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The official magazine of
the Thoroughbred Sports
Car Club

Spring 2022



Spring
2022

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About Our Club

Calendar

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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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
Contributions to the Webmaster:
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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[Administration](#)
[Annual Awards](#)
[CAMS](#)
[Club History](#)
[Club Plates](#)
[Membership Forms](#)
[Pointscore](#)
[Sporting](#)

Top Gear has been continuously published since September 1981.

Cul de Sac

What a difference two months makes. Mid-September we were sitting in a café in Echuca in glorious sunshine enjoying part of the Big Trip 2022. As I write it is threatened with serious flooding, again. You will read blow by blow reports from the TBT later in the magazine so I won't pre-empt them. The countryside was a patchwork of green after all the rain and golden yellow from the many, and some very large, canola paddocks.

And then there the roads. In NSW El Nina has played havoc with NSW roads in particular. The roads into Cowra and Griffith were particularly badly damaged. Later on Jack's Mystery run, the roads were worse, we need a 200 Series Landcruiser rather than a Golf on low profile tyres.

Enjoy this bumper edition of TG. My thanks again for all the contributions.



The Buzz from The Prez

Deja vu all over again

The quotation above is attributed to famous American baseball player, Yogi Berra, who was better known for his playing skills than his command of the English language. However it's surprisingly applicable to the club's activities over the last two or three years.

That's why the 2022 Big Trip was so important. After so many false starts it was an absolute pleasure to get some bitumen under our tyres, even if that bitumen was severely compromised by potholes, some the size of a small country.

I was particularly pleased for our Vice President and Social Secretary, Jack Jones who has had the most frustrating time over the last three years, planning events, modifying events, postponing or cancelling events. If it wasn't the pandemic, it was floods; before that it was bushfires. Hats off to you Jack for your perseverance.

(I'd like to thank Jeremy Braithwaite, our Webmaster who threw his lot behind Jack to make the Big Trio happen. When Jack was faced with reorganising the event, he came down with Covid-19, had a very busy work schedule and family health matters to contend with. Jeremy took on much of the planning, culminating in his familiar informative bulletins leading up to the run.)

Wet weather has disrupted our plans for a number of months, causing the postponement of our POO Day celebrations. As I write this report we are still unsure if this year's event will take place as our generous hosts, Terry and Robyn Daly's beautiful Middle Dural property has had so much rain that the ground is saturated. Fingers crossed for Sunday 16th October.

Speaking of our POO Day, we have addressed the matter of judging criteria (again!) to more accurately reflect the pride we display in our cars. In a multi- marque club as ours is, it is almost impossible to judge the cars fairly. Last year we introduced the People's Choice award, the winner of which would be declared 'Car of the Year'. Other awards will be presented and details will be sent out prior to the display day

The same problem of excess rain has led to the cancellation, for the third time, of the All British Day at the Kings School. And we are told we face a third La Niña event, meaning a wetter than average summer!

A change has also had to be made to our annual awards night. The good news is that the Crowne Plaza have agreed to honour our (substantial) deposit paid for the abandoned party three years ago. The bad news is that they are insisting on a minimum stay of two nights (at \$300 per night!). The only option was to move to a weeknight, so the revised date is Thursday 24th November.

The AGM for 2022 is coming up on 9th November. As always, there will be a call out for nominations for committee positions. Without pre-empting anything, Jack Jones and I will be in our fifth year which is the limit of our permissible time in the jobs, so we will be seeking people to take our positions either this year or next. A good time to learn the ropes!

As we approach the end of the year, let us hope for a year ahead in which we can drive our cars, display them and enjoy the company of fellow members with the constant interruptions we have endured over the past few.



So you think you know all there is to know about cars? Try this quiz below and see how you go! Let me explain the origin of these curly automobile questions. I was recently given a box of cards containing about 100 questions on cars and car related facts. So I thought it would be a bit of a brain teaser for members of TSCC to have a crack at answering these questions. I have picked out 25 questions, some of which members will find easy, especially if you own one (or more) of the cars mentioned. Other questions may test the extent of your automotive knowledge.

I would venture to suggest that you resist the temptation to consult Dr Google or any automotive literature that you may have in your library. As it says in a well known book, "To thine own self be true"! To make it a little easier there is a choice of 4 answers, one of which is correct. I am going to keep you in suspense until the next edition of Top Gear in which I will reveal the answers. So don't delete the this copy of Top Gear because the questions won't be repeated.

There's no prize for getting the most correct answers, just the satisfaction of knowing that your automotive knowledge is extensive. I would like to hear from anybody who gets all (or most of) the correct answers HONESTLY!! (i.e. no external assistance) and you will be mentioned in dispatches. My email is cdwatts4@gmail.com

Happy Quizzing! Colin Watts

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Happy Quizzing! Colin Watts

1. What is the name of the 1971 Mustang which starred in "Gone in 60 Seconds"?
A. Ellie B. Eleanor C. Elizabeth D. Elise

2. In 2003 which pickup did the Top Gear team attempt to prove it was indestructible?
A. Dodge Ram B. Nissan Titan C. GMC Sierra D. Toyota Hilux
3. A yellow Citroen 2CV appeared in which James Bond Movie?
A. Moonraker B. Golden Eye C. For Your Eyes Only D. Licence to Kill
4. In which year was the Mini Cooper launched?
A. 1958 B. 1959 C. 1961 D. 1962
5. What car did Dustin Hoffman drive in "The Graduate"?
A. Porsche 911 B. Alfa Romeo Spyder C. Maserati Ghibli D. Shelby Cobra
6. Which manufacturer's first car was called the Dixi?
A. Nissan B. BMW C. Audi. D. Kia
7. Where was the steering wheel located in the first Landrover?
A. On the right B. On the left C. In the middle D. On the floor
8. Which city does the red cross on the Alfa Romeo badge symbolise?
A. Rome B. Turin C. Milan D. Florence
9. In what year were cars first fitted with fuel gauges?
A. 1918 B. 1920 C. 1922 D. 1924
10. What does the R stand for in the Pagani Zonda R?
A. Radicalli B. Racing C. Revolucion D. Rebellion
11. The BMW M1 evolved out of a failed project to build a car for which brand?
A. Lamborghini B. Porsche C. Morgan D. Maserati
12. In which state did Rolls Royce produce cars between 1921 and 1931?
A. Michigan B. Massachusetts C. Ohio D. Illinois

13. Who designed the DeLorean's DMC-12 which appeared in "Back To the Future"?
A. Zagato B. Tencone C. Giugiaro D. Bertone
14. Which manufacturer's slogan is: Join the quiet revolution?
A. Rolls Royce B. Bentley C. Tesla D. Lexus
15. Which manufacturer introduced the first electric sunroof?
A. Mercedes Benz B. Cadillac C. Ford D. Toyota
16. Which Mercedes Benz is known as the Adenauer?
A. 260D B. W186 C. 440 D. 770
17. Which manufacturer received the first royal warrant as a supplier of cars to the British Crown?
A. Bentley B. Jaguar C. Rolls Royce D. Daimler
18. Citroen ceased production of which classic car in February 1989?
A. Citroen GS B. Citroen SM C. Citroen DS D. Citroen 2CV
19. Which Ferrari featured in the movie "Bad Boys"?
A. SA Aperta B. 550 Maranello C. 365 Daytona D. 599 GTB Fiorano
20. What was the average speed achieved at the world's first automobile race in 1895?
A. 7mph B. 15mph C. 11mph D. 20mph
21. Which supercar shares the same chassis as the Audi R8?
A. Pagani Huayra B. Bugatti Veyron C. Lamborghini Gialardo D. Ford GT
22. Which was the first manufacturer to develop an autonomous automobile?
A. Audi B. Porsche C. BMW D. Mercedes Benz

23. Cadillac was named after a French what?
A. Lawyer B. Politician C. Explorer D. Musician
24. Lamborghini designer Mario Marazzi originally designed what type of vehicle?
A. Coaches B. Tractors C. Aeroplanes D. Trucks
25. In which year was Mercedes Benz founded?
A. 1918 B. 1922 C. 1924 D. 1926



July's Wednesday was a little different from the normal Wednesday format in that there was no run. We simply arranged to meet at 630pm at the Kaiser Stubn restaurant at Terrey Hills for an Austrian Three Course dinner.

Unfortunately, due to that dreaded Covid we had several last minute withdrawals but that didn't worry the owner and he put on a meal that most simply couldn't finish. You never leave hungry when you eat at the Kaiser Stubn.

TSCC were lucky in that we could be contained in one area so that any discussions and David Berthon's presentation wouldn't disrupt the other patrons. David actually asked if he could be seated next to an old mate ,Rob Clare, so he could catch up on what had been happening in Rob's world.

Several other members have either known David (and his wife Di) for years or have had the pleasure of his company over the years.

Dinner was underway by 7pm and David started his discussion around 8.30pm and a basic copy of what he talked about is below.

Of interest to most was the future of Electric Cars etc and he made comment of some that he had recently driven including a Porsche which needed 40 hours charging time.

Overall a great night and Dave was thanked by Terry for his very informative chat.

DAVID BERTHON

NEW VEHICLE MARKET DOWN 13.4 percent on first half last year - COVID and Ukraine war affected. Semi-conductor shortages. And of course, we have the possibility of China invading Taiwan who make 80 per cent of world's semi-conductors.

German imports, Skoda and Renault seem most affected with much of their supply chain Interrupted and the closure of a number of Russian plants. Ukraine was also a big supplier of components to European industry.

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Many new cars are out to 12-18 month delivery and beyond. Price increases on many cars have been substantial and are set to continue.

With petrol prices to rise by 22 cents a litre from September 1 once the petrol excise is fully applied again there's speculation that the market will soften from its current level. Rising interest rates also expected to affect the family budget for many further dampening car sales.

Toyota was market leader in the first six months with 22.6% market share, followed by Kia, Hyundai, Mazda and Mitsubishi. Toyota Hilux was the best seller with 7582 sales in June, 40 percent up on June last year.

Internationally, the Toyota RAV4 SUV was the world's biggest seller in the first half of the year stealing the title from the small Toyota Corolla.

Four utes were in our top ten sellers in June – Hilux, Ford Ranger, Isuzu D-Max and Mitsubishi Triton.

Ford released their latest Ranger last Tuesday with 20,000 pre-orders, 4,000 of which were top line Raptors around \$95,000 on-road. And the U.S. built F-150 pickup returns next year after a 16-year absence here, re-engineered for right hand drive in Broadmeadows.

Ford is to invest US\$68 billion in electric car development. But what of Jim Farley's, President of Ford Motor Company recent comments – shocked when he saw that Tesla was making US\$15,000 a car and had a US\$2,000 advantage over Ford selling direct with no advertising. Ford on the other hand spend 3.1 billion a year on advertising. So he's adopted a direct agency model for electrified Ford's, holding the stock and using dealers for delivery only and it will be interesting to see how that goes.

Ranger now represents 60 percent of Ford Australia sales. Who would have thought trucks would have made up such a large percentage of the market. Light commercials the only market sector to lift market share this year, representing 25 per cent of the total new vehicle market with 130,000 sold.

In 2006 I attended a future mobility conference in Paris where I drove futuristic electric and hydrogen cars and got to speak with most of the movers and shakers in the world car industry.

The managing director of Bosch proved the most interesting and he predicted back then that light pressure turbo 1 - 1.2 litre three-cylinder combustion engines would carry the day for some time. Three cylinder engines develop great driving torque. And of course, today there's many in the market and they're relatively clean and frugal.

And then of course we have the onset of Electric Vehicles (EV's) – there's basically three types - conventional petrol/electric hybrids like Toyota's Camry and RAV4 SUV, plug-in hybrids which need to be plugged in overnight yet also have petrol power, and pure electric EV's. In my book, plug in hybrids are a waste of time, transitional models that will be quickly superseded by new technology and early adopters will suffer poor resale as they age and new technology takes over.

I've recently driven several plug-in hybrids – the Peugeot 3008 GT SUV plug-in and the sporty Peugeot 508 GT plug-in five-door fastback – the 508 plug-in at \$76,990 is \$17,160 dearer to the impressive pure petrol model – the plug-in said to provide 55 km of pure electric power but the most I could get out of it was 34km's – charging capacity is a max of 3.7kW (standard power point) meaning it took 7 hours to charge to get 34 km and then I didn't get any regenerative braking charge.

On top of that the battery weighs 300 kilos so you are effectively carrying another four adults around which effects normal fuel consumption, and it rides heavy because of the weight. Both of these plug-in Peugeots a disappointment compared to their pure petrol equivalents, overpriced and unimpressive and I doubt if few will be sold.

The charging aspect of a plug-in hybrid is tedious, time consuming and the charging cords heavy and awkward.

I've just driven three electric EV's – the dual motor all-wheel-drive five-door Polestar 2, the Kia EV6 and the Porsche Taycan 4S Cross Turismo. I previously had driven the Hyundai Ioniq 5 pure electric.

Of these the Polestar 2 and KIA EV6 impressed the most – the Taycan's range of 400km questionable and I know of two customers who traded their cars through disappointment with range. Especially when driven hard or when cruising at 110Km/hour the range is reduced. Charging on a normal household AC outlet took 40 hours. I could only get around 300km of range with fairly normal driving.

The Polestar 2 had a stated range at 480 kms however I could only get 420Km of distance – here charging took 8 hours on a standard outlet to recover 200 km of distance.

Range anxiety is still in my opinion the major setback in buying an electric car however it will change as we move forward with new technology. The installation of a home charger is really a requirement when you buy an EV and as we all know currently with only 30 per cent of our power generated by renewables, the power network cannot take a big uptake of electric cars at the present time.

This week the ACT is said to be legislating that all cars sold after 2035 must be electric which is going to see a lot of motorists buying cars in Queanbeyan or elsewhere in N.S.W.

Just where the uptake of electric cars will get to will be interesting but the current models in many cases are transitional models whose technology will date quickly. Early EV adopters in my book will take a big hit in resale value as better models are released and their values drop as they get near to the end of the warranty period of their battery. The general consensus is that electric cars will only make up around 35 per cent of the total market in Australia. In built up European cities obviously higher.

New electric models continue to arrive. Chinese brand BYD has arrived on the local market with a small electric SUV holding 3,000 online orders – two models – an entry model at \$44,000 with a 50-kWh battery and a 320km range and a higher grade model with a 60kWh battery with a 420km range. Sold online by EVDirect with demonstrations via several AP Eager dealerships in each State and servicing from MyCar tyre and auto.

Motoring as we know it is going to change in the next 13 years as we approach 2035 and even more so as we get to zero emission targets set from 2050.

22 Club members departed Kurrajong and headed for Lithgow, along the way we picked up Ron Powell and Due waiting on the side of the road at Bell ,we met up with Craig and Donna who had organised this run seeing as they live in this part of the country. Because of the condition of Magpie Hollow road a diversion was in place whereby we continued west on The Great Western HWY. and turned left into Timber Ridge road from there we travelled on some great country roads through O'Connell to the Chifley Dam ,this is the main water supply for Bathurst After a short break we headed to the Gladstone Hotel in Newbridge for lunch. An old Pub with a great open fire and good pub food. After lunch we headed to do a run around the old Vale motor cycle racing circuit. We then headed to our overnight stop (Mantra Motel Bathurst).After the obligatory drinks and nibbles we all dined in their dining room. The next morning we headed to the National Motor Racing Museum to view some great racing cars from the past, including Craig's Datsun. After a quick visit we headed of for a morning tea stop in Oberon before heading to Tarana for lunch, not in the Tarana Pub but a cafe across the road After lunch everyone made their way home. A big thanks must go to Craig and Donna for putting this run through some fabulous country roads together.

Those attending were :

Craig and Donna Shiel	Mustang
Julie Braithwaite	Range Rover Velar
Roger and Pat Korte	Porsche 944
Malcolm and Marge Stephen	Hyundai

David and Linda Slater	Mercedes Benz
Rob Clare and Jack Jones	BMW 430
Phil and Leigh Lamour	Jaguar XK
Colin Piper	Mazda MX5
Mark and Caroline Becket	MG F V8
Bob and Jeni Smith	Rental, the fastest car on the trip.
Ian and Lisbeth Norman	BMW convertible
Les and Dianne Payne	BMW 2002
Darryl and Andra Pike	BMW X3
Ron Powell and Sue Harris	Fiat 124

The Big Trip

Day One

Most of the participants met for a coffee or breakfast at *The Village Kitchen* at Kurrajong for a 10am start. In contrast to previous rainy days it was a lovely sunny morning.

Jack issued revised instructions to avoid wet and dirty roads. What couldn't be avoided was the extensive pot holes due to the saturated roads and continuing rain. Several members had decided to bring different, non sports, cars due to the expected poor road conditions. As we travelled along the Bells Line of Road the damage of the Gosper's Mountain Fire was still evident though regrowth was starting to occur. The Darling Causeway had deteriorated since we had travelled through it during the July floods.

Signs warned of the road conditions: "Traffic hazard ahead", "stop here on red signal", "road works", "rough surfaces", "road work ahead", "speed limits", "drive with extreme care", "new work", "no lines marked" adorned the roads as we travelled further west. Concrete road barriers protected us from the rock slides that were occurring with the saturated soils. Yellow striped poles guided us down the pass into Hartley Vale

We were following Jack's instructions but Graham observed a sign on the right to Rockley but it was in conflict with our instructions so we continued to observe Jack's directions. However, as a check, we entered "Rockley" into our GPS. It kept telling us to go back which was quite disconcerting for me to put it mildly so we stopped at a corner. Just after we stopped Graham observed Jan and Colin in their red MX5 turn right at the corner. We decided to turn around and followed them. Our GPS continued to tell us to turn around for a considerable time and I began to doubt that we were on the correct route so we slowed down. Colin also slowed down and waited for us to catch up, then signalled a thumbs up. Shortly after our

Graham and Carol Edds



GPS changed to recognise the route we had taken and we did arrive at Rockley in good time for our lunch commitment. Over lunch Colin advised that his GPS had also initially been telling him to turn around as well.

Lunch was ordered however several of the group were missing! It was subsequently revealed that they had decided to take the gravel road the short cut only to discover the road was flooded. 12 cars blindly followed the Maher's had to undertake 24 point about turn around and come resume the route according to Jack's instructions (**you know who you are – Ed**)

After lunch we again followed the instructions only to later discover that one was incorrectly labelled turn left, but when we observed that those who had been following us all turned right we turned around and followed the group, happy to be following again dodging pot holes and rough surfaces . The yellow canola and the lush green paddocks were abundant as we travelled through Georges Plains, Newbridge, Barry and Neville. The plethora of road condition advice signs and pot holes continued. However as we approached Cowra, our destination for the night we initially stopped or roadworks but eventually became part of a long cue of cars slowly crawling into the Cowra Services Club Motel. After sharing some tales of the day over nibbles some drove, others car pooled whilst others caught taxis to *The Quay* for our first dinner together. Trevor who had dined at *The Quay* before ordered 1 dozen oysters and talked Graham into ordering a half dozen as an additional dessert.





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Day 2

Barry and Dott Farr

After a coffee for Dott from what looked like the only cafe open on a deserted main street of Cowra at 8.15am Saturday, we set off for our first stop in the historic town of Grenfell, birth place of Henry Lawson. Despite it being overcast as we left Cowra we could see ahead on the side of the road the obligatory speed detection van in the 50kph zone soon replaced by an extensive vista of green and canola yellow fields with a backdrop of the Weddin Mountains. Further on many of the fields were full of cattle and sheep with lots of newborn lambs frolicking about. The road to Grenfell was OK with much less potholes than the previous day thus providing the opportunity to take in the views unlike yesterday. A few of the group stopped for breakfast at Grenfell whereas we toured the town to view the hotel that dated back to the town's beginning in 1866 and the magnificent silo art by Mongolian artist Heesco Khosnaran who moved to Australia in 1999 aged 20 and is now based in Melbourne.

We then travelled southwest to Barmedman on quite a good road until dangerous dips containing potholes covered with standing water appeared, via the 2 house town of Bimbi. From Barmedman we motored alongside the railway line to Temora where we visited its restored railway station that dates back to 1893 and had brunch at a cafe in the bustling main street. Then it was westward to Griffith through Ardlethan where its sign says it's the home of the Kelpie, including a short stint on the Newell Highway. There was not a Kelpie to be seen. While Casterton in Victoria is recognised as the birthplace of the Kelpie the refinement of the breed apparently occurred near Ardlethan. Being tennis fans and players it was a surprise to us to see a statue in Ardlethan indicating it was the birthplace of Yvonne Goolagong whereas we had previously believed she came from Griffith and another authority says Barellan.

The trip had been considerably more enjoyable and much less tiring than the previous day and we arrived at the Quest with all 4 wheels and tyres intact. The only drama was when I was startled by a pigeon at very close range when I walked out onto our 4th floor balcony at the Quest as she was keeping 2 eggs warm in a nest in the protected corner of the balcony. Those who took the Hay route found more water on the road than we did particularly on the mid western highway into West Wyalong where Main Roads service vehicles had to guide cars through.

Saturday evening Jack had organised an Italian feast at La Scala, a short walk from the hotel. Every seat in this large restaurant was taken and the atmosphere was buzzing so much so it was difficult to hear each other speak. Soon generous platters of pasta and calamari were delivered to our two long tables and we all thought that was a great meal only to discover the mains were yet to come. Suffice to say, everyone had more than their fill and the day was brought to a close.

Despite the prospect and found reality of potholed roads and inclement weather, 75% of participants elected to take a thoroughbred/sporty vehicle while the remainder opted for SVUs.

Day 4

Darryl and Andra Pike

Echuca is the aboriginal name for 'Meeting of the waters.' And that's what it does. But before most 'Car Lovers' spend time at the real highlights of the city, they visit the National Holden Motor Museum in Warren St.

It's interesting to see the number of cars parked in front of the museum with very patient ladies knitting, reading, or playing with mobiles. The museum is worth visiting. Once.

The port is the obvious standout, being once the second largest port in Australia, the largest inland port, and the closest to Melbourne. Paddle steamers in their hundreds ferried produce too and from all points in NSW. Now, some of the original steamers are a tourist attractions, a big draw card to Echuca. The port is great to spend time. The architecture of the houses once owned by wealthy Ferry boat captains, and now heritage listed, are worth a walk around, and of course the Christmas Shop is a must.

Most went to the pubs for dinner, but a few of us wanted a quiet night at a recommended Italian restaurant. The evening was great, local wine, top food, and then, all of a sudden the atmosphere changed, who should arrive but Mr and Mrs Daly.

Well the war stories started, jokes, lots of laughter, more wine, soon the locals were talking, this was ok until Terry started to include the couple on the next table. Two ladies, one in her 70s the other in her 40s. Terry asked the younger one "What's the occasion? Are you celebrating your sister's birthday?" One laughed, the other didn't, The elder one was not her sister but her mother.

If it doesn't sound funny here, you had to have been there, to see the expressions on their faces, strangers no more.

A very funny night.

Day 2 we visited the Cape Horn winery for lunch, about ten kilometres out of town on a dusty road which leads to a bend in the river, a quieter way to spend the last day. Echuca is a must visit on any trip south.

Day 5

Vicki Bell and Greg Ball

Leaving Echuca was hard as there was still so much to see and do, nonetheless we hit the road after breakfast at the Beechworth Bakery and headed for Halls Gap.

Who knew we grew so much canola! As we drove along we passed acres and acres of bright yellow fields of canola and hundreds of fat little sheep and lambs, a few cows and alpacas all grazing on the lush green fields. It was great to see the countryside come back to life after the years of drought. There was still a lot of water lying on the ground and across the roads after the recent rain making pot hole spotting a sport!

Although still sunny there was a chill wind blowing as we drove into St Arnaud around lunchtime. At almost every corner in this little town there was the most amazing wall art on the buildings. We were surprised at the lack of tourists as this was Victorian school holidays and it was a fabulous sight.

We reached Halls Gap around 2pm and headed straight out for a walk as the weather wasn't looking too promising and we wanted to get onto some of the trails. The rock formations and the sheer beauty of the views as you climbed higher definitely worth the effort. We also found the bakery and some great coffee!

Drinks that evening were undercover at Morningside at the end of the Motel driveway where stories were swapped of the day's adventures. Dinner that night was at the Motel and, like most businesses along the way, they were short staffed. So once more the hidden talents of our members shone through. The most amazing wait staff, Julie & Jeremy Braithwaite, Vicki Bell and Gary Maher attended to the serving and clearing of everyone's meals. Sadly the tips were not forthcoming for what was certainly the best service ever given!

Day 6

Janina and Jim Elphick

The day was overcast & looked like rain so we decided to go for a drive to Dunkeld. On the way we stopped at Silverleaf Falls. It was only 1.6k return walk from the car park. It was a pleasant walk following the creek, lots of moss covered rocks & trees.

A small bridge we crossed over the creek. the falls were not huge but they made up for prettiness and lots of water, thanks to all the rain we had.

Then onto Dunkeld, WOW the scenery was fabulous, all those rolling mountains & wild cliff faces. Dunkeld was a small village & a great coffee shop with REAL coffee. we also bought sandwiches to go, also good. Hamilton was a eye opener, it was a very large country town with a lot of traffic.

We went to the Botanic Gardens which Jim told me had a Naval gun. Only Camellias in flower, heaps of trees that were donated, some over 100yrs old. We had a drive around the suburbs, very nice big old homes, the town was established in 1852. On to Cavendish, which was the opposite, 2 Pubs & a handful of houses. We had our sandwiches beside a old derelict wooden bridge in a flooded paddock. Back to Dunkeld then back to Halls Gap Via a different route. Lots of good grazing land, lots of green grass & lots & lots of sheep , I have not seen so many sheep in one paddock. Drove through Mirranatwa Gap, very high & windy. Stopped at the lookout, the view was spectacular, even on a overcast day. heaps of native plants , grevilleas ,crass trees & banksias all in flower,

Back at the Hotel I walked down the back where there was a lot of water to hear the frogs, Jim told me about it, what a racket, they were making the most of the wet weather. Also saw a family of Kangaroos watching me while I took photos of them.

I fancied a coffee, so I walked into town. Everybody was closed for coffee. The line at the Ice Cream or Gelato Bar was nearly a mile long so I went to IGA, which was doing a roaring trade, I bought a Cornetto, No Que!!!!

That night we had dinner at the Kookaburra Hotel with Bob & Jeni , Malcom & Margaret, good food & great Company.

Thank you Jack & your cohorts for a great trip, we had a great time.

Day 9

Gael and Lionel Walker

Today was a full day at Rutherglen and free to do what we wanted until 4.00 PM. Breakfast was a varied occasion with some bringing their own and most eating at the local cafés in town.

The most popular was the bakery Caffeine N Machine Café offering a mix of café and motorbike museum. Apart from the excellent coffee and eats it has a very interesting collection of motor bikes and memorabilia through the ages.

After breakfast members went off in many varied destinations. The Mahers visited Corowa while the Dalys had a reunion visit to the Eldorado dredge on their way to Beechworth. As did the Leggotts with Trevor and Jennifer who also visited the Woolshed waterfall.

The Braithwaites together with the Balls made it up to Bright for some exotic shopping amongst the trees. Domonic and Pauline stayed home and watched their favourite team come home with the goods. John Bailey unfortunately had to hot foot it back to home.

Day 10

Trevor Booth

We had a very interesting day locally. After breakfast at Caff N Mach we visited the local lake and the “Wine Bottle” a remastered water tower. At lunch, again at our favourite café we meet up with the previous owner of our “new” 1984 XJS. It was great to catch up with them and find out more of its history and they were very pleased to know that it is now owned by someone who appreciates the car. At 4.00pm we all progressively made our way over to the De Bortolis building across the road for our well-

presented wine tasting of 7 selected wines and platters of Antipasto. This was followed by a very enjoyable two course meal in the function room. Overall, the experience was a great success and a big thank you to Jack for the organising of this and the trip in general. The day dawned fresh and crisp, slightly cooler than day 9.

Pressure of business and some ill health caused some members to depart,

John Bailey , John & Wendy Slater, Bob & Jeni Smith, Barry Farr & Dott Forrester and with Dominic and Pauline returning home to Victoria. Jack Jones and Rob Clare left for home after lunch at Lockhart.

Some had breakfast before leaving Rutherglen .

An interesting cafe was "Caffeine and Machine" which featured a motorcycle museum complete with a riders leathers that had no right arm and no right leg !! How did he managed to ride a motorcycle !!!

The lunch stop was at Lockhart a short 75 minute trip across country to the Commercial Hotel .

Major attraction was the museum and wool gallery created by Doris Golder. A fascinating insight into early Australian living with many examples of household appliances, farming , shearing , and blacksmithing. The standout was the wool "paintings" created by Doris, handcrafted with strands of pure



wool into the most amazing art works. It was also noted that some very talented people had their roots in Lockhart a motorcycle rider and two accomplished musicians no less.

The lunch at the hotel was first class roast pork or beef with a hot apple slice for desert. Much to much food.

It was then onto our final overnight stop at Binalong.

There were several routes to Binalong and for those who ventured onto the country roads we were once again treated to that magnificent carpet of golden yellow canola flowers spread out over the rolling hills - a truly magnificent sight. !!

Dinner was in the Royal Tara Motel. Another fine array of excellent food. After dinner the "highlights" experienced during the 10 days were shared by the members.

We learnt that a little white land rover went off in search of the holy grail on most days , not sure if it found it. We also learnt that a little red SUV, despite numerous attempts over the 10 days, could not park nose in at the motels AND a dark green jaguar constantly looking for "shortcuts" only found long ones !!

Most spoke of the magnificent country we had visited over the past 10 days, the quality and the QUANTITY of the food and the camaraderie within the group.

Day 11

Alan and Liz Jones

The final day of the trip. The run from Rutherglen to Lockhart was a great drive quiet roads so not too many potholes to lookout for. The museum was one of the best due to the wool art on display and all the other many items on display.

After a good lunch at the Pub it was another good drive to Binalong where we had the best meal of the whole trip. The steak was the best cooked steak we have ever had (and that's from an old butcher).

We said goodbye to everyone after dinner then got up early next morning and drove home to Lake Macquarie which took us four and a half hours (very little traffic on the way). Another great trip organised by Jack Jones.

Ron Powell & Sue Harris really excelled with the organisation of our private tour of the Leura Garden Festival on 28th September. Before Covid intervened, we had hoped to make this an annual event after our first visit in 2019 when we visited Ron & Sue's delightful garden "Rob Roy" and arranged for a very smart Jaguar display in front of the house:



This year we had good reason to be concerned about the weather but happily Vern & Wendy Kelly were able to join us in Leura and our very own 'weather god' intervened and it was only late in the afternoon as we were nearly home in Kurrajong Heights that the thunderstorm started.

We met at the Wentworth Falls Pie Shop before 10 and departed for our first garden at 10.30. A good opportunity to catch up with everyone.

In addition to the Kelly's we had Geoff & Choy-Kin Williams, Ian Norman & Lisbeth Allen, Paul & Lisa Sampson, Ken & Lorraine Martin, Bruce & Trisha Duncan, Stephen & Jill Knox, Michael & Robyn Collett, Colin & Jan Piper, Greg & Chee-Mai Gibbons, Chris & Allana Mackertich, Vic Clarke, Roger & Tess Morgan, Michael & Jane Branson, Les & Diana Payne, John & Colleen Pymble, and Julie & I.

It was great to see the Pymble's who lost their Hunters Hill home to a fire a couple of years ago and have been living at their place at Taralga ... where Trevor Booth and Jennifer Eagle have also recently bought a property.

Highlight of the car park was Les Payne's BMW 733 rally car which is entered in the Perth Sydney Marathon with new member John Croft co-driving. Here it is parked next to Geoff Williams M5:

Our first garden was "Seasons" and we received a conducted tour from owners David & Brigitte Moseley. David gave us all an overview of the garden which is reached at the end of a long drive:



Leura is a great place to grow tulips and some of the examples on display were outstanding.



The garden also contained some interesting sculptures.



And so on to “Avila” which belongs to Geraldine & Peter Sternberg. Geraldine gave us the history of the house and garden, much of which had been destroyed by water run off earlier in the year. It looked pristine.

Next stop was the “Everglades” for lunch. It’s a National Trust property and lunch was served by National Trust volunteers. It was delicious!

This is the view to the West:

And so on to our final garden of the day – the incredible “Braes” which belongs to Margot & John Egan. We were greeted by John who explained the history of the garden. You can read all about it [here](#):



<https://www.thebraesgarden.com/index.html>

It occupies 2 hectares and has two watercourses running through the property. It also employs 3 full time gardeners who all looked to be very busy!

The pictures speak volumes and we took a lot on the day. See the links below.

A HUGE thank you to Ron & Sue. It is an absolute privilege to have a private viewing of some of the best gardens in the NSW and I'm pleased to be able to report that we have pencilled in 27th September next year for another visit.

All the photos:

2022:

<https://braithwaite.smugmug.com/ThoroughbredSports/Events-2022/Leura-Garden-Festival>

2019:

<https://braithwaite.smugmug.com/ThoroughbredSports/Events-2019/Leura-Gardens-Festival-Plates-Run>



Perth to Sydney Marathon

Les Payne



John and I were talking a few weeks ago, when John suggested there were a few opportunities available in the up and coming Marathon from Perth to Sydney later this year. A little more talking and we decided to investigate, 1 week later our name was on the list of entrants and we began to search for a suitable vehicle to transport us 5,600 klms, 3,760 of those on dirt roads in the repeat of the Australian leg of the London to Sydney Marathon. Over the next 4 months we will present information about the previous rallies, and our endeavours.

1st part of the story is where it all began, will give you an insight into why it all took place.

Driver John Croft

Crew Les Payne

Where it all began: Tommy Sopwith was a racing driver of note and came from the great aviation family that built the famous WW1 British fighter plane the Sopwith Camel. Jocelyn Stevens was from a family backgrounded in British newspapers and some say it was he who came up with the bright idea!

In 1967 Britain was in the economic doldrums, its manufacturing industry was in serious decline and the number of people out of work was reaching levels not seen since WWII. The country's leaders were looking for ways to champion industry and raise the national morale. Sir Max Aitken was a media baron and chairman of the Daily Express, he felt the need to do something.

Following a boozy lunch between Tommy Sopwith and Jocelyn Stevens, Sopwith headed to the office of Sir Max to which he had direct access. "A race across the World" should be held that would showcase Britain's motor manufacturing industry" he said, "and naturally a British car would win". Sir Max bought the idea almost on the spot.

Given the go-ahead, in September Tommy Sopwith turned to his motor racing friend Jack Sears for assistance. He needed help to develop the concept for



Starting Point – Gloucester Park

Spring
2022

the event. With the idea hatched, early press articles were released promoting the Marathon.

In Australia David McKay, who was Australia's first Touring Car Champion and motoring editor of the Daily Telegraph, was alerted by the newsfeeds and telexes from the UK. A great marathon event was to be held. McKay headed to the office of David McNicol the Daily Telegraph's Editor in Chief, and very soon after they were both in the office of the papers' owner Sir Frank Packer. A same day telephone call to Sir Max in London secured joint sponsorship of the event.

In the UK Autumn of 1967, with only 12 months before the start of the Marathon, Jack Sears contacted his friend and former Head of the BMC Competitions Department Stuart Turner. Turner had recently moved camp across to Castrol UK and Sears asked Turner if he knew someone who could help construct the event. In December 1967 Turner made a call to Tony Ambrose who had retired from rallying in 1965 but had had itchy feet ever since. Ambrose had won just about every major rally event across the UK and Europe in Austin Healeys and Mini Coopers as part of the BMC Factory Team until his retirement.

The phone call went something like this:

Turner: "the Daily Express has some crackpot idea of running a race or rally from London to Sydney and need someone to do a feasibility study".

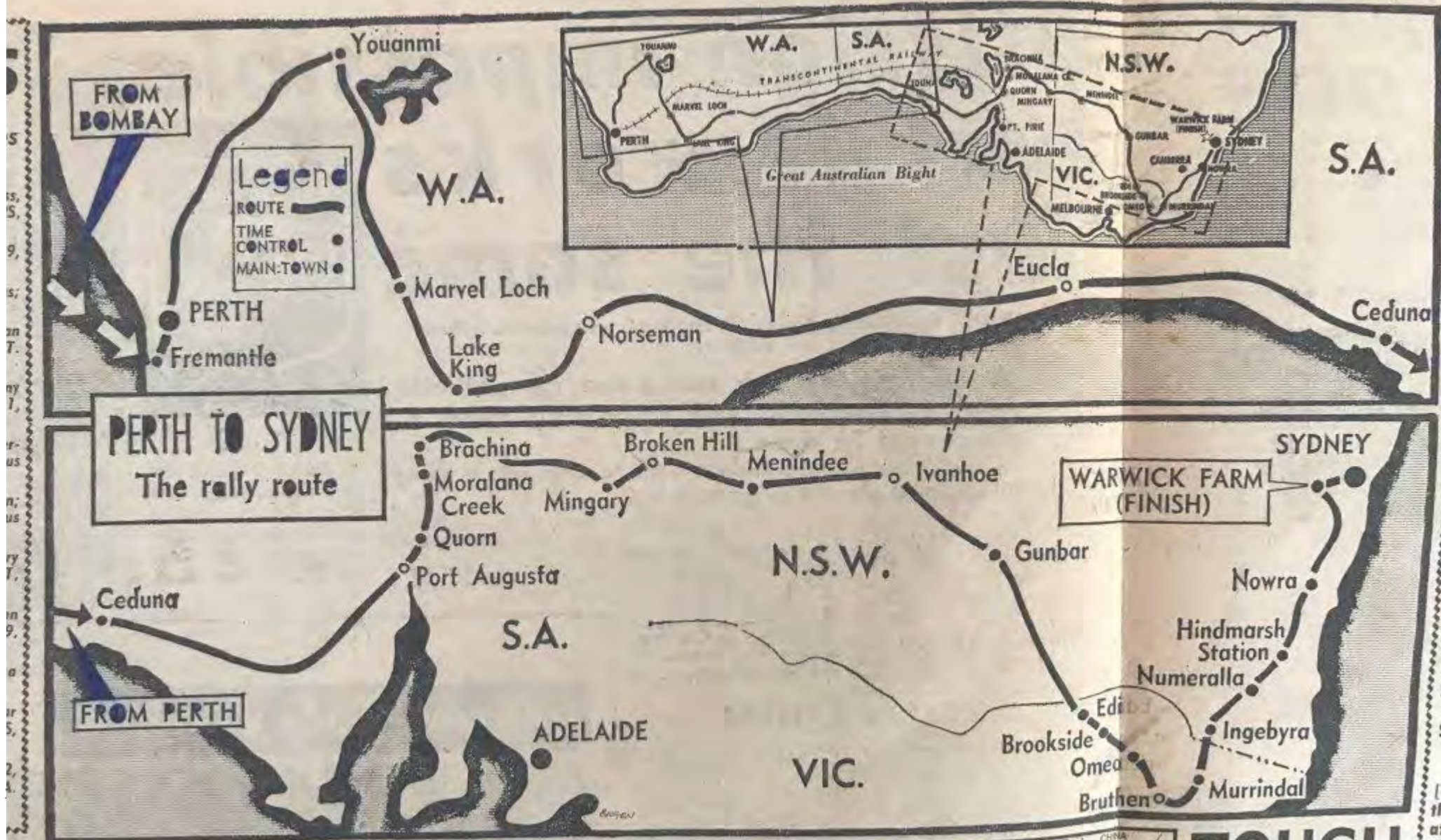
Ambrose: "What does that mean?"

Turner: "We want someone to drive down to Sydney and tell us if it will work"

A few days later Ambrose joined Sears and Turner for a dinner at the Noah's Ark Restaurant in East Hanney in Berkshire, and over several more bottles of red (a trend was starting here) they agreed to conduct the "feasibility study". The study would start with a bit of "paper plotting" and then be followed by a drive to Bombay in India after the Monte Carlo Rally to be held in January of 1968. Ambrose' feedback in his feasibility study report was hugely enthusiastic. Soon after, Sears offered him the prospect of a job as a full-time member of the Event Committee on the magnificent stipend of £1000.

With the idea now having "meat on the bone", an Event Committee was formed which would initially be comprised of Sir Max Aitken as Chairman, Tommy Sopwith, Jocelyn Stevens, Evelyn de Rothschild, John Robertson, Jack Sears and Tony Ambrose. Their plan was to meet every two weeks in the Daily Express Boardroom. Things were beginning to develop quickly.





Starting order
 MAKE AND MODEL OF CAR



TOUGH RALLY

On the recce to Bombay Jack Sears and Tony Ambrose were joined by Mike Wood-Power who was the husband of the sister of Don Shead who built the race engines for Jack Sears racing boats. Wood-Power ran a popular “Hippy Trail” travel agency that specialised in overland tours between Europe and India, catering predominantly for returning Australians.

Wood-Power knew the roads and the pitfalls, he had the contacts, and he would short cut the time needed to find a Marathon route. Conveniently, he knew how to cross inter-country borders, who to speak to, a major obstacle in countries that were literally at war with each other even in 1968.

Incredibly, the recce across Europe to Bombay was completed in just five weeks. The trio returned to London in early to mid-February 1968 and were rewarded with full-time roles funded by the Daily Express. Jack Sears was installed as the Secretary of the Event and Tony Ambrose as the Assistant Clerk of Course. Dean Delamont (Director of Motorsport at the RAC) would manoeuvre his way to become the Clerk of Course, while Stuart Turner was also added to the team.

In March of 1968, the first letters of invitation were sent out to prospective entrants and manufacturers, along with the first version of the Supplementary Regulations. The Entry Fee of £550.00 was published which was inclusive of the Channel Crossing and the 9 Day crossing from Bombay to Fremantle onboard the SS Chusan. A £125 supplement was required for any additional Crew.

The Daily Express and the Daily Telegraph both continued to run articles trumpeting the great event with entries scheduled to close on 1st June 1968. With just eight months to go to the start, the Recce Team had still not set foot on Australian soil. The route across the Australian continent included the toughest part of the whole marathon and it had not been recced yet.

Sears, Ambrose and Sopwith flew into Sydney in late March for meetings with Sir Frank Packer, David McNicol and the Confederation of Australian Motorsport (CAMS) with Owen Grahame the then President. Soon after this Sears and Ambrose flew to Perth to meet up with Sydneysider John McKittrick, a friend of David McKay’s, to begin the recce of the Australian section back to Sydney.

McKittrick had arranged to provide an Austin 1800 from a local BMC Distributor for the recce. Tony Ambrose’ autobiography outlined the challenge the team faced. “It quickly became apparent that while in the whole of the European Section, information flowed from Motoring Organisations regarding the most suitable route to follow...” this would not be the case down under, as very few rally enthusiasts seemed to have ever driven coast to coast across Australia.

The Recce Team first checked out Fremantle but rejected it, then they headed to “Worcester Park” trotting track near Perth where with the assistance of Sir Frank Packer’s contacts, doors were opened. The starting place for the Australian Section of the Marathon was then agreed. Next the trio headed north to a place called “You-an-me” and found it all but deserted (no different today) except for a farmer who gave them enough fuel to get back south. In his autobiography, Ambrose described the “hive of activity” of an equally deserted Lake King “in the middle of nowhere”, albeit with a million flies. They didn’t stay long and headed off in the direction of Kalgoorlie but in fact it was to Norseman.

The recce was interrupted in South Australia when John McKittrick decided that he didn’t want to continue. They detoured to Adelaide so he could fly home to Sydney. A few days later Sears and Ambrose backtracked to the Flinders Ranges and followed the then mapped route cross-country to Broken Hill, and then southeast to the Victorian

border. They needed a break so decided to head to Melbourne for a few days R&R. Returning to the route they had some weather issues (i.e. snow) as they drove the Great Alpine Road over the high country down to a place called “Ombo”. The pair finally arrived at Warwick Farm in early April. It had taken the team less than three weeks to recce the “route” of the Australian Section of the Marathon. Logistics for the manning of controls and on-the-ground organisation would fall to CAMS and Car Clubs across the country.

A few days later they flew home to London via California for a stop-over with Tommy Sopwith who had stayed on in Sydney for business reasons. Upon arrival back in the UK Ambrose and Sears were expecting to be overwhelmed by entries. Unfortunately, it was exactly the opposite, with no more than a dozen entries received. The Marathon was looking like it might be a great “white elephant”.

On the home front, with formal invitations received, David McKay set about procuring and preparing the Daily Telegraph/Holden Dealer Team HT Monaros (Cars 36, 68 and 76). Harry Firth and the Ford Motor Company were also well into the preparation of three XT GT Falcons (Cars 2, 24 and 29), and Reg Lunn was doing the same with Car 97. A three car Amoco Volvo Team for Cars 8, 43 and 63 began their planning with the factory in Sweden and the Maitland Motors Holden HT Kingswood Car 91 entry of Rally Legend John Bryson, Jack Murray and Brian Madden began. Stuart MacLeod decided upon an Alfa Romeo Berlina in Car 39 while Evan Green/Gelignite Jack Murray and George Shephard decided to have their BMC Austin 18 built by the factory in the UK.

Cars from all over the UK, Europe, Japan and the USA were now being prepared but the Committee just didn’t know about them all. In the UK, Ford, BMC and Rootes Group soon committed, and from Europe teams from Ford, Citroen, DAF and Moskovitch also rolled in...

The Marathon was on a roll and excitement was growing worldwide. On the 24th November 1968 ninety eight teams departed Crystal Palace Raceway on the outskirts of London. Seventy two cars arrived in Fremantle on the 13th December to face the restart for the Australian Section held between the 14th December and the 17th December 1968.

The 2022 Perth-Sydney Marathon will celebrate this magnificent event and the impact it left on a worldwide audience of motorsport enthusiasts. We will bring participants and vehicles together from the Marathon and drive the route they drove in 1968 for the first and last time since 1968. Enthusiasts are encouraged to come and share the celebration and drive roads that will never be driven again, in the company of rallying legends and the cars they drove.

The next part....

Why did we decide to travel Perth to Sydney, 3,760 KLMS on dirt in a BMW 730? This car had been used for rallying by 2 other teams over the past 5 years. It had quite a bit of work carried out to improve its ability to travel dirt roads, gravel trays raised suspension, all terrain tires, CB radio and a record of successful rallies.

A friend suggested we check the oil pump as they had a tenancy to come loose, sure enough we dropped the sump and 1 bolt from the pump was lying in the sump. The other 2 were loose, bolts tightened we replaced the sump. Replaced the water pump and the plastic thermostat housing with an AL upgrade. Replaced front belts and regreased the belt tensioners. Replaced Radiator hoses and the overflow tank, also replaced the Fan shroud as the existing was broken and not from this vehicle.

All 4 engine mounts broken and replaced, as was front suspension bushes and front brake hoses. Replaced oil filter, fuel filter, air filter and engine oil. Had the transmission serviced. The speedy rims that came with the car did not fit the wheel hub, so we purchased 6 original mags from the wreckers. Cleaned and repacked front wheel bearings, also replaced the boots and re-greased the rear tail shafts.

The front suspension needed attention, the shocks was shot, the springs were different lengths and the top adaptors had been butchered and needed replacing. The rear suspension, shocks were fine, but the springs were larger in diameter than the holder at the top, to make the spring fit the spring had been heated and bent to fit the holder. Rear springs were replaced.

The old pvc wrap that covered the car was removed as it was old cracked and peeling off, wrapping a car is fine but it has a limited life and ours had been left on far too long and was hugely difficult to remove. Last job was to fit new all-terrain tires, with the size of the rims and the room under the suspension we only had 1 choice, Bridgstonexxxx, these just fitted. All good and time to do a few miles to check on our achievements. The car is to be shipped to Perth on a truck leaving 6th October. We will fly over on the 24th October in preparation for the event.



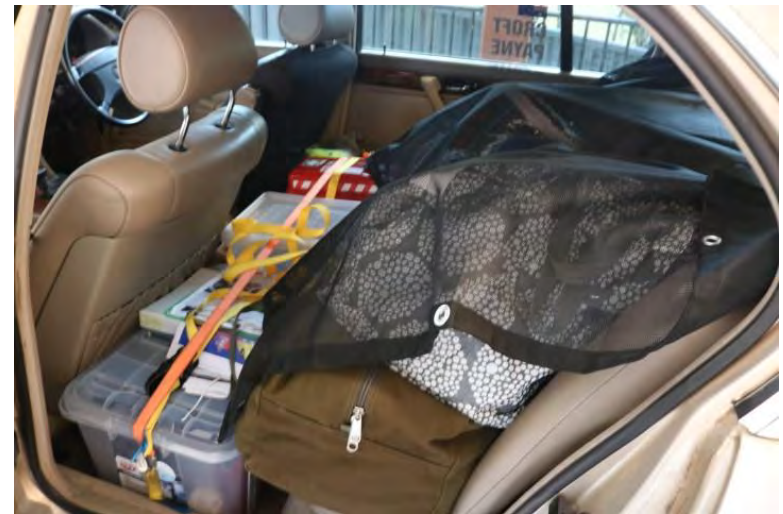
Well, the saga continues, oil kept leaking from the front oil seal in the gearbox so we decided to rip out the gearbox and change front and rear seals. Something else off our minds. Part of the regulations state, we have to have everything strapped down, so we fixed D handles in the boot enabling us, to tie down spare wheels 2 off, 2 spare fuel tanks, car jack, emergency triangles, container for spare oils and a box with the light spare parts, filters and belts. The 2 passenger foot wells in the back of the cabin, have boxes bolted to the floor with straps to hold down the lids, these boxes carry our tools and heavier spare parts, spare water some emergency rations, snacks and first aid kit. The 2 fire extinguishers are bolted to the base of the front seats, CB radio and data logger were mounted on the dashboard. We believed now we were ready to go, just need to pack the tools, parts and personal stuff.

The 6th October came and went, the next departure date was 10th October, now the car will leave on the 17th October arrive on the 24th October same day we arrive in Perth. Just when we thought we were ready on the 8th October we notice a small coolant drip from the radiator, Radiator out and now chasing a new radiator, 5 working days to go.

The recent rain is a concern, we already know that 180 klms of dirt from Menindee to Ivanhoe is washed out and we now will travel 400klms of bitumen, that day was already 856 klms. Thankfully the organizers have alternate routes for all dirt sections if things turn wet.

To be continued.....





41 people attended the briefing at the Village Kitchen Kurrajong where the organiser (Jack Jones) was unsure as to what roads we would be travelling on due to the condition of some of the routes that had been chosen.

To start with we had to divert to Diamond Creek Road to get to our lunch stop, at Tarana, this road had some washed out sections as we approached Tarana. The roads that we would be travelling on after lunch were not confirmed until Craig Shiel (a club member, who lives near Bathurst) had checked out the roads we were to travel on gave me the all clear.

After lunch we travelled on the Tarana Road and turned into Timber Ridge Road and onto The Great Western Highway. At Kelso we took Sofala Road to Sofala for a walk around town.

Upon arriving at Hill End Lodge, we were confronted by John Carter AKA Basil Fawltly who was the most confused receptionist I think I have ever come across. This was not unexpected as I had stayed there before and suffered the same experience. After a lot of confusion we sorted it all out, but he had not ,for some reason, put Bob Adby on his list, we finally found him a room...

The weather on the second day was not the best (read awful - Ed) which was a shame for there was some fantastic scenery to be seen and the road on this day needed some concentration (an understatement - Ed). Lunch was at the Mudgee Honey Bee, Then a short drive to Gulgong for our overnight stay. Dinner was at The Prince of Wales Hotel in a private room, selecting from the menu, A good night was had by all. I know that John S and I did because we had to leave due to it being way past closing time.

Lunch the following day was at The Globe Hotel at Rylstone, again choosing from the menu. After which everyone made their way home. Apart for some road conditions and one wet day I believe that everyone enjoyed the few days away. Lets do it again soon.



The Car's The Star



This car was a magazine and TV star, what TV show did it appear in and when?

The End

