forward to next year .



The rain helped the photographers!

All Jeremy's photos are [here](#)

LEURA GARDEN FESTIVAL



Michelle Murphy and Choy Lin Williams

Neil Mason chats to new member Rex Hodder ... at his garden

COLLECTING CARS

By Colin Watts

What constitutes a motoring enthusiast? Is it collecting favourite cars and/or classic cars, restoring cars, attending car shows, collecting model cars, reading/collecting car magazines and books about cars and related literature, attending historic car races or joining a car club? It is probably one or a number of these categories. I have to confess to most of the above in varying degrees. However, in this article, I want to focus on one of these areas, namely that of collecting model cars.

My interest in collecting model cars began early in my life when my parents bought me a complete set of Micro cars/trucks for Christmas; I was 6 years old at the time. Also, my dear father used to buy me Matchbox models from time to time. Prior to this I had a few Dinky toys, most of which were badly scratched and unloved. Thus began my interest in collecting motoring miniatures, an interest that is still with me half a century later.

At the height of my collecting, I had 503 model cars/trucks etc., a number which, I'm sure, may well be exceeded by some TSCC members. Over the years I have become much more selective in my collecting and have reduced that number down to 240 at the present time, mainly because I have no one to pass on my collection. My dear daughter has absolutely no interest in cars. Therefore, I have divested myself of half my original collection through auctions, sales and gifting. Some members of the TSCC have been the recipients of some of my models and some models have been passed on to the club as raffle prizes.

Having decided to sell all of the Micro cars and Matchbox collection I was amazed at how much some collectors were willing to pay for these models, all of which I auctioned through Trains Planes and Automobiles, an auction house dealing in collector toys. A few examples: a Talbot Lago racing car, \$240; a Holden FE station wagon, \$600; a Commer semi trailer, \$650, and a Ferguson tractor, \$420. Even a Matchbox Bedford van realised \$30. I should add that all the above mentioned models were in mint condition and all had their original boxes. At the same time, I also auctioned my O gauge train collection which wasn't nearly so successful in terms of prices achieved.



COLLECTING CARS

In my tender years I started building cars from model kits. Many of these I gave away because there wasn't a market for them, so I found out when they were all passed in at auction. One constructed model I built was of a Series 1 E type Jaguar, 1/8th scale. This is a highly detailed model, with such items as spark plug leads, opening doors, wind-up windows and operating front suspension. I still have this model. (I was fortunate to own a 1/1 scale "Model" of this car at one time). This 1/8th scale model I consider to be the centrepiece of my collection. I still have a number of boyhood constructed models, the most impressive of which is a Duesenberg Model J, 1/24th scale.

In collecting model cars I have, gathered together models which reflected my current interests at that time. When I joined the Jaguar Drivers Club in 1983 I began collecting a number Jaguar model cars, 50 in total. 38 are 1/43rd scale (this scale is considered by serious collectors to be "the one", probably because it's possible to fit a large number of models into a given space). 8 are 1/18th scale and obviously highly detailed.

They include a **D** type, an **XKSS**, a C type, an XJ 13, an SS100, a V12 E type OTS, an XK.140 OTS and a Mark 2 sedan, the latter car of which I owned a 1/1 scale version. 3 are 1/24th scale and include a Series 1 E type OTS, an XK.120 OTS and an XK120 coupe.

I also have a rather interesting E type made out of wood which was a present from my wife. Jaguarfiles will remember that the real XJ 13 was unfortunately crashed by Jaguar test driver Norman Dewis. Apparently, it was subsequently rebuilt. There have been a number of XJ13 replicas built as well. Other notable cars in my collection are some early Jaguars including an SS Airline, an SS coupe and a model of a rare R-D6 concept, a car which, to my knowledge, never went into production. Other model Jaguars of note in my collection are a number of competition models, 14 in all, including the Jaguar Mark 1 sedan known as the "Grey Pussy", raced by the Geoghegan brothers.



COLLECTING CARS

The next group of models I wish to mention is a collection of vintage fire engines. Why fire engines you may well ask! The reason I collected these was because I admired their amazing detail considering that they are 1/24th scale. They are really fascinating to look at! They were issued by Dinky Toys under the "Models of Yesteryear" label. The centrepiece of this collection is an American Ahrens Fox. The name derives from an amalgamation of the surnames of the two gentlemen who formed a company to build fire engines exclusively. There are a total of 23 models in my collection, including fire engines from the early 1900's to the 1950's.

What model collection would be complete without some Aussie cars, Holdens, Ford Falcons and Chrysler Valiants! I have a total of 45 including 4 taxis, 2 Holdens and 2 Ford Falcons. One of the Holden taxis, an FJ, is a 1/24th scale, is suitably detailed with opening doors, bonnet and boot, even including the rear seat passenger grab handle! I have models of other cars seen on Australian roads, notably 6 Ford Customlines, 7 Ford Fairlanes and 3 Chrysler Royals 5 Chevrolets, 3 Dodge Phoenixs, a Dodge Custom Royal, a Plymouth Fury and a Datsun 1600. Whilst American classic cars may not be everyone's "cup of tea", I regard such cars as sculpture on wheels.

Being a Mercedes Benz owner, I have a small collection of this marque, a total of 12 models, including a model of a CLK280, my present 1/1 scale Club car. Over the years I have managed to collect a model of most of the cars I have owned, both daily drivers and club cars.

By far my largest group collection is that of sports cars, mostly collected during my 23 year membership of the TSCC. This collection numbers 109 in total, excluding the aforementioned Jaguar sports cars. They include the following marques:- Austin Healey, Triumph, Lotus, Morgan, Lancia, Alfa Romeo, Sunbeam, MG (collected when I was a member of the MG Car Club of NSW), Datsun/Nissan, Fiat, Ford GT, Porsche, Ferrari (13 in total), Aston Martin, Daimler, BMW, Mazda (collected when I was a member of the Mazda MX5 Club), Honda, Jensen, and Bugatti. Most of these models are 1/43rd scale with the exception of an MGB and a Triumph TR3A, both 1/18th scale and a Nissan 370Z and an MGTC, both of which are 1/24th scale.



COLLECTING CARS

Finally, I will mention some of the group collections that are no longer with me. Dinky Toys put out a series called "Great Beers of the World" with advertising on various model trucks. I felt that such a group did not sit well with my collection and I sold these to a TSCC Club member. I had a small collection of buses which was also sold. A collection of "Bathurst" cars was auctioned through Shannons. I reduced my collection of English sedan cars, sold to a model shop, but kept a Triumph 2500, a Humber Super Snipe Pullman, a Rover P4, a Bentley Mark 6, a Daimler Majestic Major, a 1954 Vauxhall Velox convertible and a 1959 Vauxhall Velox sedan, all of these being 1143rd Scale. I also kept a 1956 Rolls Royce 1/24th scale.

I feel it is incumbent upon me to share my collection with like-minded people. I live in the North Western suburb of Kings Langley and I extend an invitation to any club member who may be interested in viewing my collection to contact me (0417 774 406) and arrange a suitable time. A few club members have already paid me a visit to date.

Colin Watts



A ROVERING WE WENT

By John Slater

With the dramatic changes taking place with motor cars and, if not the demise, certainly the subjugation of the internal combustion engine to minority status at best, together with the increasing interference of nanny state technology in new vehicles, I have been thinking about “cheap wheels” as a fun alternative.

Of course, unless you buy a low mileage old Japanese or possibly Korean car there really is no such thing as cheap wheels, and even then it's a roll of the dice.

A tricky knee replacement in January which involved replacing a kneecap I hadn't had for over 40 years meant enforced inaction for some months, an almost certain accident looking for a place to happen for any car obsessive.

And so it was that having almost exhausted Youtube automotive content, I nearly said quality content, however that would not be accurate. Suffice it to say that if I'm ever travelling through Arkansas I definitely WILL NOT attempt to outrun a State Trooper. Those guys play for keeps with 100 mph plus PIT manoeuvres.

In between episodes of tank rescues and restoration, revivals of cars that hadn't moved for 30 years, steam engine restoration, performance comparisons of WW2 fighters and everything in between, and the odd mainstream video, I also devised various internet searches. For example, Cars costing less than \$10,000 having travelled less than 60,000kms.

It was during one of these searches that I tripped over Rover 75s, not the 1950s original but the 1998 iteration. I had previously mentally flagged these as worthy of note based on the styling, the opulent interiors, and the lack of interest in them as a consequence of their orphan status. The Rover 75 story is an unfortunate one, full of pathos, poor decisions, greed and poor timing, actually a good car that was doomed at birth, a not uncommon story in the automotive world.

it's all on Wikipedia if you're interested. In 1994 BMW had taken over the Rover Group and commenced development of what was to become the 75. To quote Wikipedia “It was released in 1998. The public unveiling of the car at the Birmingham Motor Show drew favourable reactions but was unfortunately overshadowed by a press conference afterwards by BMW chairman, Bernd Pischetsrieder, containing criticism of the UK Government's attitude to financial assistance in the redevelopment of the Rover Longbridge factory (where the new Mini and R30 were to have been produced), and effectively suggesting that Rover was in crisis. Press reaction interpreted this as saying that BMW were unhappy with continuing financial losses and were intending to close Rover down. This undoubtedly scared off many prospective buyers”

Time to look for the next opportunity (the Rover is staying, at least for a while). A friend of mine reckons at the end of the earth there will be cockroaches and Camry's, not sure about one of those, but a gold Toyota Avalon Sorrento perhaps?

The cars were sold with a variety of engines, in Australia we only received the KV6 engine, 2.5 litres, quad cam V6, 130kw, mounted transversely with a 5 speed Jatco automatic. In 2000 the Rover Group was sold to the Phoenix Consortium who progressively de-contented the car, it lost its wood dash in 2002. In 2001 a wagon was added to the range and in 2003 a rear wheel drive platform was developed which became the MG ZT 260 and in 2004 a Ford V8 engine was added. MG Rover collapsed in April 2005. The tooling was taken to China and the car continued to be produced there for several years. In all more than 211,000 were produced.

My car is a Wedgewood Blue 2001 Club, the base (poverty) model in Australia, more of this later, sold on 31.12.2001. It is a one owner car, at the time of my purchase it had travelled 44,600 kms. The log book shows a full service history until August 2015 when it had travelled 41,659kms, meaning it travelled just over 3,000kms in eight and a half years.

A ROVERING WE WENT

I bought it sight unseen from Epping, however it wasn't without fault. (I should confess here that the trouble I referred to earlier occurred only a week after surgery.....) The main issue was the paint. The car had lived in a carport and the clearcoat on the boot, one quarter and up the C pillars had failed and it was dirty. I sent the car to Dean McCreath of McCreath Prestige to fix all this and we re-finished the wheels at the same time. I date checked one Continental tyre happy it was from 2012, only to later discover the other three were from 2009 and weren't Continentals. The mirrors weren't working, after watching Youtube I removed the switch block, pulled it apart, cleaned the contacts and they worked.

An order was placed with Rimmers in the UK and the car received a full fluid change, we re-gassed the a/c, pressure tested the cooling system, the plastic thermostat housing fails, its fine and I have a replacement. A major concern is the cam belts on these. They have three and were last changed in 2008 at 26,700kms. For now, I have elected not to look for trouble here as it is a time-consuming job and the car has done little work. Feeling very pleased about the purchase, I told Jack Jones how good I thought they were. Next thing I heard that he had struck a conversation with a gentleman in a car park who had been offered peanuts as a trade in for his 75 and Jack bought the car for precisely 21.42% of what I paid. To add insult to injury his is the top of the line Connoisseur model with sunroof, heated seats, sunblind and bigger wheels, among other stuff. It has done more kms though...

I enjoyed driving the car so much I started using it as a daily and my 96 year old mother thinks it's the best car I have. A decision was taken to take it on the big trip, it was comfortable over some of the poor roads we travelled and performed flawlessly. Here it is at Tamworth at the start.

Time to look for the next opportunity (the Rover is staying, at least for a while). A friend of mine reckons at the end of the earth there will be cockroaches and Camry's, not sure about one of those, but a gold Toyota Avalon Sorrento perhaps?



EUROPEAN ODYSSEY

By Greg Gibbons

A European Odyssey: Exploring Culture and Beauty Over 6,000 Kilometres

After a memorable trip to the UK last year, our wanderlust led us to Europe in May for a six-week journey through Italy, France, Belgium, Germany, and Switzerland. We embarked on an adventure spanning 6,000 kilometres, eager to immerse ourselves in the rich culture and breathtaking landscapes of each destination.

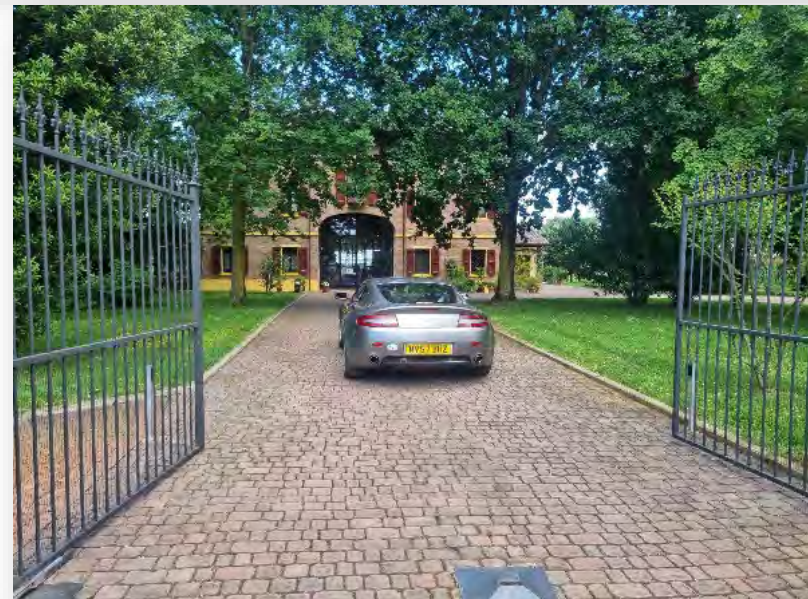
Italy: A Symphony of History and Elegance

Our Italian sojourn began with an unforgettable evening at the Opera Festival in Verona. Held in a Roman amphitheatre nearly 2,000 years old, the opening night was a spectacular display of talent, featuring world-renowned artists like Jonas Kaufmann. The four-hour performance left us spellbound, surrounded by ancient history and sublime music.

In Brescia, we witnessed the start of the iconic Mille Miglia race. The roar of engines and the sight of classic Aston Martins—Le Mans, 2 Litre Speed, DB3S, DB2, DB2/4—set the stage for a thrilling experience. The race is limited to 500 cars including a Jaguar XK120 driven by two Aussie's from WA.

Our stay in Modena was a charming retreat at a farmhouse converted into a B&B. The owner, who grew up there, shared his passion for making balsamic vinegar. We took a cooking class, crafting fresh pasta for dinner, and visited the Enzo Ferrari Museum, a tribute to automotive brilliance.

On the Lakes of Lake Como we attended the Ville d'este annual concours event which featured 50 of the world's most beautiful and rarest cars, including a DB4 GT Zagato.



EUROPEAN ODYSSEY



EUROPEAN ODYSSEY

Switzerland: Alpine Majesty

Switzerland welcomed us with its awe-inspiring Alps, where we drove on some of the best roads we have ever experienced. The snowcapped peaks and serene beauty made every kilometre a joy. We navigated seven mountain passes, including the famous Furka Pass and Great Saint Bernard.

A particularly thrilling moment was standing at the exact spot on the Furka Pass where James Bond observed Goldfinger, and Tilly Masterton made her ill-fated attempt to shoot the villain. This iconic location added a cinematic touch to our adventure.

We also enjoyed a delightful lunch overlooking Lake Geneva with dear friends, a perfect blend of great company and stunning views.

Germany offered the exhilaration of driving our Aston Martin on unrestricted autobahns. The thrill of the open road, combined with the freedom to drive the car as it was intended, made for an unforgettable experience. In Stuttgart, we visited the Porsche Museum, immersing ourselves in the legacy of another automotive legend.



EUROPEAN ODYSSEY

France: Elegance and Effervescence

Paris, the city of lights, captivated us with its charm. Staying in the heart of the city, we indulged in its sights, café culture, and exquisite cuisine. The Eiffel Tower, the Louvre, and the Seine were just a few highlights of our Parisian escapade.

Our journey through France also took us to the Pommery Champagne House, where we enjoyed a guided tour. The history of Madame Pommery and the 18 kilometres of cellars carved into the chalk landscape 30 meters underground were fascinating. The tour concluded with a tasting of their finest champagnes, a fitting end to our elegant exploration.

A Holiday to Remember

Our European adventure was a tapestry of history, culture, and natural beauty. From the ancient amphitheatres of Italy to the majestic peaks of the Swiss Alps, from the autobahns of Germany to the chic streets of Paris, every moment was a celebration of the continent's diverse offerings. As we reflect on our travels, we are filled with gratitude for the experiences and the memories that will last a lifetime.

Greg Gibbons



TAIL PIECE



Armstrong Siddeley 18hp Utility Coupe spotted at the All British Day ... believed to belong to John Milverton and reside in the Southern Highlands