THINK SMALL!

THE JOURNAL OF THE SYDNEY MODEL AUTO CLUB

ISSUE 100 AUGUST 2023

Appearing in this issue ….

The better equipped slave galleys, of course, always carried a spare

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SYDNEY TOY AND HOBBY FAIR

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FROM THE DRIVER'S SEAT

A report from our President …….

I AM WRITING FROM Cupertino in California, where we are experiencing a heatwave, yesterday and today, with consequent poor sleep last night as the temperature did not drop below 33 degrees. It appears in this part of the world that landlords must provide heating but cooling is not required. We are staying with our daughter and her husband and three sons. Cameron works for Apple as Cupertino is the headquarters for Apple and Google, so everything is expensive.

Unfortunately, California seems bereft of toy vehicle and model hobby shops, except for one named 'Time Tunnel Toys' in Sane Jose in California. There is another named 'Toys in Time', which we visited four years ago, walking eight kilometres return in 40 degrees hear to find it closed. On that trip we also visited 'The Little Red Caboose' in New York. American retailers do not come near the standard of Mark Griffin or Geoff Sheriff.

Welcome to our commemorative 100th issue of 'Think Small'. Michael our editor wants to make it a cracker.

Our club has been busy since the last issue. We accepted an invitation to participate with a display of toys by some of our members in 'The Great Train Show' at Rosehill Racecourse, organised by the Epping Model Railway Club, with whom we share the venue at the Epping Creative Centre for our monthly toy fair. This was in May, and we gained valuable publicity and three new members from the exercise. Yes of course, there were mainly trains on display, of unbelievable proportions, but that is perhaps why our model cars stood out.

We had a very welcome visitor from the Western Australia Model Collectors Club, at our Club meeting in May, in the person of their president Ian Hind (pictured). Was it just a coincidence that the theme for May was Formula 1, and yes you guessed it, this is Ian's speciality. He and Robin Aston swapped many stories.

As for our organised 'outside' adventures, unfortunately, we do not have a definite date yet to visit the Aviation Museum at Albion Park Rail or the Zig-Zag railway at Lithgow.

Our Slot Car Challenge is scheduled again in March.

Our end-of-year dinner and awards night is to take place early in December.

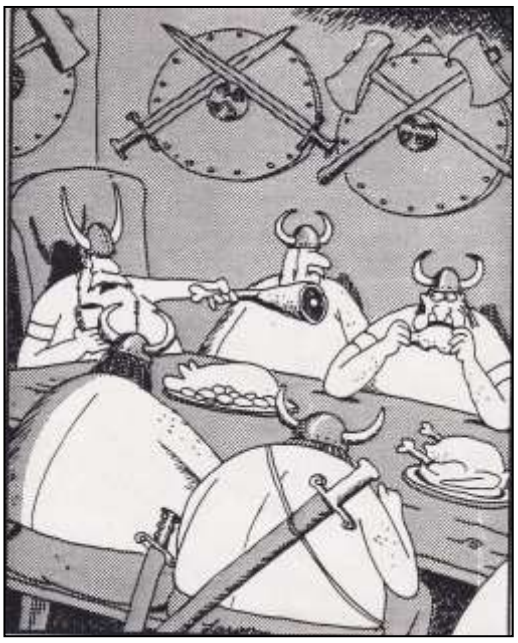
More than halfway through our 'Show & Tell' competition, three leaders on equal points have broken away from the pack. We can anticipate a ding-dong contest at our last four monthly meetings this year.

To end our time in the U.S.A., we are off to Alburquerque in New Mexico, where we will attend the Annual Matchbox Convention, where I hope to pick up some more original Matchbox toys from the 1/75 regular series. We will return to Australia just in time for the August meeting and that month's toy fair.

It is extremely pleasing that we can share this 100th issue with you and I look forward to many more.

Yours in collecting,

Dennis Mitchell



President Dennis:

"Uh-uh-uh-uh-uh ….. Question. Can anyone here tell me what that fellow Aston there is doing wrong with his elbows?"

Your Committee at Table

Dinner is provided at the March, July and October meetings

FROM THE EDITOR's DESK

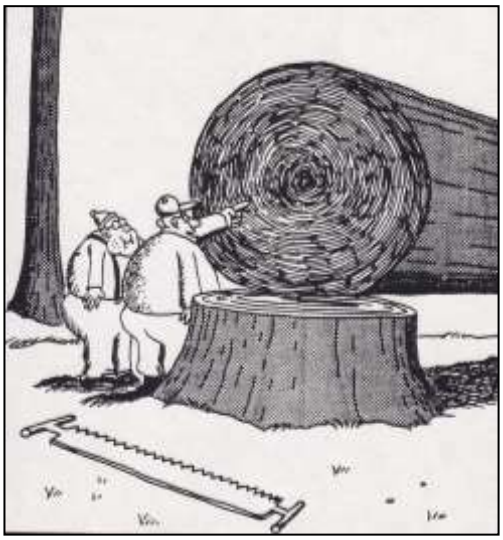
I had intended this 100th issue to be a celebration of the club and its legacy of motoring and collecting commentary, and I had hoped that members would contribute articles about motoring in general and their own backstories in particular. Only Rob Bender responded, and our irrepressible Michael Rowles provided me with an opportunity that was too good to let through to the keeper. So I included my own recollections from a lifetime collecting stuff - which may inspire you to write something - and anecdotes both related and unrelated to this most insular of hobbies. Yes it is lengthy ….. I did get carried away ….. but an Editor can please himself!

I have been ever mindful that for people residing in the bush, and members who cannot attend meetings, the only tangible benefit of membership of the club is this magazine. It behoves us to produce something especially worthwhile at least three times each year.

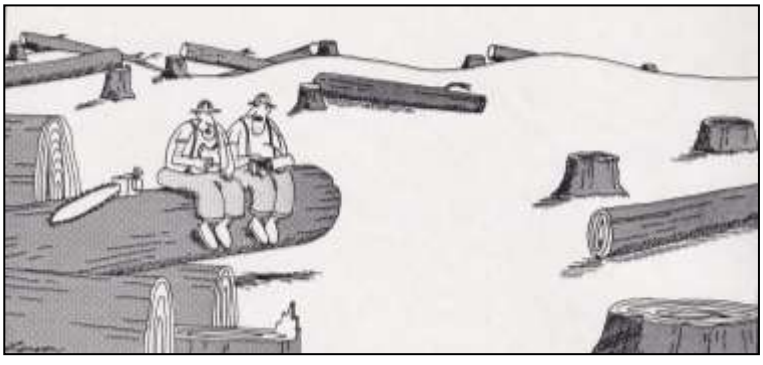
It seems prescient to round out the first 100 issues with a display theme of the (second) electric motor vehicle revolution, which in all its manifestations represents the future, despite the naysayers who will be found on the wrong side of history. Of course, it is too late to prevent significant warming of our atmosphere, but elimination of the petrol-driven engine is one of many responses required to mitigate the worst effects. Everywhere I have travelled the last 30 years – and I prefer to travel into the more isolated and inhospitable corners of the planet - I have seen the effects, from shrinking glaciers to deforestation to habitat loss to extinctions. To reduce the human population and its destructive footprint is another, but related, challenge. I understood the 'limits to growth' thesis when I was aged just 15 years. Two of my favourite cartoons (below) are both pithy and very much to the point.

From rest to 100 km/h in only 4.8 seconds for the Jaguar I-Pace; a record-breaking time of 7:57 minutes at the Pikes Peak International Hill Climb in 2018 by a Volkswagen I.D. R; impressive kW power outputs and torque ratios; ever increasing ranges; and the improving rate of rollout of charging stations; all these factors noted by our exhibitors are testament to the lies of vested industrial interests and their political lackeys - who are mindful only of short term electoral advantage - in the recent past. An EV will not pull your caravan ….. or tow your boat ….. and Bill will take away your weekend ….. remember? ….. and need I mention the $100 Sunday roast?

This edition is issued very late, partly because I'd hoped to receive contributions from members for which I've been asking for more than a year, and partly due to work commitments, my lack of opportunities to work on it and my own serious lack of motivation. I gave a year's notice 16 months ago. Now it's time. It's been fun ….. mostly ….. but with the dispersal of my own toy collection, the motivation has gone. An Editorial Committee has been appointed to continue to produce this magazine ….. well, you know what a camel is of course, but a horse designed by a committee? I hope to be wrong.



"And see this ring right here, Jimmy? That's another time when the old fellow miraculously survived some big forest fire."



"You know what I'm saying? Me, for example. I couldn't work in some stuffy little office ….. The great outdoors just calls to me."

THE 21st INTERNATIONAL MATCHBOX COLLECTORS 'GATHERING OF FRIENDS' CONVENTION

Dennis Mitchell reports …….

This annual event started in 2002, and the 21st iteration was conducted between 21-23 July in Albuquerque in New Mexico. Lynda and I did not go to the U.S.A. just for the Convention, but our stay was perhaps stretched a little to accommodate it. It was our first time to the Convention in Albuquerque, so there was a steep learning curve involved. However, let's go back several weeks to the start of the adventure. We left Sydney on 8 June at 2155 hrs for our long flight to California. Our daughter, son-in-law and their three little boys live in Cupertino, the 'home' of Apple Headquarters, where our son-in-law works. Our trip was to coincide with our daughter's and their middle son's birthdays, and to give them a bit of a break from their very busy three boys. Our highlight when there was a two-day trip to Yosemite National Park, which was truly outstanding; put it on your 'bucket list' and you will not be disappointed. We stayed with them for five weeks and then moved to the next part of our adventure.

There was a certain 'trade-off' with Lynda to enable me to spend three days at the Convention, and that was a week in Santa Fe and to sample train travel across the U.S.A. We left San Jose and travelled to Santa Fe by Amtrac coach and train, which went well and we were able to see the country from the relaxed seating. The highlight in Santa Fe was a trip to the Bandelier National Monument, where the ancient Pueblos people lived in adobe dwellings located in caves. Then we were off to Alburquerque by the 'Rail Runner' train. We knew we had located the correct place by the huge Matchbox truck parked at the entrance (pictured above), and we stayed in the hotel on the 11th floor.

Room trading started at 1400 hrs on the first day (dealers tables pictured on the previous page), and I commenced my search for missing 1-75 Regular wheels series while Lynda went for a walk outside in an extremely high temperature of about 98F degs. We had a bit of a scratch dinner, then back to Matchbox hunting when a lot more room traders had opened for business.

Breakfast in the hotel on Saturday morning was a burrito with tea or coffee. I must add here that the Americans don't seem to know much about tea drinkers, and their coffee is not up to our standards.

The rest of our day was spent attending a fantastic history of Matchbox 1952-1956 workshop and then another pitched at 1957-1958, both presented by Bob Porcja (pictured opposite).

Lynda spent the day rather leisurely with a swim and a little more exploration. The highlight was the Convention Dinner, starting at 1800, and where we found two other Aussies, spending time with them. The dinner was organised well, but the after-dinner auction with 74 items probably went on for too long. I won a past Convention MINI model for $40. Room trading then continued until around 2200 hrs.

The next day the Toy Show was scheduled, similar to our own Toy Fair but about five times larger. I was a little disappointed that there were very few offerings of 1-75 regular wheels mint and boxed; mostly there were modern releases and lots of Hotwheels models. However, I came home with 42 Matchbox, one Dinky and two Convention Dinner models, so I was very happy with my purchasing. We left around 1400 for our flight home. Would I go again? Possibly, if there was a convention special effort for emphasis for traders of the early models.

Late-1940s Hudson Tourer from the show of 'real' cars that accompanied the Convention

THE FIRST ELECTRIC REVOLUTION

A **CASE OF BACK** to the future? Given that technological advances develop exponentially, we can ask rhetorically where the world might be now if designers and manufacturers had persevered with early work on electric-powered vehicles. The limitations of the technology, and the objections to it, were the same in the late nineteenth century as they are now, but the imperative to create a safer and sustainable world has become existential. Practical electric-powered road vehicles first appeared during the 1890s. An electric vehicle held the land speed record until 1900. During the 20th century however, the high cost, low top speed, and short-range of battery electric vehicles, compared to those powered by the internal combustion engine, which concerns of course persist, led to a worldwide decline in their use as private motor vehicles.

Designs of electric motors by individuals such as Benjamin Franklin in the U.S.A. led to ideas for electric vehicles. The invention of the first model electric vehicle is attributed to various people. In 1828 the Hungarian priest and physicist Ányos Jedlik invented an early type of electric motor, and created a small model car powered by it. Between 1832 and 1839, Scottish inventor Robert Anderson also invented a crude electric carriage. In 1835 Professor Sibrandus Stratingh of Groningen in the Netherlands and Christopher Becker from Germany built a small-scale electric car, powered by non-rechargeable primary cells.

Rechargeable batteries that provided a viable means for storing electricity on board a vehicle were not produced until 1859, with the invention of the lead-acid battery by French physicist Gaston Planté. Camille Alphonse Faure, another French scientist, significantly improved the design of the battery in 1881; his improvements greatly increased the capacity of such batteries and led directly to their manufacture on an industrial scale.

It is likely that the first road-tested people-carrying electric vehicle, with its own power source, was tested along a Paris street on 19 April 1881 by French inventor Gustave Trouvé. A year earlier he had improved the efficiency of a small electric motor developed by Siemens (from a design purchased from Johann Kravogl in 1867) and fitted it to an English James Starley tricycle. However, he was unable to patent it. Trouvé swiftly adapted his battery-powered motor instead to marine propulsion, and in effect created the outboard motor. On 26 May 1881, the 5-metre Trouvé boat prototype, named Le Téléphone, reached a speed of 3.6 km/h upstream and 9 km/h downstream.

Gustav Trouve's 1881 tricycle likely was the first electric powered road vehicle

English inventor Thomas Parker, who was responsible for innovations such as the electrification of the London Underground railway system, overhead tramways in Liverpool and Birmingham, and the smokeless fuel coalite, reportedly built an electric car in Wolverhampton in 1884, although the only documentation is a photograph from 1895. His long-held interest in the construction of more fuel-efficient vehicles led him to experiment widely with electric vehicles. He may have been concerned about the malign effects that smoke and pollution were having in London. Production of the car was in the hands of the Elwell-Parker Company, established in 1882 for the construction and sale of electric trams. The company merged with other rivals in 1888 to form the Electric Construction Corporation; this company had a virtual monopoly on the British electric car market in the 1890s. The company manufactured an electric 'dog cart' in 1896.

The electric-powered car built by Thomas Parker in England pictured in 1895

Electric powered trains were used widely to transport coal out of mines, as their motors did not use up precious oxygen. Before the pre-eminence of the internal combustion engine, electric automobiles held many speed and distance records. Among the most notable of these was the passing of the 100 km/h speed barrier, by Camille Jenatzy, on 29 April 1899 in his 'rocket-shaped' vehicle 'Jamais Contente', which reached a top speed of 106 km/h. Also

notable was Ferdinand Porsche's design and construction of an all-wheel drive electric car, powered by a motor in each hub, which also set several records in the hands of its owner E.W. Hart.

The first electric car in the U.S.A. was developed in 1890-91 by William Morrison in Des Moines in Iowa; the vehicle was a six-passenger wagon capable of reaching a speed of 23 km/h, but it was not until 1895 that consumers began to devote attention to electric vehicles, after a fellow named A. L. Ryker introduced the first electric tricycles to the country.[

Interest in motor vehicles increased greatly from the late-1890s, when electric battery-powered taxis became widely available. In London, Walter Bersey designed a fleet of cabs and debuted them in 1897. They soon were nicknamed 'Hummingbirds', due to the idiosyncratic noise they made. In the same year in New York, the Samuel's Electric Carriage and Wagon Company began to operate 12 electric hansom cabs. The company operated until 1898 with up to 62 cabs, until it was reformed by its financiers to form the Electric Vehicle Company.

Electric vehicles had a number of advantages over their early-1900s competitors. They did not have the vibration, smell and noise associated with petrol-powered cars, nor require gear changes. Although steam-powered cars also had no gear shift, they suffered from long start-up times of up to 45 minutes on cold mornings. The cars also were preferred because they did not require a manual effort to start, as did gasoline cars which featured a hand crank to start the engine. Electric cars found popularity among well-heeled customers, who used them as city cars, where their limited range proved to be less of a disadvantage.

Columbia Electric's 1896-1899 'Victoria' electric cab on Pennsylvania Avenue passing the White House in 1905

More widespread acceptance of electric cars initially was hampered by a lack of power infrastructure. In the U.S.A. by the turn of the century, 40 percent of automobiles were powered by steam, 38 percent by electricity and 22 percent by petrol. By 1910 a total of 33,842 electric cars were registered in the U.S.A., in which country they gained most acceptance. Most early electric vehicles were massive, ornate carriages designed for wealthier customers, and featured luxurious interiors replete with expensive materials. Often they were marketed for women, which may have generated a stigma among male consumers. From about 1915 until 1942 there were more than 300 manufacturers which produced electric road vehicles in the U.S.A.

To overcome the limited operating range of electric vehicles, and the lack of recharging infrastructure, an exchangeable battery service first was proposed in 1896. The concept was put into practice by Hartford Electric Light Company through the GeVeCo battery service, and initially was available for electric-powered trucks. The vehicle owner purchased the vehicle from General Vehicle Company, a subsidiary of the General Electric Company, without a battery, and the electricity was purchased from Hartford Electric through an exchangeable battery. The owner paid a variable per-mile charge and a monthly service fee to cover the maintenance and storage of the truck. Both vehicles and batteries were modified to facilitate a fast battery exchange. The service was provided between 1910 and 1924, and during that period vehicles covered nearly 10,000 kilometres. Beginning in 1917, a similar and successful service was operated in Chicago for owners of Milburn Wagon Company cars, who also could buy the vehicle without the batteries.

In New York City before the Great War, 10 electric vehicle companies banded together to form the New York Electric Vehicle Association. The association included manufacturers and dealers, among them the General Motors truck division and the General Vehicle division of General Electric, whose principals claimed to have almost 2,000 operating vehicles in the metropolitan region. When opening their flagship department store, Lord and Taylor boasted of its electric vehicle fleet of 38 trucks and a conveyor system efficiently to load and unload cargo.

After 1920 the electric-powered car gradually lost its position in the automobile market. By then better road infrastructure had improved travel times, creating a need for vehicles with a greater range. Worldwide discoveries of large petroleum reserves led to the wider availability of affordable petrol-powered cars, which became cheaper to operate over long distances. Electric cars were limited to urban use by their slow speed of no more than 24–32 km/h and low range of 50–65 kms). Makers of petrol-powered cars also overcame many of their negatives. Although originally they had to be hand-cranked to start them - a difficult and sometimes dangerous activity - the invention of the electric starter by Charles Kettering in 1912 eliminated the requirement. While petrol engines are inherently noisier than electric, the invention of the muffler by Milton and Marshall Reeves in 1897 significantly had reduced the noise to tolerable levels. The initiation of mass production of gas-powered vehicles by Henry Ford brought down the unit cost of production and hence the retail price. In contrast, the price of similar electric vehicles continued to rise; by 1912, an electric car sold for almost double the price of a petrol-powered car.

Most electric car makers stopped production at some point in the 1910s. Electric vehicles became popular for certain applications in which their limited range did not pose any major problem. For example, forklift trucks were electrically powered when they were introduced in 1923. In Europe, and especially in Britain, milk floats were powered by electricity. Electric golf carts were produced by Lektro as early as 1954.

During the 1920s, the early heyday of electric cars passed, and a decade later, the electric automobile industry effectively had disappeared.

Michael Nibbs

A fleet of delivery trucks attached to battery chargers photographed during the Great War

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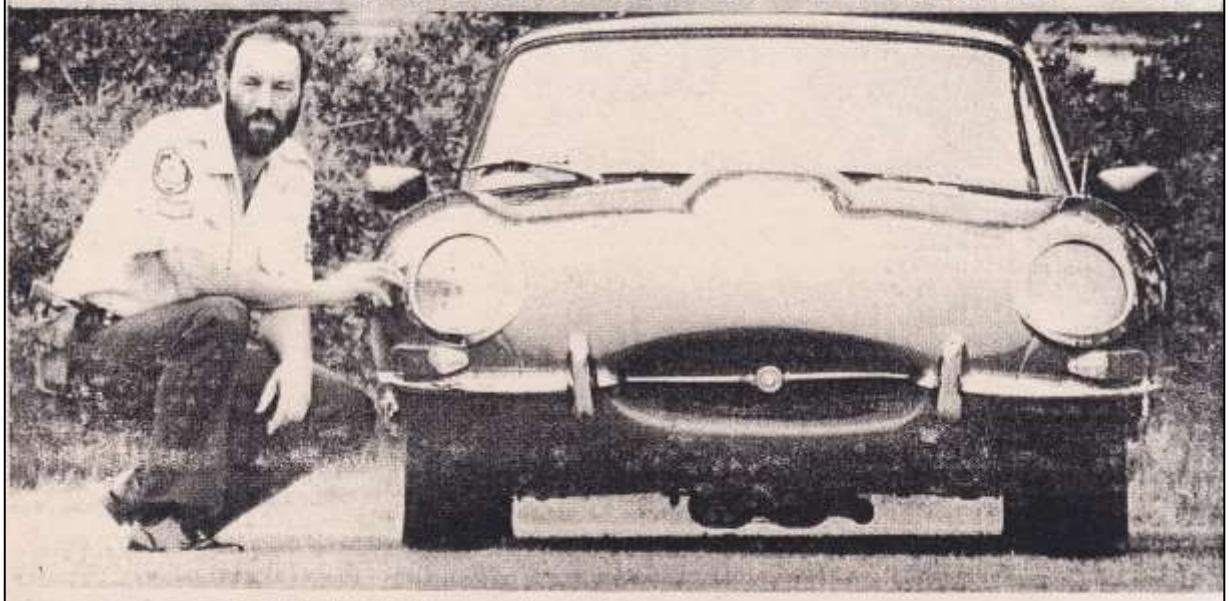
From the 'Liverpool Champion' 20 December 1989

Car dreams are made of



IF buying that dream car is something you've been putting off until next year or the year after, then the *Champion* has some bad news for you.

The tide's left you behind.

Classic cars are one of the assets that do not draw a capital gains tax and the price of Jaguars, such as the one owned by Fairfield Police Constable Michael Nibbs, has shot through the roof.

Two years ago you might have bought the most sought-after Jaguar relatively cheaply.

Constable Nibbs (pictured above with his pride and joy) bought his 1961 Series 1 E-Type in mid-1987 for $15,000, but today the price is likely to be closer to $115,000.

The price of most European cars rose dramatically over the past decade but the Jaguars, which originally cost half as much as their Continental cousins but travelled just as fast and as well, had to wait a little longer for the price to charge on.

Asked what he liked about the E-Type, Constable Nibbs said its long angular-fronted shape attracted him.

He said he liked the earlier model E-Type because it was "not compromised by American dollars like the later models".

"Later models were built with the US market in mind whereas the earlier models, the Series 1, were built with the racetrack in mind," Constable Nibbs said.

He said the Series 1 is the original E-Type and the only model built to specification set totally by the car's designer, Sir William Lyons.

"The car is at its best at the ton, the real ton, going uphill through bends in third gear," he said.

Constable Nibbs, a former Westfields High student and Fairfield detective, was injured in 1987 when an elderly man drove on to the wrong side of the road and collided with the policeman's van.

He was removed from active duty but after heavy physical training and climbing Mount Everest with the Australian Bicentennial Expedition, he was cleared for active duty by doctors and is now back at Fairfield as a senior constable.

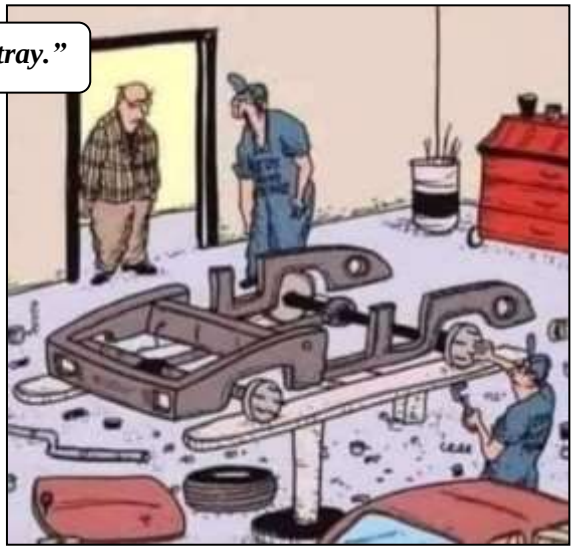
OUR 24 MINUTES OF LE MANS

OUR ANNUAL SLOT CAR RACE was held on Wednesday 1 March at 'The Slot Shop' in Arncliffe. It was great to have the event resume after it was cancelled last year because of heavy rain that resulted in flash flooding around the city. Unfortunately, Robin Aston could not attend because he had to have an appendectomy and was resting at home. Graeme Young had contracted covid, so was unable to attend either. Our field comprised David Brown, PH Cheah, Danny Draper, Paul Heeks, Dennis Mitchell, Lance Procter, Michael Rowles and Phillip Wong. As this was one of our dinner meetings, the local KFC franchisee was a beneficiary.

After a few practice runs, racing began in earnest, each driver completing eight three-minute circuits of the track. While each driver was competitive, the atmosphere was friendly and relaxed, without any 'dog-eat-dog' atmosphere. After 24 minutes (over a couple of hours) Lance Procter regained the Challenge Shield, having covered 186 laps. Paul Heeks was in second place (180 laps) and Dennis Mitchell in third place (178 laps). They were followed by Phillip Wong (175 laps), Danny Draper (147), David Brown (147) and Michael Rowles (127).

Lance had to depart soon afterwards - a long drive home for him - and the others then tried a different, apparently more challenging track as its smooth surface provided less grip for the tyres. After eight circuits, Paul was in first place (137 laps), followed by Dennis (136), Michael (134), David (127) and Phillip Wong (119). Danny joined PH in the pit, providing relief and repairs for stalled and crashed cars. This was a hugely entertaining event again for everybody, and we finally pulled the pin on an absorbing contest after 2100 hrs.

"Turn's out ….. it was a marble in the ashtray."



August 2023 'Show & Tell Results

'Born in the U.S.A.'

4 points	John Russell
3 points	Robin Aston
2 points	Bruce Cook
1 point	Dennis Mitchell, Paul Heeks, Philip Wong, David Brown, PH Cheah and Rob Bender

The full table is printed on page 72

ROCK'S CRAZIEST DRIVERS

Profiled by Rob Bender

After Michael profiled John Lennon's Rolls Royce Phantom V and George Harrison's 1966 Mini Cooper S in our last issue, I was motivated to examine the Fab Four's motoring tastes more closely.

John Lennon's Iso Fidia – the 1967 Iso Rivolta S4

Here (at right) is the great man checking out one at the invitation of the company's owner in 1967. During that year's motor show at Earl's Court, he purchased the third car off the production line, which also was the first car produced by the company in right hand drive. Initially fitted with a 300 horsepower, 327 cubic inch, or 5.4 litre, Corvette V8 engine, then later a 351 cubic inch Ford V8, the Iso Fidia briefly was the fastest four door sedan produced anywhere.

Lennon did not obtain a driver's license until the age of 24 years, and he quickly gained a reputation for being an erratic driver. According to his first wife Cynthia, "Passengers had to suffer a hideous rollercoaster ride as violent swerves caused the car to hit the kerb or mount the pavement, all while at breathtaking speed." He is pictured (at left) soon after he received a licence, driving producer George Martin's Triumph Herald convertible, watched apprehensively by the other three band members.

Lennon owned three Iso cars; the second (pictured above) was purchased through the Beatles Apple Label and taken to Italy, where is was converted from a four-speed manual to a two speed power glide automatic. Originally it was silver with a blue leather interior.

When Ringo Starr replaced Pete Best as the band's drummer in 1962, he was revered by the group not only for his drumming but for having a beard and driving a **1956 Ford Zephyr Zodiac Mk. 2** convertible. Initially he carted his drums in a **Standard Vanguard,** then a **Ford Popular** (known here as a 'Prefect') panel van (pictured here) before purchasing the Zodiac, which was featured in the film 'A Hard Day's Night'.

Ringo Starr's 1964 Facel Vega Facel II

All four Beatles became car enthusiasts after dealers began arriving at the door with exotic cars to entice them to purchase. Ringo was the first to become a 'petrol head', and at the 1964 Earls Court Motor Show, he purchased 'the world's fastest four-seater', the Facel II.

It was Powered by a Chrysler Typhoon engine of 383 cubic inches, or 6.3 litres, producing 355 horsepower. After the car was delivered, Ringo took the Beatles chauffer for blasts up and down the M4 motorway at speeds up to 140 mph. After a tyre blowout in the outside lane of the M26, with potentially fatal consequences, Ringo was persuaded by his bandmates to sell the car.

Ringo's 1964 Facel Vega Facel II

Ringo's customised George Barris 1957 Chevrolet Bel Air

Created by George Barris to give away on an NBC television special titled 'Ringo', which featured Carrie Fisher, John Ritter, George Harrison, Vincent Price, Art Carney and Angie Dickinson, the car (pictured below) was commissioned by 'Craig Stereo Systems' for a prize in the firm's competition, 'Win The Car of Ringo Starr Sweepstakes'.

Advertisements featuring Ringo with the car appeared in various magazines. The car eventually was purchased by an Australian collector and later was sold at auction.

A magazine advertisement for the Ringo Bel-Air giveaway competition

John Lennon's 1959 Rolls Royce Phantom V

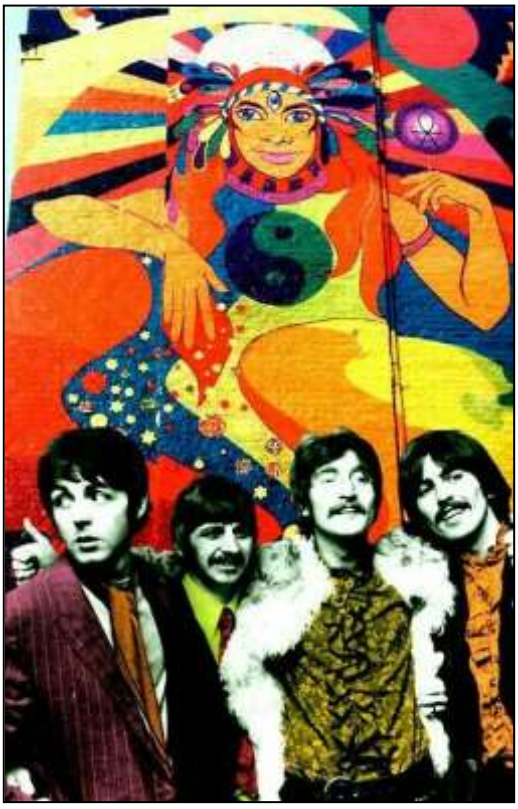
Powered by a 6.2 litre V8 engine, measuring 3.6 metres long and weighing 2.5 tonnes, this car was one of only 517 Phantom Vs produced. The car was bought for £6,000, but cost another £6,000 to have fitted with an all-white interior by London coach builders Wood & Pickett. It was fitted with a double bed in the rear, a telephone, television receiver, and a bump-resisting 'floating' record player, and was the first car in England to have tinted black windows. Footage exists of the interior in a BBC documentary on the internet.

The Phantom V ready to leave the JP Fallon Paint Shop in May 1967

The paintwork was undertaken by a Dutch collective of artists known as 'The Fool', who referenced their name to the taro card with the The Fool motif. Although often described as 'psychedelic', the design on the car was inspired by colourful Romani caravans. The paintwork on the Roller caused such an outrage that a woman was reported to have attacked John with an umbrella because of it. John seldom drove the Rolls, and gave up driving after crashing his Austin Maxi into a ditch in Scotland in 1969.

The works of 'The Fool' for the Beatles included the inner record sleeve for their album 'Sergeant Pepper' (pictured next page), outfits worn by them for the broadcast of 'All You Need Is Love' and the 'I Am the Walrus' segment of the 1967 Magical Mystery Tour film.

They also produced the album cover for the Hollies album 'Evolution', stage costumes for the band Procol Harum, stage costumes and decoration of guitars and drums used by the band Cream, and a three-storey psychedelic mural on a street corner in Amsterdam (pictured below left), which after protests by other businesses was ordered by the local Council to be painted over.



In 1970 the Rolls went with John and Yoko Ono when they moved to New York, and was loaned to other artists including the Rolling Stones, the Moody Blues and Bob Dylan. In 1977 it was donated to a museum at the Smithsonian Institute in lieu of a US$250,000 tax bill. In 1985 it was auctioned by the Smithsonian and was sold by Sotheby's for US$2.3 million, which was the most paid for an automobile at the time.

'The Fool' also painted George Harrison's Mini Cooper (pictured below) and several of his guitars, along with John Lennon's piano and one of his Gibson acoustic guitars.

Mrs PEEL AND HER LOTUS ELAN

PICTURED BELOW AT OUR April meeting, themed to 'The Big Rigs', the irrepressible **Michael Rowles** turned up with (pictured below) ……. yes you guessed right ….. she **IS Dianna Rigg** (geddit? It took most of our blokes an hour or two to do so!) Most famously of course she was Mrs. Emma Peel, John Steed's offsider in the British television series 'The Avengers' (1965-1968), but she also starred as Countess Teresa di Vicenzo, wife of James Bond in 'On Her Majesty's Secret Service' (1969); as Olenna Tyrell in 'Game of Thrones (2013-2017); and in the title role in theatrical productions of 'Medea' in the West End (1993) and on Broadway a year later.

Fair dinkum, the lengths to which some blokes will go to score a point in the 'Show & Tell' competition!

John Wickham Gascoyne Beresford Steed MC OM, was a fictional character and the central protagonist on the 1960s British spy series 'The Avengers' and its 1970s sequel 'The New Avengers', played by his by alter ego Patrick Macnee. Steed played a secret agent working for an unnamed branch of British intelligence. He was teamed with a variety of partners, including Mrs. Peel.

The character Steed was born sometime between 1922 and 1925 (Patrick Macnee was born in 1922), a scion of a noble family, and attended Eton school (as did Macnee), where he once fought the school bully, a fellow named James Bond, and eventually was expelled (as was Macnee). Steed's cobber was Mark Crayford, who later followed him into British Intelligence. However, Crayford secretly was jealous of Steed and later defected to the Soviet Union and attempted to destroy Steed and his legacy.

Steed was a distinguished veteran of World War II, initially as a Royal Navy motor torpedo boat commander (as was Macnee), but at some point he transferred to the Coldstream Guards and then to the Intelligence Corps. He spent the early part of his war service posted at RAF Camp 472 Hamelin, which was a jumping-off point for British spies bound for Europe. He was awarded the Military Cross for single-handedly taking out a German machine-gun post. Before joining 'The Ministry' in 1945, Steed was promoted to the rank of Major.

During 'The Avengers' series, He maintained a modest flat in London (first at 5 Westminster Mews and later at 3 Stable Mews) and drove a variety of elaborate, old-fashioned cars, including a Rolls-Royce and several different models of Bentley. By the time of 'The New Avengers' series, he drove contemporary Jaguars, most notably the 1975 XJ-C 5.3-litre coupe, which Dinky produced as a prototype numbered #113 in 1/36 scale, of which 36 are reported to have been made (yes your Editor can account for one of them as can our member Martin Uden).

The fictional character Mrs. Peel was played by Diana Rigg (pictured opposite) in 'The Avengers' and by Uma Thurman in the 1998 film of the same name. Emma Peel was born Emma Knight, the daughter of an industrialist. As a lady spy adventurer and expert in martial arts, she became a feminist role model around the world and is considered an icon of British popular culture. Also regarded as a fashion icon and sex symbol, the character often is remembered for the leather catsuit sometimes worn by Rigg.

Mrs. Peel was introduced as a replacement for the popular character Cathy Gale, who had been played by Honor Blackman, who left after the third season to co-star in the James Bond film 'Goldfinger'. Elizabeth Shepherd then was cast as Emma Peel. After filming of one episode and part of a second, the producers decided she was not suitable for the part. No footage of Shepherd as Peel has survived. The producers gave the job to Diana Rigg, and the episodes with Shepherd were re-filmed.

The character name ‘Emma Peel’ was a play on the phrase ‘Man Appeal’ or ‘M-Appeal’, which the production team stated was one of the required elements of the character. Diana Rigg reportedly was never comfortable with this deliberately contrived sex-symbol image.

Peel was a strong heroine, rarely defeated when he was in trouble. She is a master A certified genius, she specialises in often was portrayed also engaged in industry at the helm of the company of whose plane had disappeared over the dead for many years, and Peel went on to in fights and capable of rescuing Steed of martial arts and a formidable fencer. chemistry and other sciences. She artistic hobbies, and was successful in her late father. Her husband was a pilot Amazon rainforest. He was presumed work with Steed.

Peel drove a convertible 1966 Lotus Elan S3 drophead coupe at high speed, and convincingly portrayed many undercover roles, from nurse to nanny. Her favourite guise was that of a women's magazine reporter, trying to interview business tycoons and rich playboys.

The verbal interactions of the two characters ranged from witty banter to thinly disguised innuendo. Whether they had a sexual relationship at any time, MacNee thought the characters shared a bed very regularly, Rigg thought they most likely engaged in only an enjoyable extended flirtation that ultimately went nowhere, and scriptwriter/producer Brian Clemens said he wrote them with the idea that they had an affair before Emma's first appearance in the series, and certainly the characters appeared already hto know each other very well when Emma first was introduced.

When her husband reappeared, Peel decided to leave her surprisingly spy career behind. In real life, Diana Rigg left the series to accept a role in the Bond film ‘On Her Majesty's Secret Service’, and because of the arduous filming schedule of ‘The Avengers’, conflicts with the producers, the lure of film and stage roles, and a desire to challenge herself as an actress.

Emma Peel re-appeared in the episode ‘K is for Kill’, in ‘The New Avengers’, using archival clips from the original series. She briefly spoke with Steed over the telephone and mentioned that her last name isn't Peel anymore; Steed replied, "You'll always be Mrs. Peel to me."

The characters were revived and reworked for the 1998 film version, titled ‘The Avengers’. Uma Thurman was cast as Mrs. Peel opposite Ralph Fiennes as Steed. Peel there is a scientist working as part of a weather project. When the project is sabotaged by someone who appears to be her double, she is investigated by Ministry agent Steed. Ultimately, they team up to find out the truth. The film was a critical and box office failure, the new incarnation of the characters panned by critics.

The 1966 Lotus Elan S3 drophead coupe SHJ 499D

Two Elans were used during the series - the first was a cirrus white S2 DHC registered HNK 999C; the second this medici blue S3 DHC registered SJH 499D

THE ELAN WAS the name of two separate ranges of cars produced by Lotus. The first series was produced between 1962-1975 as rear-wheel drive; the second between 1989-1995 with front-wheel drive. It was the first Lotus road car – it was not intended for racing - to use a steel backbone chassis with a fibreglass body. This style of construction was repeated in subsequent Lotus models for nearly 30 years. About 1,500 lb (680 kgs), the Elan embodied designer Colin Chapman's minimum weight design philosophy. It was technologically advanced, with a DOHC 1,558cc engine, four-wheel disc brakes, rack and pinion steering and 4-wheel independent suspension. Gordon Murray, designer of the McLaren F1 supercar, reportedly said that his only disappointment with the McLaren was that he could not give it the perfect steering of the Lotus Elan.

The original Elan 1500 was introduced in 1962 as a roadster. After a very short production run of just 22 cars, the engine was enlarged and in 1963 the car was re-designated the Elan 1600. An optional hardtop also was offered. The 1600 was replaced by the Elan S2 in 1964. In 1965 the Type 36, a fixed head coupé version of the car, was introduced, and in 1966 the drop head coupé Type 26 was replaced by the Type 45. Both Types 36 and 45 were offered initially in S3 form, followed in 1968 in S4 form, and finally in 1970 as the Elan Sprint. Production of the Sprint ceased in 1973. The standard S2, S3 and S4 models also were available in a slightly more powerful and luxurious 'Special Equipment' variant, generally referred to as the SE, for example, Lotus Elan S3 SE.

Lotus marketing material from the S3 period quoted the SE variant at 115 bhp (86 kW), noting high lift cams, carburetor re-jetting and a four branch exhaust.

While the structure of the Elan followed an entirely traditional approach for sports cars of the time - front engine, rear wheel drive - its design included novel ideas that found their way into the designs of other manufacturers' vehicles. Examples include:

- the Mazda MX-5 (Mazda Miata in North America) - the original Elan is usually credited as being the design inspiration for this sports car in 1989, and two Elans intimately were evaluated by Mazda in the process of designing the MX-5; and
- the Toyota 2000GT, which used a chassis that bears a striking resemblance to the Lotus Elan - the car designer and engineer Gordon Murray wrote, "Series 3 Lotus Elan ..... it's still, in my opinion, probably the best-handling sports car that's ever been made ..... if anybody wants to know what good steering is, just jump in the 60s Elan."

SOPHIA'S MERCEDES BENZ W198 300SL GULLWING

THE W198 300 SL CAN be seen as a symbol of German post-war resurrection. After a tentative re-start, Mercedes-Benz gradually regained its position as a leading marque in car manufacturing. As early as May 1946 it was assembling utilitarian vehicles, with 214 built by the end of the year, all derived from the prewar W136 170 V series. The manufacture of passenger cars began again in July 1947. In 1951 the W186 300 'Adenauer' - the equivalent of today's S-class - was launched. It was equipped with a new 115bhp overhead-cam straight-six cylinder engine with an aluminium head, fuelled by twin downdraught Solex carburettors paired with a full-synchromesh four-speed gearbox.

Even more ambitiously, Mercedes-Benz decided to get back into motor racing too. Chief engineer Rudolf Uhlenhaut had led passenger car development since 1949 and was known for being as fast as the racing drivers of the works team. He was too valuable to be risked in competition and, confined to the drawing office, he penned its new racing weapon: the 300 SL, internal code number W194. This sleek coupé was debuted in the 1952 Sports Car Championship. Its notable innovations included a welded tubular aluminium alloy spaceframe atop a steel platform, two small 'gullwing' doors (necessary because the sides of the spaceframe were too deep to accommodate conventional doors), and independent suspension all-round. Power came from the 3-litre engine of the Adenauer, fuelled by three two-barrel Solex carburettors tilted at 50° in order to squeeze under the low bonnet. The new racer won the 24 Hours of Le Mans and Carrera Panamericana, but its career was short: the eight-cylinder, fuel-injected 300 SLR was debuted in 1954. A new version of the 300 SL was designed with fuel injection and rear mounted transaxle gearbox. The roadgoing version, codenamed W198, became the last Mercedes design to use a separate body (even if it was some way removed from traditional coachbuilding techniques), and was equipped with the fuel-injected 3-litre engine. It was an immediate sales success, with 1,400 built in coupé form. Its bonnet, doors, dashboard and bootlid were made of aluminium and, to make getting in and out easier, its gullwing doors - which characterised the car, lent it its name, and made it one of the most iconic of Mercedes - were wider and longer than the racer's. The most prolific year of 300 SL production was 1955, with 855 built.

Meanwhile in Italy, in equally unlikely circumstances, another legend was in the making. Sofia Costanza Brigida Villani Scicolone was born in Rome in 1934 and grew up in the down-at-heel outskirts of Naples. Aged 15 years, she entered the Regina del Mare (Queen of the Sea) beauty contest in Chiaia, on the city's waterfront. Although she didn't win, she was awarded the 'Miss Cinema' trophy and used her prize money to go to Rome. Her dreams of becoming an actress began with beauty contests and small roles, but within a year she'd established herself and appeared in 15 movies. In 1951 came the encounter that changed her life: during a beauty contest, film producer Carlo Ponti, 22 years her elder, spotted her, and after a short meeting the next day, offered her a seven-year contract.

On 11 October 1955 she received the Gullwing as a gift from Carlo. It was chassis 198.040.5500789, body number A198.040.5500768, and engine number 198.980.5500823, delivered on 11 October 1955 to M Marescalchi SpA, the Italian Mercedes-Benz importer and dealer for Rome and Lazio. Its certificate of conformity (the official document required to register a car in Italy) was released by the manufacturer on 15 October, in order that the 300 SL could be registered in the name of its first owner, and the Roma 237421 numberplate was released on 28 October. The car was finished in Silver Metallic DB 180 with blue leather (Type 333) upholstery. It was registered in the name of Società ATA Artisti Tecnici Associati (Produzione Cinematografica SrL), the snappily named film production company owned by Ponti, but, as plenty of period photos and films attest, it was used widely by its owner. It had a declared value of 5,400,000 Italian lira, about €82,000 (£74,000) in today's money. The average salary in Italy then was around 45,000 Lire per month, so this sum represented ten years of a typical income and would have bought a large apartment in central Rome.

The most famous moments of Ms Loren's ownership were publicised by Mercedes-Benz's PR department, including her participation in the III Rallye del Cinema, a three-day, 1,000 km regularity trial starting from Rome on 13 April 1956. The first stint took the drivers - all famous stars in the movies or on television - through Siena via Montecatini Terme and Varese to finish in Sanremo, with a glamorous gala dinner in the winter garden of the city's famous casino. The overall winner was Italian actor Alberto Sordi in his Alfa Romeo Giulietta, with Ms Loren finishing quite some way behind. Judging by her smiles at the award ceremony, she didn't seem to have minded too much. Her association with the car ended later that year. It was sold on 10 December 1956 to Troa Rolando, a wealthy professional of Tivoli, Rome, for a declared value of 3,000,000 Italian lire.

BARBIE'S 1953 CHEVROLET C1 CORVETTE

THE RECENTLY RELEASED FANTASY COMEDY film based on the range of 'Barbie' fashion dolls by Mattel, is the first live-action Barbie picture, after many computer-animated direct-to-video and streaming television productions. The film, produced by Warner Bros., stars Margot Robbie and Ryan Gosling as Barbie and Ken. Following multiple writer and director changes and the casting of Amy Schumer and later Anne Hathaway in the titular role, Robbie was cast in 2019. The casting of Gosling and others was announced early last year. Recording was undertaken at the Warner Bros. studios at Leavesden in England from March to July last year. The picture premiered in Los Angeles on 9 July, and in the rest of the U.S.A. on 21 July. The plot – such as it is – has Barbie and Ken expelled from the utopian Barbie Land for being less-than-perfect dolls, after which they embark on a journey of self-discovery into the 'real' world.

One of the trailers for the movie appears to have been the driving force behind a surge of interest in the main character's trademark pink Chevrolet Corvette, according to Britain's online automotive marketplace forum 'Auto Trader', with searches for the vehicle more than doubling over the previous month.

Barbie the leggy doll was introduced to the toy market by Mattel in 1959. She's more than just a pretty face; nobody accumulates Barbie's car collection without being smart, successful and handy with a (plastic) wrench. For comparison, you can count boyfriend Ken's cars on one hand; after all, the bloke is just along for the ride.

According to a series of 1960s 'novels' published by Random House, Barbara Millicent Roberts – yes Barbie's full name - grew up in the fictional town Willows in Wisconsin. Likely she did not venture far from home in her early years, and forced for decades to walk on tippy toes, Barbie was in desperate need of some wheels; finally she acquired her first car in 1962.

What did the fashionable 11.5-inch-tall doll drive in 1962? Babs didn't own America's Sports Car until America celebrated its 200th birthday in 1976. Mattel decided the perfect car for a teenage girl living in cold-weather Wisconsin was ..… an Austin-Healey 3000 MKII. Maybe it had snow tyres? One thing it did not have was a top. After 57 years, Barbie has been marketed with a plethora of cars, and Mattel alone has released nine in its model range, but the one based on the **1953 Chevrolet C1 Corvette** is the one with which she is associated most often.

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The 1953 Chevrolet C1 Corvette

This was the first generation of the Corvette sports car, introduced late in the 1953 model year and produced until 1962. This iteration commonly is referred to as the 'solid-axle' generation, as the independent rear suspension did not appear until placed on the 1963 Stingray. The Corvette was rushed into production to capitalise on the enthusiastic public reaction to the so-called concept vehicle, but expectations for the new model largely were unfulfilled. Reviews were mixed and sales fell far short of expectations. The program nearly was cancelled, but Chevrolet decided to make necessary improvements. The most expensive C1 yet was sold in the U.S.A. in March 2021 for US$825,000.

Harley Earl, the head of GM's Styling Section, was an avid fan of sports cars. He recognised that U.S. Army GIs returning after serving overseas post-war were bringing home MGs, Jaguars and Alfa Romeos. In 1951Nash Motors began selling a two-seat sports car, the Nash-Healey, that was made in partnership with the Italian designer Pininfarina and British auto engineer Donald Healey, but there were few moderate-priced models. Earl convinced GM executives that they needed to build an all-American two-seat sports car, and with his Special Projects crew began working on such a car in late-1951. The last time Chevrolet had offered a 2-door, 2-passenger convertible/roadster body style was in 1938 with the Chevrolet Master.

The 1953 model year was not only the Corvette's first production year, but with only 300 units this was the lowest-volume Corvette. The cars essentially were hand-built, and techniques evolved during the production cycle, with the result that each 1953 Corvette is slightly different. All 1953 models had red interiors, polo white exteriors and painted blue engines (a reference to the three colours represented on the national flag), as well as black canvas soft tops. Order guides showed heaters and AM radios as optional, but all 1953 models were equipped with both. . They had independent front suspension, but featured a rigid axle supported by longitudinal leaf springs at the rear. The cost of these first production Corvettes in 1953 was US$3,490 ($38,795 in 2023 dollars). More than 200 are recorded as still existing.

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It's easy to see why young girls are so taken by Barbie's ride. The car that the titular character and her relentlessly cheery boyfriend drive from Barbie Land is finished in neon pink with white and chrome bodywork and features a light-pink leather interior that has an extra row of seats.

The original Corvette was a two-seater, but the movie's car offers a 2+2 configuration for Ken to tag along. But is it an EV restomod with two extra seats, or is it simply a human-sized, toy car prop? The answer is not as straightforward as you might think, and Barbie's Corvette could actually be a mix of everything depending on the car at which you are looking. The movie's second trailer shows the Corvette from various angles as Barbie drives through Barbie Land. Margot Robbie sits in a smaller scale version of the actual convertible and holds onto a tiny steering wheel. In a later scene in the trailer, the camera films the actress from behind with a view of the dashboard. Here, the car's dashboard is a flat panel with stickers representing various gauges, buttons and the radio. The Corvette's intentionally small size in comparison to the actress, and the absence of any working screens, help to emphasize the car's toy nature. There is no doubt about it, the movie's Corvette is very much a movie prop.

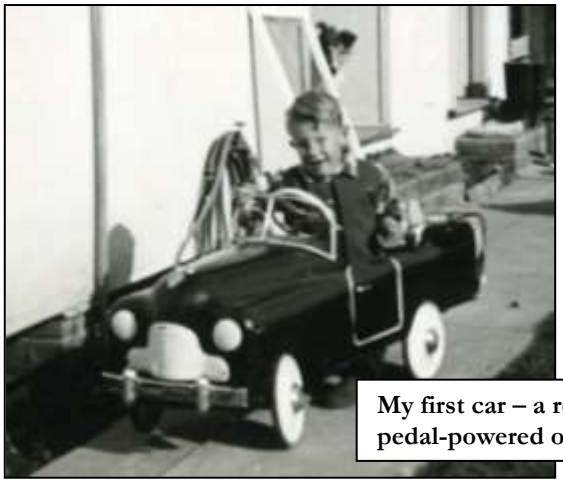
In another promotional video, Robbie is shown posing from the driver's seat on the movie set, and on a side panel near the front fender is a Chevrolet logo, with the letters 'E' and 'V' in blue, with the rest of the logo in silver. Is this a hint that the Barbie Corvette is an all-electric vehicle? Is this Chevrolet sneaking in a promotional message about its electric future? Or is this instead to promote Barbie as an eco-friendly driver, ditching petrol cars for EVs? Since the Corvette is not set up on a dolly track as seen in the behind-the-scenes footage, the car is very much a working model that is driven, but how far and how fast is a different issue. The movie set car could have a very simple electric motor installed, which could help to drive it slowly forward. It also could come with a remote control system that would help to execute certain trajectories on the Barbie Land movie set.

The cars are 1930s Ford Model As ……. as you knew

I'M OLDER NOW ……·BUT STILL RUNNING AGAINST THE WIND

Your Editor reflects on a lifetime of collecting ……... and some more important issues

FROM THE PERSPECTIVE of my involvement in collecting stuff, from the age of eight or so, it seems to me that the predicted death of the collecting hobbies is much exaggerated. Rather, it is the nature of collecting that has changed, and the age and knowledge of beginner collectors, that have changed, as financial demands on people in an increasingly competitive world limit both their time and resources. Even those of us within SMAC have canvassed ways to widen the scope of our activities and attract the 'Hot Wheels' generation, as a general descriptor of a body of collectors unwilling or unable to commit to 'traditional' vintage and antique toys and models; a similar angst affects cricket 'tragics' who decry the quick fix and superficiality offered by privately owned 20-over leagues, the results of which are forgotten after a week, but which threaten the viability of the longer formats, crucially the nursery of four-day provincial games. More than 30 years ago, newly married and with a baby, I sold my collections of stamps and postal history to finance the purchase of a house. It was only after I was well settled into a career, promoted in rank and salary and freed of debt, that I joined this club and splurged on Jaguar and military toys, and five years ago, superannuated and with time on my hands, even returned to philately. I suspect I am a typical case. I have been appointed the auctions manager for the Philatelic Association of NSW – the umbrella group for the suburban and country collectors clubs - which uses the sales commissions to foster the hobby. My observations of collector markets cause me to conclude, that although few teenagers are attracted to hobbies that mandate the accumulation of stuff, once they reach their fifth and sixth decades and are well settled into careers and freed of financial responsibilities, with children off their hands, many turn towards traditional collecting, and do so with a much more sophisticated and knowledgeable approach – and with significant buying power - than we were able during our teens. Nostalgia, or memories from our past, drive collecting interests. Having owned two XKEs – and driven them as everyday 'A' to 'B' cars - and being a child of the immediate post-war generation, whose members venerated war veterans and copied them in play, my choice of toy and model vehicles to collect was clear. With 43 years in the Police Force, one might expect then that I also would have included police-themed models in the collection, but I never evinced the slightest interest in that theme, unless they were Jaguars of course, such as Dinky's #269a 1959 3.4-litre Mk.2 Saloon, acquired from Tony Hannah in 1999, which led me to join SMAC.



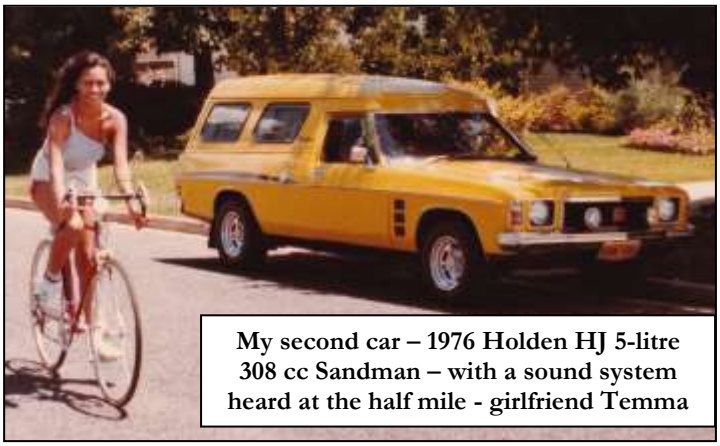
My first car – a red Cyclops pedal-powered open racer

I suppose the overriding theme of my life is one of renewal. The last word never is written. If we cease to re-invent ourselves, take on new challenges, join new pastimes, we cease to grow and learn. On these few pages I have tried to distil how I have applied that lesson, both in collecting fields and more important pursuits.

On my first day in my first fulltime post-school career-oriented job, with a law/accountancy firm, the first question I was asked by the punters was, "To which school did you go?" My answer 'Westfields High' was met with blank stares. "Where is that?" My response, 'Fairfield' equally left my smug interrogators none the wiser; their knowledge of Sydney's geography limited to suburbs north of the bridge and east of Anzac Parade. We had played Rugby League, so I had no acquaintance of Rugby's private school competitions, tales of which were shared at every opportunity in that workplace. I refrained to boast that our chess team, on which I played number one board, regularly had travelled to and thrashed the Shore and Knox and St. Aloysius and Scots teams (and I still play competitively). I was playing rugby with Smithfield 'Warthogs' in the second division, and our ambition for promotion to first division was met with derision. That first day only hardened my already deep political antipathy to conservatives and tories, nurtured before I'd entered my teens.

Home was a typical fibro two-bedroom house, one of only a few houses in the street in the early days, on an initially unpaved street which turned into a clay quagmire in the wet, serviced weekly by the sanitation truck crew (who were left the obligatory dozen bottles each Christmas), with a public telephone box on the nearest street corner. A bus stop on the same corner provided transport; nobody owned a car. My father and I foraged firewood from the creek and

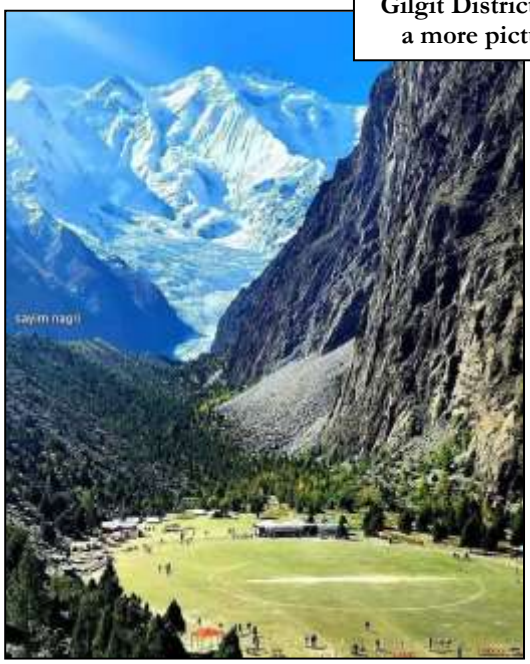
surrounding scrub two streets away. As more families built there, we formed a street football team to play other street teams at 'touch' on the roadway – there being few cars to interrupt play – or 'tackle' on vacant blocks. Fights – in and out of school – were everyday. Usually dux in each year, I was a favoured target.



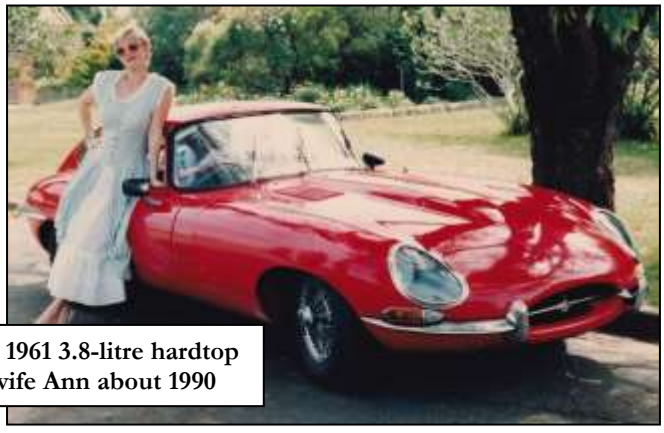
My second car – 1976 Holden HJ 5-litre 308 cc Sandman – with a sound system heard at the half mile - girlfriend Temma

Another abiding interest is cricket, not just on the playing field, but its history and lore. Ask me nearly anything about who did what and when, and probably I will have the answer. I possess more than a thousand books on the game, perfectly preserved of course, and have read them all. This is not an especially big collection ….. the largest libraries in this country run to 1,500 volumes, and the cost of acquisition of the other 500 would be about a million dollars. Public libraries once held large numbers of books about sport, especially cricket; by the age of 10 years I was borrowing up to 15 books at a time and returning them within a week. By the mid-1960s we had acquired a television receiver. You might remember a quiz show titled 'Roland Strong's £3,000 Question', which morphed into the $6,000 Question, sponsored I think by Coles. Roland was an elderly silver-haired fellow, who was accompanied by the obligatory stunning blonde assistant. Contestants were placed into a Dr. Who tardis-like telephone box contraption wearing ear muffs - presumably so the live audience members could not shout the answers - and asked questions on the topic they had nominated. Provided they answered all questions correctly, they progressed through several weeks from the first question worth a prize of £5 to the last question worth £3,000. Contestants could leave at any time and take their winnings to date. A classical music buff might be played a few strands and asked the name of the opera or composer. A few blokes nominated test match cricket. One of them was a whizz ….. he answered everything without a blink and he came back for the big one. The question ….. in the Manchester test match in 1956, Jim Laker took 19 wickets (10-53 and 9-37 since you asked) ….. what are the details of the one Australian wicket he did not take? Well yer Honours, I submit that anybody who professes to know anything about the game must know this one. I said straightaway, of course, Jim Burke, the first wicket in Australia's second innings, caught Colin Cowdrey at first slip off Tony Lock for 28 with the score 47. Anyhoo ….. the whizzkid did not have a schmick. So there I was, 11 years old, rolling around on the floor, demanding my three thousand quid!

A cricket field in the Nagar Valley in the Gilgit District of Baltistan – can there be a more picturesque venue anywhere?

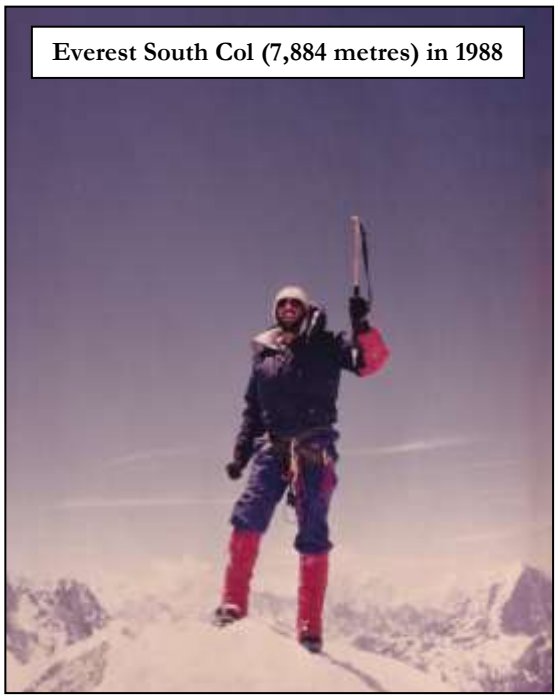


Another collecting interest is books about mountaineering, especially the official histories of the first ascents of the 8,000 metre peaks and other notable first ascents, fired by my own experiences, which in turn derived from training received in the military. I proudly possess what often is described as the 'holy grail' of mountaineering books, Noel Odell's copy of the official history of the British attempt on Everest in 1924. Odell was the support climber to George Mallory and Andy Irvine, who from a vantage point on the north-east ridge on 8 June watched them surmount what he thought was the formidable so-called 'second step' and ascend into gathering mist and cloud, seemingly with no further obstacles before the final summit ridge. They did not return, and Mallory's body was discovered in 1999. Odell spent two days searching for them, and was so well acclimatised he could have gone on to the summit instead, and why Mallory chose Irvine to accompany him, rather than Odell, is but one part of the mystery. Whether they summited is the subject of an enduring and controversial debate. I have written articles on the subject for mountaineering and military



The first XKE – 1961 3.8-litre hardtop coupe - with wife Ann about 1990

journals, and my thesis – which supports the claim of a successful ascent followed by a night descent and fatal slip – is supported by evidence gathered from Mallory's body. Suffice to note in this limited space, only that his goggles (to prevent snow blindness from the glare) were in a pocket, from which we can deduce he did not need them at the time of the fall, because they were descending at night, and that therefore they had ample time to have made the summit given their position at Odell's last sighting (although I reckon they were even further advanced, at the 'third step', which they could have surmounted easily – I do not believe they could have climbed the 'second step' with the alacrity described by Odell). Further, and admittedly prosaically, the photograph of his wife Ruth that Mallory had promised to leave on the summit was not on his body. The problem of course is why such an experienced mountaineer as Mallory (Irvine was a novice and not a climber at all) – the finest climber of his generation – chose to go on and accept a dangerous night descent? Well, he was not the first or last person to be lured into disaster by the siren call of a seemingly attainable summit and completion of his life's ambition. To a American journalist during a promotional tour in 1923, who asked, "Why do you want to climb Everest?", he famously had answered, "Because it is there."



Everest South Col (7,884 metres) in 1988

The key to the mystery is a camera they carried, which was not on Mallory's body. Chemists at Kodak believe the film would be recoverable. In 1960 high on the north-east ridge a Chinese climber reported finding the "body of an English dead". This could only be Irvine. The Chinese climber died several weeks later on another mountain, so cross-examination of his account is not possible. Another sighting was reported in the 1990s. A few years ago, an expedition was mounted with the specific aim of locating Irvine and recovering the camera. He was not found, and it generally was accepted that he is not there, and that he fell to the glacier below. Given two independent sightings, I am reluctant to accept that conclusion.

As with Odell's copy of the book, and as with all similarly rare or intrinsically significant collectibles, I reckon we never own these; we are mere custodians for a brief period of time, and therefore have a duty towards their preservation.

My first trip to Mount Everest (8,848 metres), Chomolunga to the Tibetan Sherpa people, in 1981 was inauspicious. Struck down by cerebral odema in Namche Bazaar, the main Sherpa town in the Solu Khumbu region, effectively I was left for dead. After recovering I caught up with the party before they reached base camp, having taken a more direct route; they had not expected to see me again. In 1988 the Army Alpine Association, supported financially by the Bicentennial Authority, which as a result placed its moniker all over the project, placed three climbers on the summit. I had taken 15 months leave without pay, and in October 1987 went to Durban and joined the first fleet re-enactment voyage to Botany Bay, crewing one of the 11 ships. Afterwards I travelled extensively in Burma (which fortuitously was open) and in Thailand, before by sheer chance meeting the other expedition members on a plane out of Bangkok for Kathmandu. Afterwards I trekked into several very remote areas of Nepal, and backpacked all over India and in Tibet (which also fortuitously was open), and in Pakistan. At one point, having enough of snow and ice, I flew to Mali in the Maldive Islands, and then by boat to a remote atoll named Maya Fushi, which I had selected from a brochure in a travel agent's office in Kathmandu, knowing nothing of it ….. and here follows a travel hard luck story. The island – around which one could run in 20 minutes – was a German-owned honeymoon resort. So there I was, for 10 nights, surrounded by 30 blonde buxom stunning German brides ….. accompanied by 30 blonde muscular young Adonis-like teutonic knights. I dived three times each day and propped up the bar each night, exhausted, counting down the days till departure time.

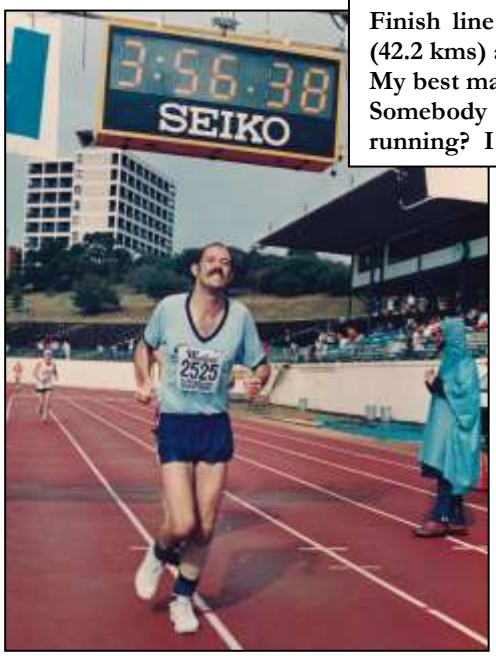
Supremely fit, packed and ready to fly out ….. with Mother before departure in 1987

I am grateful to have explored the Himalayan region before the massive upsurge in popularity and placement of infrastructure that has occurred in the last 30 years. Both times we trekked in from the nearest roadhead at Jiri, 10 tough days from base camp, over three high ridges, carrying our tents and gear. Nowadays teams fly to Lukla, perched atop a cliff, a few days trek from base camp, and stay in tea houses, enabling them to travel lightly. Back in the day, Lukla was a grass strip littered with wreckage from crashed aircraft

along the runway, and when flying out our aircraft did not so much take off as simply careered over the precipice before gaining altitude. Now it boasts a proper tarmac, and a reminder of the inherent danger of flying in such terrain no longer is represented by wreckage, which has been removed. No doubt the local economy has benefited greatly from the development, but I submit Yer Honours, that the trip is rather less exciting and a lot less arduous and therefore not as satisfying.

With my display of 1899-1912 Tasmania at the Anpex-82 exhibition in Brisbane. I overheard a fellow looking at it say admiringly to his daughter, "Now THAT is a display of real stamps", which comment chuffed me more than the award received.

My interest in collecting postage stamps – or more accurately postal history, being the study of complete covers (envelopes) which carry not just the stamps to prepay the cost of postage, but the markings applied to them on the journey – was fired by a relative who had toured South Africa with the 1929 Wallabies and returned with an accumulation of wonderful Cape of Good Hope triangular stamps among other treasures, and perhaps also by the Seven Seas Stamps / Ampol Petrol promotional giveaways of the early-1960s. Seven Seas was based in Dubbo and sold stamps and advertised extensively. With each purchase from an Ampol garage, a packet of used world-wide postage stamps, provided by Seven Seas, was given away. The stamps were common and virtually worthless, but just occasionally a packet was seeded with a rare or valuable item. I remember a front page newspaper story about a 10-year old girl who found in a packet a 1932 £2 Kangaroo and Map stamp (no not the first 1913 issue!) which then retailed for about £10, which was a considerable sum. Rather than fill his tank in one go, an uncle would stop at four or five garages, progressively to fill the tank, and collect these packets for me. The promotion was one of the most successful advertising programs undertaken in this country. Some of the most notable 'finds' of rare classic postage stamps have been made in nondescript schoolboy albums, hidden away among the also rans, waiting for the knowledgeable collector to come along and liberate them. Knowledge is power! Which reminds me, nearly 60 years ago, an aunt who collected coins worked as a cashier at Coles. She checked the register drawer each day for rare items, and sure enough, as happens when one is sufficiently assiduous, one day she identified a 1930 penny! I remember well her triumphant homecoming that evening.



Finish line of the 1987 Australian Marathon (42.2 kms) at the Marks Field at Kensington. My best marathon time was 3 hrs 16 mins. Somebody once asked me, why do you love running? I said, 'I hate it. It bloody hurts'.

Our primary school had an annual hobbies day, and we took along for display some item from our collections – everybody collected something - and everyone voted for their favourite display by leaving a coin alongside the exhibit. Prizes were awarded, and in those days stamp albums were prominent. Another perennial favourite was the military range of vehicles sold by Matchbox. Corgy and Dinky toys occasionally featured too, but they were much more expensive, and far fewer kids could boast of possessing them. There were civilian vehicles too, but we were not long separated from the war years, and military themes dominated our playing hours. My Year 6 teacher, Ted Allan, was an Aussie who went to England early in the war and enlisted in the R.A.F and flew Spitfires. One day one of the boys asked him, did you shoot down any Germans? Ted suddenly looked very sad and grave, and replied, "Yes I killed two men, and I have to live with that all my life." Our Principal that year, a fellow named Hicks, similarly had gone to England, and flew with Bomber Command. A grandfather of my mate John was a stretcher bearer at the Landing, and died in 1942 of wounds and illness contracted there. Many of the kids at the school had fathers and uncles in the 1939-1945 war, or in Korea or Malaya or Vietnam. It all was still very recent. In Year 5 I was asked to carry the flag for the Smithfield RSL on ANZAC Day, and the year after, the 50th anniversary of the Landing, a girl named Yvonne and I laid the wreath at the school's cenotaph on behalf of the school. In 2015, on the 100th anniversary, I asked the Principal if I could lay a wreath on behalf of the class of 1965. Asked to speak to the students at assembly, I related that anecdote about Ted Allan. I wore my Commando Association blazer and green beret and medals, and as predicted, was mobbed afterwards.

The school also had an annual pets day, with prizes for various categories. Dogs proliferated of course – everybody had backyards and dogs then – but there were goats and sheep, blue tongue lizards and goannas and snakes, rabbits and hamsters, galahs and cockatoos and homing pigeons. This could not be done nowadays ….. imagine the hullaballoo if a kid was bitten by a dog ….. or by a snake! There also was an annual fancy dress costume evening and dance, with some very fancy shop-rented rigs displayed, from Annie Oakley to Zorro. Not having much in the way of a spare bob, I won the prize for the cheapest costume a few years on the trot, usually as a bag of onions or some such, dressed in a hessian bag with a bushel of onions or spuds tied to it.

Empire Day always was a hoot of course – cracker night – when an empty block nearby provided the venue for a huge bonfire, constructed of small trees and saplings from the nearby scrub. The event brought out the worst in many of us - what a mess a twopenny bunger made of a metal letter box! My mate John's family filled their box with sand as a defence against reprisal attacks. One day I was in a bus in the main drag at Fairfield, and the Salvos brass band was playing in the plaza nearby, when I saw my cobber Jacko run up with a lighted twopenny and drop it down the barrel of the tuba. The noise of the explosion of course was amplified many times! Another trick was to snaffle the rope lines with the flags from a servo and tie one end to a letter box fixed atop a pole, and the other end to the knob of the front door of the house, and tighten it, bang on the door and scarper, and watch the occupant eventually vigorously fling open the door and flatten his letter box. There was a downside ….. some thugs terrorised defenceless animals. My mates John and Philip and I – known as the Three Musketeers - caught a couple, and stuffed twopennies down their strides. How do you like them apples? Fair dinkum, I'm cracking up just recalling these escapades. Most of us built billy carts of course, and everybody had a nondescript bicycle. My mates and I regularly rode to Prospect and Warragamba Dams, along unpaved roads and bush tracks; it's all wall-to-wall suburbia now. Dem were da daze!

Kate's first grand final - St. George vs Brisbane in 1992 Just don't ask me the result

In Year 6 Ted Allan drove a few of us to the SCG to watch St. George play South Sydney from the Hill, a game which Souths won, but from that day I have been a convert – never one-eyed because I came with one eye white and the other bloodshot, it is said. The memory can trip one up – for decades I blamed fullback Dennis Preston for the loss, only to consult that season's score sheets about 10 years ago to find he did not play that game! After St George defeated Parramatta 22-0 in the grand final reply in 1977, an urban legend grew that coach Harry Bath sent them out with the parting instruction, "Nobody gets sent off in a grand final. Belt them off the park." Which they did. Rod Reddy was cautioned five times in the first half and again in the second, but stayed on the field. A few years ago, I was able to ask the captain, Steve Edge, whether Bath really had issued that instruction. "No", what he really said was, "Take no prisoners!" A couple of weeks after that game, my Army unit, 1 Commando Company, played 'C' Company 4RNSWR in the grand final of the Army's rugby league competition. I'd always been a fullback, but in this game I was in the centres, and a few minutes into the game I charged onto an expected pass which did not arrive, but followed through anyway at full tilt and smashed my opposite number. As one did. Called out by the referee, I remember thinking, 'Nobody is sent off in a grand final. Are they?'. Hey, Harry was right! 'C' Company always brought out the worst in us; our games usually were running brawls. We always were much fitter than the other teams, and had more bloody-minded mongrel in us, but so many blokes always were away on courses, we did not often field our best team. Still, we were beaten in only a couple of games in the three seasons we participated. In the 1978 grand final we were down 0-13 at half time, but knew we would run over them once we put our minds to it – in the second half we scored seven tries and won 23-13. In 1979 though, we lost the preliminary final to the Military Police, regular Army blokes whose members trained every day for weeks in preparation. They were tough bastards. So many blokes were injured during those three seasons, in 1980 the incoming OC pulled us out of the competition.

To a graduate of the Army's K&K Course – Kouth & Kulture of course - dining-in nights in the Sergeants Mess were terrific formal occasions that balanced the muck and the hard yacka

All through high school I had jobs in factories and warehouses and supermarkets during school holidays, as nearly all the blokes tried to do, invariably shooting through a week or two before the end of term to maximise the

opportunity. For a couple of years in Years 8-9 I worked a milk run, rising at 0300 and finishing in time to rush to school. That was a drag. After Year 12, waiting for the examination results and to save money for university costs, I put in a few months as an ironworker in a factory, grinding down the seams joining huge metal pipes together, set on rollers that rotated the seam as I pressed into it from my position atop the pipe. Those very hot summer months, with the sparks from the metal grinder burning big holes in my overalls, requiring replacement every couple of days, left an indelible impression. The blokes with whom I worked were salt of the earth types, continually engaged in disputes with foremen and managers, and what I saw strengthened my allegiance to the labour movement. I've voted Green for 40 years – since a Labor government flogged Ben Chifley's People's Bank – but my gut always is with the labour movement. I have not forgotten from where I have come.

Politics is not the only game in town, but it cuts damned close, and always I have been a political animal. When I returned to university in 1994, with a fulltime subject load while also working fulltime, and completed four more degrees in six years, the ultimate goal was a Ph.D in Politics, for which endeavour I was awarded a scholarship in 2000. Even in my tenth year, I recall clearly, on 4 May 1965, listening on the wireless to Arthur Calwell's prophetic speech to the House of Representatives, in which he responded to Menzies' announcement of the commitment of combat troops - the 1st Battalion, Royal Australian Regiment - to South Vietnam. Of course, we know from the release of that year's Cabinet papers under the 30 year rule that Menzies lied to the Parliament – the South Vietnamese government did not ask Australia for help; rather the Australian government asked the President of the U.S.A. to ask the South Vietnamese ……. you know the rest. Calwell spoke with something of the sinewy intelligence and courage that characterised Roosevelt's grander narratives. He was not eloquent for the sake of eloquence, but in proportion to the argument and the conviction that underlay it. It was constructed on a proposition, not a political convenience; free of both cliche and condescension, and the phrases still ring long afterwards. Speeches like this rarely are written nowadays, because the political climate does not allow of much intellectual effort or, in general, politicians of much character. In light of our country's military expeditions in the last 20 years, and more recent developments in this country, it is instructive to read Calwell again. Was ever a speech more prescient? I cannot pass up the opportunity to reprint part of it! if only because much of what he said defines me. In part, he said:

> " The over-riding issue which this Parliament has to deal with at all times is the nation's security. All our words, all our policies, all our actions, must be judged ultimately by this one crucial test: What best promotes our national security, what best guarantees our national survival? It is this test which the Labour Party has applied ….. It is not our desire, when servicemen are about to be sent to distant battlefields, and when war, cruel, costly and interminable, stares us in the face, that the nation should be divided ….. We do not think it is a wise decision ….. a timely decision ….. a right decision. We do not think it will help the fight against Communism. On the contrary, we believe it will harm that fight in the long term. We do not believe it will promote the welfare of the people of Vietnam. On the contrary, we believe it will prolong and deepen the suffering of that unhappy people so that Australia's very name may become a term of reproach among them. We do not believe that it represents a wise or even intelligent response to the challenge of Chinese power. On the contrary, we believe it mistakes entirely the nature of that power, and that it materially assists China in her subversive aims. Indeed, we cannot conceive a decision by this Government more likely to promote the long term interests of China in Asia and the Pacific. We of the Labor Party do not believe that this decision serves, or is consistent with, the immediate strategic interests of Australia.
>
> By the government's reasoning, the very map of Asia becomes a kind of conspiracy of geography against Australia ….. The Government ….. has tried to project a picture in which once the aggressive invaders from the North are halted, our men will be engaged in picking off the Vietcong ….. stranded from their bases and isolated from their supplies. But it will not be like that at all. Our men will be fighting the largely indigenous Vietcong in their own home territory ….. in the midst of a largely indifferent, resentful and frightened population. They will be fighting at the request of, and in support of ….. an unstable, inefficient, partially corrupt military regime which lacks even the semblance of being, or becoming, democratically based ….. herein lies one of the greatest dangers of the Government's decision ….. It blinds and obscures the real nature of the problem of Communist expansion. It lends support and encouragement to those who see the problem in purely military terms, and whose policies would, if ever adopted, lead to disaster.
>
> Australia's aim should have been to help end the war, not to extend it. We have now lost all power to help end it. Instead, we have declared our intention to extend it, insofar as lies in our power. We have committed ourselves to the propositions that Communism can be defeated by military means alone and that it is the function of European troops to impose the will of the West upon Asia. These are dangerous, delusive and disastrous propositions ….. By this decision, we set our face towards war as the correct means of opposing Communism, and declare against the social, economic and political revolution that alone effectively can combat Communism.
>
> I cannot refrain from making an observation about Australia's trade with China (Editor – of course we do still – never mind the Tibetans and Uighers!) It is obvious that the Government's decision, and particularly the grounds upon which the Government justifies its decision, raise in a particularly acute form the moral issue connected with this trade. The Government justifies its action on the ground of Chinese expansionist aggression. And yet this same Government is willing to continue and expand trade in strategic materials with China. We are selling wheat, wool and steel to China. The wheat is used to feed the armies of China. The wool

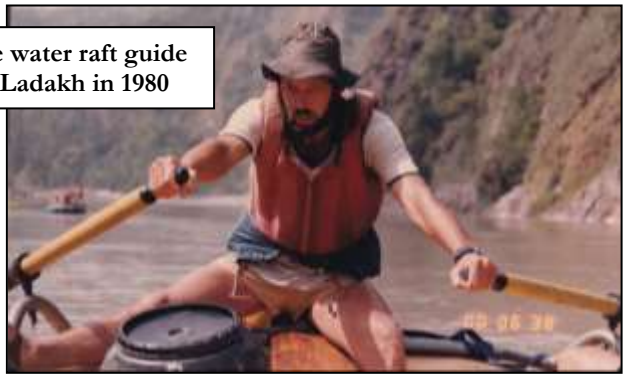
is used to clothe the armies of China. The steel is used to equip the armies of China. Yet the Government which is willing to encourage this trade is the same Government which now sends Australian troops, in the words of the Prime Minister, to prevent "the downward thrust of China".

Australia, with its limited resources, with its meagre defences, has obligations in Vietnam, Malaya, Borneo and New Guinea ….. the commitments apparently without end, in size and in number. How long will it be before we are drawing upon our conscript youth to service these growing and endless requirements? Does the Government now say that conscripts will not be sent? If so, has it completely forgotten what it said about conscription last year? ….. There is now a commitment of 800. As the war drags on, who is to say that this will not rise to 8,000, and that these will not be drawn from our voteless, conscripted 20 year olds?

To the members of the Government, I say only this: If, by the process of misrepresentation of our motives, in which you are so expert, you try further to divide this nation for political purposes, yours will be a dreadful responsibility, and you will have taken a course which you will live to regret.

And may I ….. address this message to the members of my own party - my colleagues here in this Parliament, and that vast band of Labor men and women outside: the course we have agreed to take today is fraught with difficulty. I cannot promise you that easy popularity can be bought in times like these; nor are we looking for it. We are doing our duty as we see it. When the drums beat and the trumpets sound, the voice of reason and right can be heard in the land only with difficulty. But if we are to have the courage of our convictions, then we must do our best to make that voice heard. I offer you the probability that you will be traduced, that your motives will be misrepresented, that your patriotism will be impugned, that your courage will be called into question. But I also offer you the sure and certain knowledge that we will be vindicated; that generations to come will record with gratitude that when a reckless Government wilfully endangered the security of this nation, the voice of the Australian Labor Party was heard, strong and clear, on the side of sanity and in the cause of humanity, and in the interests of Australia's security. "

……. and so it came to pass.



Training as a white water raft guide Zanskar River in Ladakh in 1980

All through school I was set on being a journalist – to speak truth to power, make a difference and all that - and I still fervently believe in the worth and integrity of the journalistic endeavour. It was investigative journalism of the highest calibre that in recent years resulted in Royal Commissions into the banks and the aged care sector and so-called robodebt – given added impetus by Bill Shorten of course – and the murders committed by soldiers in Afghanistan, and now probably also will result in another over the infiltration of the consultancy industry into the public service, fostered over the recent near-decade of tory government, whose abiding ideology is that services best are delivered by private enterprise, not by governments.

Negotiating 'The Steps' on the Barrington River

Near the end of Year 12 I even had an interview for a cadetship with the Sydney Morning Herald. However, for no reason that I clearly now can discern, almost overnight I switched to the law, enrolling part time at Sydney University and starting work with those three piece-suited toffs in that firm in George Street in the city.

A defining moment, attending law classes one evening, I noticed the depot of the Sydney University Regiment, a reserve Army unit much parodied as the 'officer producing regiment', which literally was true enough, but most of them were boofheads. So of course, I joined the Army. An open secret was the Rhodesian government's recruiting centre in Haymarket, which attracted a few of us, and which led to three nine month tours in the Bush War, the second two as a Sergeant-ranked platoon commander, with 3 Commando, Rhodesian Light Infantry. In consequence, the law degree was not completed until 1982!

My mother has traced her lineage back to a family in Diptford in Devon in 1525, so I know I come from a long line of poor dirt farmers and soldiers, most of whom lived just long enough to help propagate the species before going off to someone's war and being shot to bits. My concern was never with being killed, but having arms and legs and balls shot off. A great uncle, Bill Nibbs, was with 'Z' Special Unit, attached to Operation 'Semmut 1' in Borneo in 1943-1944, working alone with the indigenous headhunters. He was mentioned a few times in Bob Long's book about that campaign. After he returned, he spoke not one

word of it. At his funeral, I was able to tell family members some of what he had accomplished, all of which was news to them. Given the historical background, perhaps it was inevitable that I too would be attracted into the military, and in particular into special forces. It was written.

I have heard old soldiers lament that they wish they had died young in combat, because everything that followed had been anti-climax – injuries and illness, unemployment, addictions, divorce, estranged from children – but I've never felt that way, whether due to that often misused and misunderstood word resilience, or simply because I lack any semblance of empathy, I do not know.

Trialling the CatCan C2 rigid long-range SBS Canoe for the Army in 1985 – photographed for the manufacturer's promotional booklet

Needing a job I joined the Police Force, intending to qualify as a prosecutor, but instead quickly was attracted to criminal investigation, and spent the latter 40 years of my 43 years as a Detective. The best three years were at Cabramatta in the 1990s, as a Detective Sergeant, running the local drug unit, at a time when the area was rife with murders, extortion and violent robberies, including the murder of the State MP John Newman. Firefights, hacked with a machete, stabbed with a knife and a syringe ….. all just part of a hard day's night. Very few people last 40 years; it can be draining if one is dinkum, and people wear out, some very quickly.

Of course, I had to volunteer for the Police diving unit! The initial course was during winter in the sludge at the bottom of Circular Quay and Sydney Harbour, from the Water Police base which in those days was not far from the ferry terminal. We were dressed only in uniform pants and shirt; no wetsuits or other protective or warm gear, and face masks were blacked out, not that one could see anything in the muck anyway. The instructor would chuck some object into the water, and say go fetch it. One then would practise various learned search patterns in the blackness, to locate the object by touch. Prohibited to surface without approval, and usually only to change an empty air tank for another, we communicated by signals on a line attached between diver and tender. The instructors tried to grind us down, make us quit - of course - but I was inured to that, and always made sure I surfaced with a grin, no matter how cold and miserable I was. I remember once the chief instructor, Graeme Jamieson, saying, "Nibbsy, I'll wipe that grin off your face." "Nnnooo yyyoooo yooouu yyoouu wo wo won't" I shivered back. He never did.

There were laughs a-plenty too. We worked hard, and played hard. In those days the local magistrates joined the Detectives for a beer on Friday afternoons and came to our social functions. The club that hosted our 1981 end-of-year party at Fairfield, unknown to us, hired a stripper. Her bra finished up in the lap of the wife of the Magistrate. Come Monday morning, there was hell to pay! The club offered another function – gratis – to compensate.

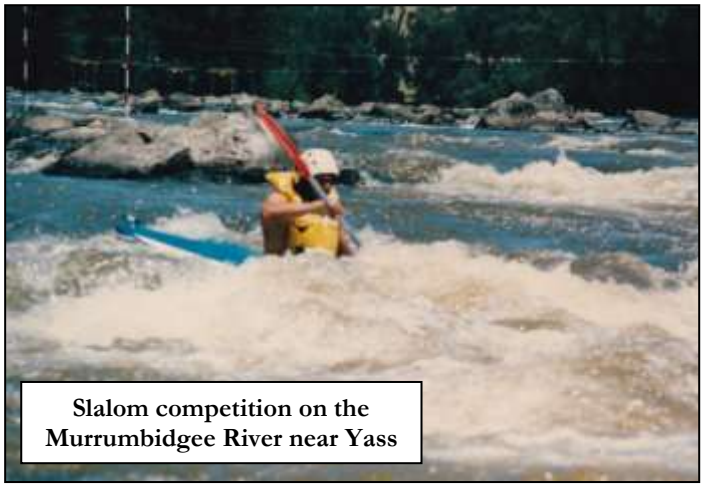
Given the rough and tumble background then, perhaps unsurprisingly, as a Detective Sergeant and later as a commissioned officer, I showed no empathy for those who claimed to need a day's stress leave, or the constable who said, "I didn't join to do this shit", or others who as soon as their probationary year was complete joined the queue to move off the street and into some administrative position, or the tinker bells who gushed goodness and light, or for Commanders who

pandered to them all. When I woke one morning in 2019 to find the sun shining and the surf up, I knew ….. I phoned the office, "I won't be in". I was quite senior, so I could do that. "That's okay, when will we see you Boss?" "You won't. Do whatever is necessary." I never went back, and a few weeks later I was out. Nobody knew. Back in 1992 I had met a veteran Senior Constable in the driveway leaving at the end of a shift one Friday. 'See you next week', I'd said. No, this was his final day …… he had retired. Who knew? Of course I inquired about the date of a celebratory send off, but he would have none of it ….. "Nobody made a fuss over me that first day at the Academy, and I don't want any fuss at the end." Bevan had been a Sergeant with the S.A.S.R., deployed alone with the Montagnard tribesmen inside North Vietnam, organising them into guerrilla fighting units and training them, much as Uncle Bill had in Borneo. If anybody had earned a fuss, it was him. Like Bill, Bevan never spoke of it; but I knew because I had read accounts of his exploits. I resolved right then to go in similar fashion and for the identical reason. I reckon for months afterwards, the odd jockey would have poked a head over the parapet, and ask 'Hey, where's Wally?' I drew a line under those 43 years; they never happened.

Coming alongside HMAS Ovens in 1977
Who forgot to hand up his paddle?

Soon after joining the Police Force, I enlisted directly (as one then could) into the Army's 1 Commando Company, which later merged with other units into 1 Commando Regiment. This was a reserve unit, but all our time was devoted to operational training, and none to the administrative and parade ground and spit 'n' polish humdrum that occupies time of regular soldiers. We were paid up to 100 days each year, and most years I put in 150 days, the surplus being gratis. The training was intense and the demands on time significant; we reckoned if blokes were not putting in something like 100 days, they were of little use to us. Almost inevitably, those who stayed beyond a year or two worked in public service positions and could get time off, or were self-employed or were not employed. Most of my days off, all my leave and a lot of unpaid leave from the Force were used in this way. Resentful colleagues reckoned I was the only part time copper in the Force. Injuries were a downside, and chronic effects linger. We ran annual green beret re-qualification times in GP boots carrying packs and rifles – two miles in 14 minutes, six miles in 50 minutes, nine miles in 90 minutes and 20 miles in five hours. Injury forced me out in 1986, but these were the best 12 years of my life.

During the 1970s and 1980s, we still practised WW2 training doctrine; using ribbed canvas canoes launched from submarines far out to sea to attach mines on ships in harbour, SCUBA diving gear via the escape hatch to reconnoitre beaches and parachuting into drop zones in the vicinity of targets for demolition. Churchill's 'streel hand from the sea' remained an operational fact. We deployed from the 'O' Class submarines, usually *Ovens* or *Otway;* after lining canoes sideways on the deck, the submarine simply submerged below us. Recovery required pulling alongside and scrambling onto the hull and down a hatch into a torpedo room, with the matelots pulling the canoe up and sliding it down the hatch; they were so proficient they usually had the canoe down before we could reach the ladder. Alternatively, we parachuted into the sea, with canoes and equipment coming after us in a 'load follow'. There always were instructional courses to attend, and I was able to qualify as an instructor in small boat operations, diving, demolitions and unarmed combat. Nowadays



Slalom competition on the Murrumbidgee River near Yass

of course the training regimen is much different; nobody risks a capital asset such as a submarine to launch and recover canoe-paddling commandos. Inflatable craft with outboard engines are dropped by parachute and raiders are recovered afterwards by fast patrol boats. Using my military training as a base, I enrolled in T.A.F.E. courses and gained civilian qualifications as a shotfirer, and in navigation, radar operation, radiotelegraphy and seamanship.

Probably unsurprisingly then, I also have a large collection of books devoted to military history, including the official accounts of Australia's involvement in all conflicts, and special operations and special forces, from all countries. The privations and vicissitudes of the German fallschirmjagers and kommandos, and Russian paratroopers, who jumped from 50 feet into deep snow drifts when parachutes were unavailable, are particularly instructive and inspiring. Those snow drifts often contained submerged barbed wire.

A few years after leaving the Army, aged just 37 years, in 1990-1992 I was elected President of the Commando Association. This position usually is occupied by a retired Lieutenant-Colonel in his seventies. The organisation is particularly fractious, as might be expected of a group of fiercely independent-minded former special forces soldiers whose first inclination always is to solve disputes in the car park. Nevertheless, the motto 'Commando for life' is alive and well. Much effective work is done with and for veterans, and we have been able to arrange some incredible journeys, keeping alive the adventurous spirit.

In 1985 a bloke named Scott Lambert, who produced a weekly show for television titled 'The World Around Us', invited the Association to contribute 10 members to an expedition along the remote Daly River to Bynoe Bay on the coast, then on to the harbour at Darwin. I was still in the Army for another year, but was able to join nine former commandos, along with Scott and his cameraman, in six ocean-going canoes. We started at Katherine Gorge, and spent five weeks living off the land – mostly barramundi – hard to take hey? – traversing some very inhospitable and uninhabited country. At the junction of the Daly and Flora Rivers – the latter of which was said by some not to exist – we found a paradise and lingered there for two days. The crocodiles grew in size the nearer we approached the coast, until near the end they were enormous and aggressive. At night, camped on the riverbank, one could gaze into the water ay pairs of red eyes staring back at us. The canoes, heavy and cumbersome on the river, really came into their own at sea.

In 1997 a former commando phoned me out of the blue: 'I'm organising an expedition. It's dangerous and bloody hard. I won't tell you where we're going. Are you in?' Of course I was in. As my wife noted, well, I had lots of life insurance. There were 10 of us, including a woman who was a former commando medic, in five canoes (similar to what had been used on the Daly River), paddling from Port Macquarie to Lord Howe Island, then to Ball's Pyramid (562 metres), a sea stack north of the island, intending to climb it. To gain the approval of the people at the National Parks & Wildlife Service to land on the pyramid, we claimed to want to search for the phasmid, a stick-like insect extinct on Lord Howe but thought still to cling to the spire. We were 10 nights out and 11 nights back, with two days on Lord Howe and three nights on the pyramid in between. I was the navigator; Lord Howe is virtually due east of Port, but we tracked east south-east at first to take advantage of a prevailing current. We did not find the phasmid nor reach the summit, but at least two other expeditions since have accomplished both. In training we island-hopped in Bass Strait - Cape Barren and Clarke's and Long Islands; I rated the seas there more demanding than the eventual expedition.

In 1999 came an opportunity to do something rather different. The University of Western Sydney introduced a degree in Policing Studies, as an alternative pathway into the Police Force

PRECEPTS FOR LIFE …….

If we are not busy being born, we surely are busy dying

Dare to be different!

Life IS a beach ……..

Cimb ev'ry mountain, ford ev'ry stream, follow ev'ry rainbow, ev'ry path you know

Train hard …….. fight easy

Strike swiftly!

No plan survives first contact

Play what is in front of you

Give the old heart a rub, and keep taking just one more step

Time spent in reconnaissance is never wasted …….. nor is time spent on a beach

Prior preparation and planning prevent piss poor performance (the seven Ps)

Tread lightly in judgement

Never turn your back on a wave

Never weaken one position in order to strengthen another

When you lie down with dogs Comrade, you get up with fleas

If you want it done well …… do it yourself

Remember …….. you are unique ……. just like everyone else

Never say never …….

Just do it!

Play to the whistle

Knowledge is power

When you have them by the balls ……. their hearts and minds will follow

When the weather is cold and windy and the rain is pouring down …… that's the time to attack ….. your enemy will be hunkered down in his hole wet, cold, miserable, inert and uninterested, wishing he was somewhere else

When you have your enemy on the ground, kick his head in …….. lest he gets back up and kicks in yours

Retaliate first

When you get down to grenades and bayonets ……..... you can know for a fact you are at close quarters

Remember …….. the night is darkest in the hour before dawn …….. so if you want to knock off the *Herald* from your neighbour's driveway, that's the time to do it

Do not discriminate .... hate everyone equally

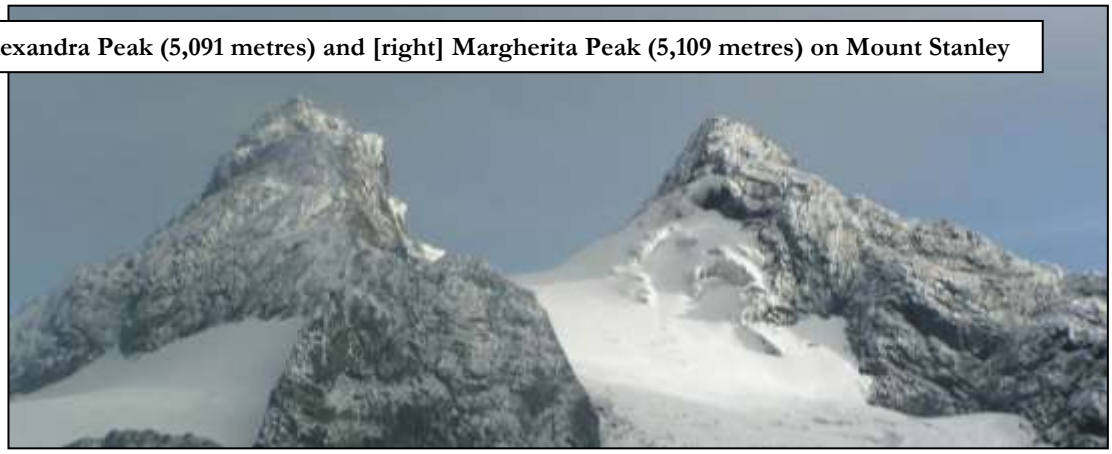
Come the revolution, Comrades ……..

Exhausted at Bamwanjara Pass (4,450m) Descent from Margherita Peak in 2019

to the Force's Academy. No, I dunno either. Universities have to pay their way these days, and fee paying students are a commodity, so courses are offered that once upon a time were offered by T.A.F.E. Based on my experience, academic qualifications and my work in the PhD program (my thesis concerned the collaboration between the Communist Party and early Aboriginal equality movements and the subversive actions taken by governments to prevent any effective alliance), for seven years I was employed part time to lecture and tutor in history and politics, and criminal and evidence law. By 2005 enough was enough; the academic standard of students was appalling, but to fail students meant a loss of revenue to the institution. Suffice to say, the head of the program and I did not agree.

Travel really is the ultimate luxury ….. we in the wealthy west are privileged to be able to afford to journey to countries most of whose citizens can only dream of reciprocating a visit here. In 2018 during a safari in Kenya's Masai Mara, I entered a village seven of whose people had been killed by hippopotami while fishing from dugouts the day before. The experience reinforced to me that the great majority of the world's people live on the edge. I can do five-star as well as anyone, but I prefer to travel alone with all I need in my backpack. The more I am told I am too old for something, the more likely I will try it. In 2018 an opportunity presented to climb Margherita Peak (5,109 metres), the higher of two peaks of Mount Stanley (Mount Ngaliema), on the Uganda / Congo border in the Rwenzori, Stanley's fabled 'Mountains of the Moon', first climbed by an Italian team in 1906. Rwenzori means 'rainmaker' in the local language, and the approach march until the high glacier literally is through mud - flat mud, upwards mud, downwards mud and vertical mud. A few sections are blessed with wooden walkways, but these are very difficult and time-consuming to install, and huts have been constructed to accommodate trekkers and climbers overnight, again with great effort.

[left] Alexandra Peak (5,091 metres) and [right] Margherita Peak (5,109 metres) on Mount Stanley



In 1988 I had attempted – solo of course - to reach Concordia Base Camp, at 4,600 metres on the Baltoro Glacier in the Karakoram range in Pakistan, but was thwarted by injury. In 2019 finally I made it there, on the way to K2 (base camp pictured opposite). Concordia is a bowl-like depression surrounded by momentous peaks, and is a day's march from the base camp of K2. The approach march along the glacier and Concordia passes below seven of the 19 highest mountains. Four 8,000-metres peaks ring Concordia: K2, Broad Peak, Gasherbrum 1 and Gasherbrum 2. Eight days were required from the roadhead at Askole village to K2 base camp. The sun off the rocks and ice of the glacier and the surrounding peaks drove daytime temperatures to 40-plus degrees and of course the temperature fell to below freezing at night. The ice on the Baltoro

Glacier has retreated four kilometres in 10 years. If you deny the globe is warming, or that we are causing it, come here, and explain why to the hundreds of millions of people who rely on glacial melt for fresh water.

[right] At Concordia Base Camp (4,600 metres) with K2 (8,611 metres) in the background (a staggering further 4,000 vertical metres!) in September 2019

(below) Approaching Camp 4 (about 7,800 metres) on the Cesen Route (south-eastern spur) of K2

With the transverse arches on my feet now collapsed – according to the sports podiatrists at Sydney University's sports medicine clinic - making trekking over glacial moraine very painful and difficult, it seems unlikely I will be able to attempt any further high altitude climbing; the approach routes are too difficult to traverse. Still ….. never say never! Yes, I am lucky ….. lucky that I always have been willing and able to make my own luck. I'm older now ……. but still running against the wind.

[below] Gentle giants ….. bath time on the Indus River in India

[left] From the heights to the depths ……. I'm fortunate always to have been completely comfortable in and on the water.

ONE OF THE BEST-KNOWN and most beautiful body styles on the great **Model J Duesenberg** chassis was the 1931 'Disappearing Top' Convertible Coupe, a clean, elegant, and sporting creation of the Walter M. Murphy Company of Pasadena in California. At first the car was produced with a top that folded down into a low pile and was exposed behind the driver's seat, in the fashion of most convertibles of the time. About 25 of these were produced, followed by a series of interim cars, mostly one-off designs, in which the top folded down into a well behind the seat and was covered by a low leather snap-on tonneau. This eventually evolved into a true so-called 'disappearing top' model, in which a flush-fitting metal lid replaced the tonneau, creating a smooth, flat line that ran from the edges of the hood to the doors and down over the rear deck. This top, coupled with a signature thin windshield pillars and disappearing side windows, gave the car the sporting appearance of a true roadster. Among the best-known survivors is body number 921, which was delivered to Duesenberg on 4 May 1930, and installed on chassis and firewall number 2414 with engine number J-395, tested that August. Significantly, the car has remained intact, with all of these components including the original numbered crankshaft 395.

According to the records of Duesenberg historian Dwight Schooling, J-395's earliest known owner was Blake Garner of Chicago, who bought it in 1936. Cyrus 'Blake' Garner was a young, wealthy investment banker who later moved to Hollywood, becoming well-known as a film producer and playboy frequently named in the gossip columns as a companion and would-be husband of actresses. It is likely that the Model J first moved to Glitter Gulch under his auspices. In 1941 it was photographed by contemporary Duesenberg owner Jim Talmadge at a Los Angeles gas station, finished in a distinctive pale yellow and green livery which was retained for more than 40 years.

Around this time the car was purchased by George Schweiger for his firm, 'Pacific Auto Rentals'. Operating out of a rather nondescript warehouse on South Berendo Street, the firm supplied prop cars to film studios. The catalogue covered virtually every imaginable type of vehicle; the firm supplied Norma Desmond's Isotta Fraschini for 'Sunset Boulevard' and a Mercedes-Benzes for 'Hogan's Heroes'.

Actress Jayne Mansfield (1933-1967) posing with the car for publicity photographs in 1970

'Pacific Auto Rentals' sold J-395 in May 1949, but after two brief ownerships in California, it was returned to the fold in 1956 and remained part of the fleet for the duration of the company's existence. Its best-known appearance was in the 1962 psychological thriller, 'Whatever Happened to Baby Jane?', alongside Joan Crawford and Bette Davis, in which it serves as both a pivotal figure in the film's opening scenes and as a symbol of diva starlet Blanche Hudson's success. "I don't get it," one character said to another, admiring it on a film studio lot, "What do they make monsters like this for?" "For Blanche Hudson!", another answered.

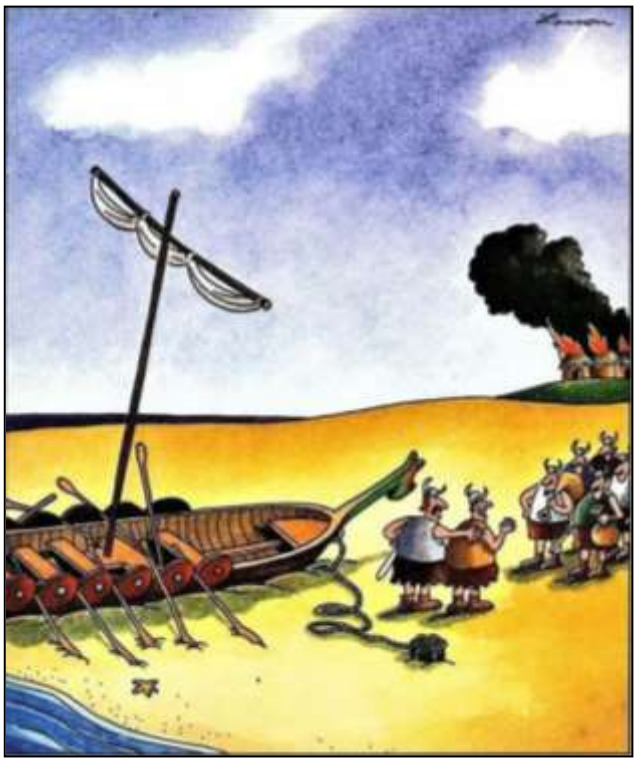
During the 1970s it was featured regularly in the television series 'Bring 'Em Back Alive', and in 1978 it had a cameo in the film 'Gable and Lombard'. In August 1970 the car was the subject of a feature article in 'Car Classics' magazine. Road-tester Alan Campbell noted, "The motor spins to life the minute the starter is touched, and on the road the massive machine hums like a locomotive ….. More than one policeman gave the Duesenberg a friendly wave of approval instead of a ticket. The speed creeps up on you. Driving at what I thought was 30 mph I was shocked to look down and see the speedometer registering 45 mph on Wilshire Boulevard!"

Commander Mitchell:

"Righto you lot ….. Everyone can just put down their loot and plunder, and Mathieson here – yes you old Ken here – who was in charge of reading the tide chart – has something to say to us all."

Prior preparation and planning, of course, were key to successful commando raids

One of your Editor's favourites ……



Designed by Ford's lead stylists Bill Schmidt and John Najjar, hand-built by Ghia in Turin,at a cost of US$250,000 ($2.7 million in 2023), and displayed first at the Chicago Auto Show on 8 January 1955, the Futura was modified by George Barris into the Batmobile for the 1966 television 'Batman'.

Debbie Reynolds (daughter of Carrie Fischer of Star Trek Princess Leia fame) with the Lincoln Futura concept car which was transformed into the first Batmobile

The Futura's styling was original by 1950s standards, with a double, clear-plastic canopy top, exaggerated hooded headlight pods, and very large, outward-canted tailfins. It had a complete powertrain and was fully operable, in contrast to many show cars. The original colour was a pearlescent white, created by one of the first pearlescent colour treatments. To achieve the effect Bill Schmidt wanted, Ghia ground and pulverised the scales of thousands of fish and mixed them into the paint. The car was powered by a 368 cubic inch Lincoln engine and powertrain; the chassis was a modified 1953 Lincoln.

Duelling Beetles

'THE RALLY DRIVERS'
OUR DECEMBER THEMED DISPLAY

Volvo PV544 Sport #1 driven by Joginder Singh and Jaswant Singh of India into first place in the East African Safari Rally in 1965, by IXO from the first-placed display exhibited by Robin Aston

This rally first was held from 27 May to 1 June 1953 as the East African Coronation Safari in Kenya, Uganda and Tanganyika, to celebrate the coronation of Queen Elizabeth. In 1960 it was renamed the East African Safari Rally and the name was retained until 1974, when it became the Safari Rally. From 1973, the rally has been part of the World Rally Championship.

The 5,000 kilometres route features a variety of roads and terrain – from fesh fesh (very fine powdered sand), fast farm tracks and very rough roads up and down the Great Rift Valley. In heavy rain, roads often turn into thick, deep mud. The event is run on open roads, with all of the route being competitive mileage. The driver with the lowest accumulation of penalty time between time control points is declared the winner.

The rally was one of the fastest events in the world championship, with average speeds over 100 kilometres per hour. However, the roughness of the terrain and the long stages meant that the winner often was the most reliable or the fastest cautious driver. In later years, top rally teams used helicopters to fly ahead of the cars to warn of animals or other vehicles on the rally route. Teams built specially strengthened cars for the event, with bullbars, snorkels (for river crossings) and bright lights to warn wildlife.

During the 1990s, Toyota Team Europe had a full-time test team in Kenya, preparing and testing the rally cars for the event. During the rally, repairs regularly had to be made, which added to the elapsed time of competitors. In later years, tyre mousse- allowing tyres to maintain functionality despite a puncture - allowed drivers to tackle the event flat out, despite its length.

From the 2003 edition, the event has been scheduled as part of the African Rally Championship, and modernised, with shorter stages and running on closed roads - like other events in the World Championship. Two editions of the rally - 2007 and 2009 - also were part of the Intercontinental Rally Challenge. In 2013 President of Kenya, Uhuru Kenyatta, announced a plan to return the Safari Rally to the world championship. The 2020 edition was run as part of the World Rally Championship. This event later was cancelled due to the pandemic. The Safari Rally was returned to the WRC in 2021 after an 18 year hiatus, held in Kenya on the floor of the Rift Valley in Naivasha in Nakuru County. Sebastian Ogier and Julien Ingrassia emerged as winners in their Toyota Yaris WRC. The Safari organisers have a WRC contract until 2026.

Renault 5 Turbo #9 driven by Jean Ragnotti and Andrie Jean-Marc into first place at the Monte Carlo in 9:55:55 in 1981 at the car's first outing in the World Rally Championship from Universal Hobbies

Based on the FWD Renault 5 but to make it a rally weapon, Renault shifted the engine, locating it behind the front seats. The engine was a 1.4-litre 120 kW from the Alpine 5 with 202 Nm of torque. Unlike the production 5, the turbo charged engine drove the rear wheels.

The R5 Turbo was conceived both to promote the sales of the common R5 and

also to be homologated in the FIA group 3 and 4 categories of the rally championship. All the motorsport derivatives were based on the Turbo 1. The final Renault 5 Maxi Turbo Superproduction reached 385PS (283kW & 380hp) and was driven into first place in the French Supertouring Championship that year.

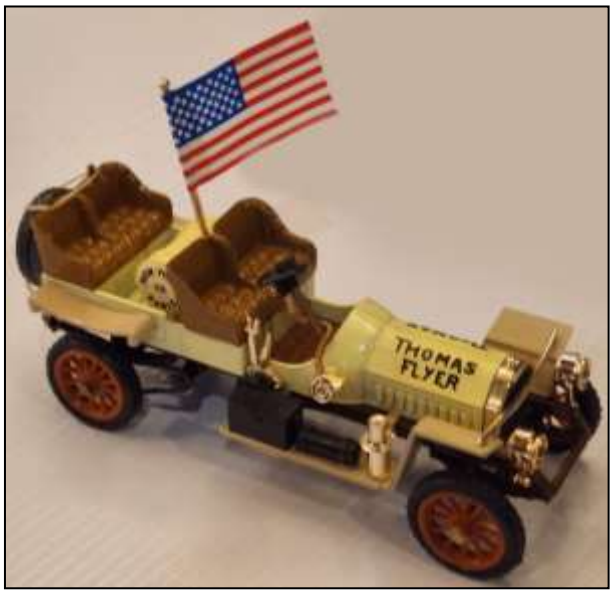
The Renault 5 Turbo competed in the sub-2000cc category, thanks to the multiplication factor of 1.4 which was applied to turbocharged engines. FISA restricted tyre and wheel sizes based on engine size, so for the Maxi Turbo, Renault enlarged to engine to 1527cc which brought it up to 2138cc in the eyes of the regulatory agencies - placing it in the 2000–2500cc category and allowing for wider wheels to be fitted at the expense of a higher minimum weight.[

The Ford Escort RS Cosworth driven by Francois Delecour and Daniel Gratatup into first place in the Rally de Portugal, the Tour de Corseand the Rallye Catalunya in 1993 and in the Monte Carlo Rally in 1994 modelled by IXO

This car is a rally version homologation special of the fifth generation European Ford Escort. It was designed to qualify as a Group 'A' car for the World Rally Championship, in which it was entered between 1993 and 1998. It also was available as a road car from 1992 until 1996 in very limited numbers. The first 2,500 cars made before 1 January 1993 are in fact 'homologation special versions'. It instantly is recognisable due to its large 'whale tail' rear spoiler.

Ford needed to provide the Escort with some major revisions. They needed a small lightweight car to contend the World Rally Championship. The Fiesta was too small and the Sierra was too large. Also, the car had to have 4-wheel-drive. So the company's rally engineers created the RS Cosworth, fitting the Mark 4 Escort body over the floorpan of the Sierra and mounting the 2-litre 322 kW engine in a longitudinal (rather than transverse) position with drive to all four wheels.

E. R. Thomas Motor Company was a manufacturer of motorised bicycles and tricycles, motorcycles, and automobiles, based in Buffalo, upper New York State, between 1900 and 1919.



In 1896 Edwin Thomas (1850-1936) began to sell gasoline engine kits for propelling ordinary bicycles. After forming the Thomas Motor Company, he began selling complete motor-assisted bicycles under the name 'Thomas Auto-Bi'. This generally is considered to be the first production motorised bicycle made in the U.S.A. By 1903 the company was the largest manufacturer of single-cylinder, air-cooled engines. The Thomas Auto-Bi later was joined by the Auto-Tri, a three-wheeled motorcycle, and the Auto-Two Tri, a motorcycle that could hold three riders.

In 1905 the Thomas Auto-Bi established a new record for a transcontinental crossing of the U.S.A. in 48 days. By 1912, the demand for motorcycles had dropped significantly, and the company discontinued all production of two-wheeled machines.

The company built automobiles from 1902 to 1919. The first models were the Model 17, which was available in either a detachable rear entrance tonneau or runabout, equipped with a single cylinder 8hp and 2-speed planetary transmission. This was followed in January 1903 by the Model 18, with sliding selective transmission and non-detachable tonneau with rear entrance or runabout body styles. Both models sold side by side until stocks of the Model 17 were sold out in April-May 1903. The 1904 Thomas was the first to bear the 'Flyer' name. It was a touring car model and was the first multi-cylinder vehicle produced by the firm. It was a 3-cylinder with planetary transmission on the earlier cars – a late change to the trans-axle transmission that continued for many years. Equipped with a tonneau, it could seat five passengers and sold for US$2,500 ($81,426 in 2022 dollars). The vertically-mounted water-cooled straight-3-cylinder engine, situated at the front of the car, produced 24 hp. The steel-framed car weighed 1,900 lb (862 kgs). A modern cellular radiator was used for cooling. An 8 hp tonneau model sold for US$1,250 ($40,713 in 2022 dollars). In 1912 the company went into receivership and was purchased by Empire Smelting & Refining Company.

A 1907 Model 35 with four cylinders and 60 hp, dubbed the 'Thomas Flyer' (pictured), was driven into first place in the 1908 New York to Paris Race, the first and only around-the-world automobile race ever held. The race began in Times Square in New York on 12 February and covered 22,000 miles (35,000 kms), finishing in Paris on 30 July 1908. Six teams started the race (one Italian, one German, three French (De Dion-Bouton, Motobloc and Sizaire-Naudin), and the American 'Flyer'). Only three of the cars finished, the 'Thomas Flyer', the German Protos and the Italian Züst. The original intent was to drive the full distance using the frozen Bering Strait to cross the Pacific Ocean. The 'Flyer' was the first car to cross the U.S.A., taking 41 days eight hours and 15 minutes, and the first to do so in the winter season, with George Schuster the first automobile driver to make the transcontinental winter crossing of the U.S.A. Finishing in Paris 169 days was a remarkable feat, considering the lack of roads and services at the time. Schuster was the only member of the Thomas crew to go the full distance.

The German team arrived in Paris on 26 July 1908. The 'American Flyer' arrived at the edge of the city on 30 July and at first was not allowed into Paris by police officers because it had a broken headlamp. A passerby offered the team a bicycle light. With no tools to remove the light, they simply strapped the bike onto the 'Flyer' and so entered Paris and finished the course. Later it was discovered that the Protos crew had taken some shortcuts and were penalised, so the American team was declared the winner (the model pictured on the previous page is from Rio).

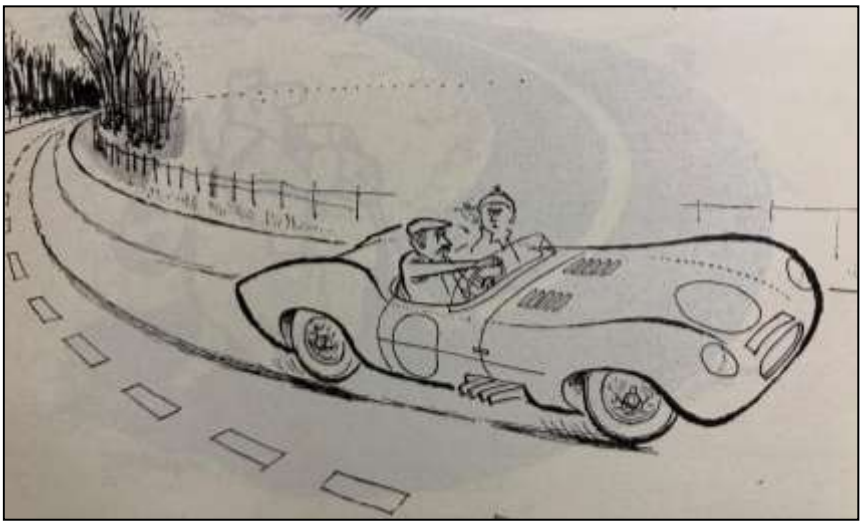
'The Flyer' has survived and was restored to the exact condition it entered Paris on that day, and is exhibited at the National Automobile Museum in Reno in Nevada. The 1965 Warner Brothers movie 'The Great Race was inspired by the 1908 race and the winner's car, the 'Leslie Special', is claimed to have been inspired by the 'Thomas Flyer'.

From the **second-placed display** provided by **PH Cheah** was this **Ford Falcon XT GT** from the 1968 London to Sydney Marathon, driven by Ian Vaughan, Bob Forsyth and Jack Ellis. There were three Falcons and the cars finished 3rd, 6th and 8th overall, easily earning Ford Australia the team prize.

This **Hillman Hunter** was the overall winner of the 1968 marathon, driven by Andrew Cowan, Colin Malkin and Brian Coyle. It was one of only two Hunters entered; the other car was manned by Royal Air Force officers. Both cars finished.

What NOT to look for in a rally co-driver:

"Keep an eye on that oil temperature ….. watch the rev counter ….. mind that four wheel drift ……. "



The following three models are from **Bruce Cook's third-placed** display.

This **Land Rover Series III 109** was deployed as an assistance unit to the Martini Porsche team in the 1978 Australian Rally Championship, comprising six rallying events held across the country in the 11th iteration of the competition.

A tie at the finish between the Datsun 710 Coupe of Ross Dunkerton and navigator Jeff Beaumont, and the Ford Escort RS1800 of Greg Carr and Fred Gocentas, was resolved by a countback in favour of Carr and Gocentas, who had three wins to their rivals' one.

The **Chevrolet Van-G GMC (Vandura) Serie** range was produced by GMH from 1964 to 1996.

In line with the two previous generations, this third-generation (1971-1996) van again used unibody construction, integrating the frame rails into the floorplan. The side panels were constructed of a single-piece stamping. The model line was offered in three wheelbase lengths: 110 inches, 125 inches, and 146 inches. From 1971 to 1989, the 146-inch wheelbase was used for cutaway chassis; for 1990, a single rear-wheel version was introduced for an extended-length van body.

It was used by the Rothmans Opel Team as support in the 1983 Australian Rally Championship, which comprised four events. Consequently, with the field split between two categories, the introduction of Group 'A' cars and the lack of any factory-backed teams, the competition did not look promising. This pessimism was compounded when the second round in Queensland was postponed twice due to inclement weather.

Ross Dunkerton won the title, his fifth, using three different cars – a Datsun 1600, Datsun Stanza and a Holden Commodore - while partnered with two different navigators. Geoff Jones, who was with runner up to the driver's title Peter Johnson in all four events, took out the navigator's honours.

The **1970 Lancia Stratos HF** driven by Tony Carello finished seventh in the Monte Carlo event of the 1978 World Rally Championship in January, and then seventh also in the overall Manufacturers Championship at the conclusion of the event, which was won by Fiat.

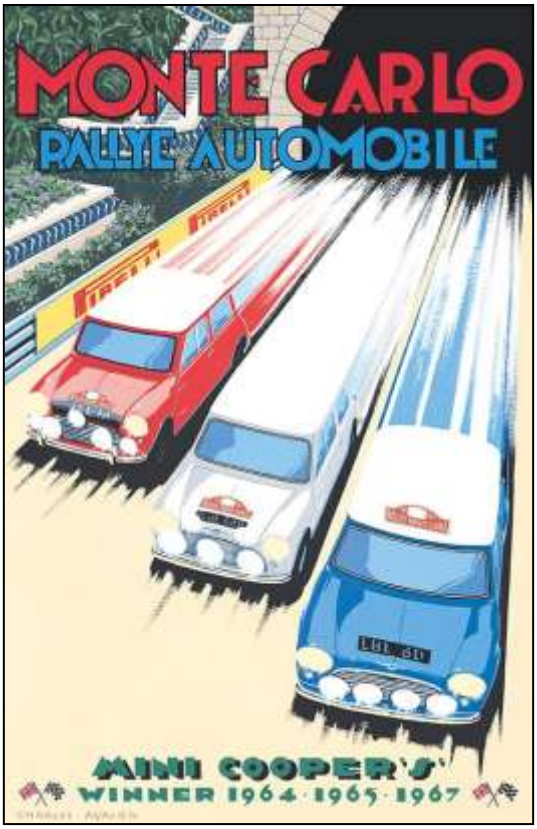
Carello's only win in the Championship that year was in the Rallye de Espana in October.

Lancia traditionally had used the design house Pininfarina and had not used Bertone before tasking it with this car. Bertone desired to create an opportunity for a relationship with Lancia and knew that Lancia was looking for a replacement for the aging Fulvia for use in rally sports. Bertone decided to design an eye-catching model to show to Lancia, and used the running gear of a Fulvia Coupé which belonged to one of his friends and built a running model around it. When Bertone appeared at the Lancia factory gates with the Stratos Zero he passed underneath the barrier, to great applause from the Lancia workers. Afterwards Lancia and Bertone agreed to develop a new rally car based on the ideas of Bertone's designer Marcello Gandini, who already had designed the Lamborghini Miura and was working on the Countach at the time.

The **Morris Mini Cooper S registration 33EJB** crewed by Paddy Hopkirk and Henry Liddon to win the Monte Carlo Rally in 1964.

Dennis Mitchell exhibited the set of four Minis (pictured below), all of which finished the course in first place each year between 1964 and 1967, issued by Lledo Collectibles in 1/43 scale in its 'Vanguards' range.

The cars in the 1966 rally subsequently were disqualified (and therefore are missing from the celebratory poster below). The story behind the controversial race is provided on page 42.



[above] The Ford Puma Rally 1 was built by the M-Sport Ford Team for the 2022 World Rally Championship. It was based on the road car version of the Ford Puma crossover, and replaced the Ford Fiesta which had competed between 2017 and 2021. It was driven into first place by Sebastien Loeb and Isabelle Galmiche. This is another model from Bruce Cook's display.

[left] **1957 Ford Thunderbird**

Only 21,380 of this year's iteration were produced of the car released in 1955 in response to the 1953 Motorama display at the New York Auto Show, which showed cased the Chevrolet Corvette. The car built upon the heritage of the bespoke roadsters of the 1930s, yet was constructed largely of existing components, marking the first step toward the evolution of the personal luxury car as a mass market segment in the U.S.A.

[right] **1960s Fleetwood Cadillac**

This car is featured on page 59.

[above] the ubiquitous **Volkswagen 'Beetle'**
The original remained in production until 2003

[above] **1958 Austin Healey Sprite**

This small open sports car was produced in Britian from 1958 to 1971. It's release was announced to the press in Monte Carlo by BMC two days after the 1958 Monaco Grand Prix, and was intended to be a low-cost model that "a chap could keep in his bike shed", yet be the successor to the sporting versions of the pre-war Austin Seven. It first went on sale at a price of £669, using a tuned version of the Austin A-Series engine and as many other components from existing cars as possible to keep costs down.

[right] Hollywood actress Jayne Mansfield with her 1956 Lincoln Premiere

Released in the 1956 to 1960 model years, the car was positioned below the company's Continental Mark II coupe in 1956-1957 and above the Capri between 1956–1959. The car briefly was the largest, top level 4-door sedan Lincoln offered against rivals from Cadillac, Imperial and Packard.

RALLYING'S MOST DISPUTED RESULT?

British Motor Corporation's Morris Mini Cooper rally team of the early-1960s revelled in the dark art of finding every advantage ….. but not everybody approved

THE PRESTIGIOUS MONTE CARLO RALLY has been organised each year since 1911 by the Automobile Club de Monaco, and from its inception it was intended to demonstrate improvements and innovations in automobiles, and to promote Monaco as a tourist resort. Before the format was changed in 1997, the event was a so-called 'concentration rally', in which competitors departed from various points around Europe from which they drove to Monaco, where the rally continued into a set of special stages. The rally now is undertaken along the French Riviera in Monaco and southeastern France.

Departing from Minsk in Russia, Paddy Hopkirk and Henry Liddon easily won in 1964, in a 1,071cc version of the Morris Mini Cooper S (pictured left), beating off stiff opposition from the Ford team. Such was the euphoria generated in Britain, they appeared on stage at the London Palladium. In 1965 a Mini crewed by Timo Makinen and Paul Easter won again, in AJB44B, pushing through bad snow conditions, in an event in which many crews failed to finish. They were the only team in the race not to be penalised. The duo completed a hat trick for BMC in 1966, in GRX555D!

It credibly could be claimed that the French invented motorsport as we know it. The world's governing body sits on the Champs Elysees, and the French claim ownership of the concept of Grand Prix racing, hillclimbs, V8 engines, the Monte Carlo Rally and Le Mans 24 Hours race; the keys to the kingdom as it were. Yet this has not always translated into success for French outfits. Perhaps it's something to do with their maintenance of the virtue of laws written in France - and it is here that many races and rallies are won and lost. More often than not, French teams are beaten by those who have gone through the rulebook and discovered the unfair advantage that everyone in motorsport craves.

In the aftermath of the 1966 race erupted an Anglo-French spat which in motoring terms rivalled those far more consequential disagreements at Hastings, Agincourt and Trafalgar. The genesis of the blue commenced in 1959, when BMC launched the Mini, which proved an unmitigated disaster. It cost more to make than could be recouped through sales, was designed to meet a fuel crisis which already had abated and it offered limited appeal to a marketplace dominated by rear-wheel-drive and long, masculine bonnets. Further, unlike the German 'people's car', it was horribly unreliable, featuring dodgy electrics and a floor which often was bolted together the wrong way round, thereby scooping every drop of standing water inside. Fortunately for posterity's sake, Mini advocates reckon it is a wonderful car to drive.

It was Paul Frere, often regarded as a doyen of motoring journalism, who first realised that the Mini could cope with higher cornering forces than a contemporary Formula One car. Another who saw its potential was John Cooper, who fitted a 997cc long-stroke version of its humble 850cc A-Series engine, twin carburettors, a close ratio gearbox and disk brakes. The resulting Mini Cooper shot to prominence as a rally car in the hands of Pat Moss, who won the 1962 Tulip Rally outright. Soon its engine swelled to 1071cc by using some highly exotic metallurgy for the times. A short-stroke 998cc engine also was devised. In 1964 the A-Series suite was completed by both a high-revving 970cc engine, primarily for circuit racing, and a more muscular all-purpose 1275cc unit. The prospect of one car running on a choice of six different engines, from 850cc to 1275cc, handed race scrutineers a conundrum. After all, the best way to get so-called 'innovations' through a pre-event inspection is to present something big and obvious over which race officials can make a fuss.

No small amount of the subsequent success must be attributed to Stuart Turner, a man who has been described as having a planet-size brain and a poacher's mentality. He arrived as the new head of BMC's Competition Department at a time when its people had established a reputation for being awfully decent chaps who lost everything. This would not do for Turner, who explained, "It wasn't so much cheating as creativity really, and involved such things as making

sure photographs of camshafts were taken from the right angle so that key features were highlighted or hidden. And an awful lot of special bits were listed for African markets, but whether any manufacturer ever sold any cars there to fit them on is another matter." French mutterings began soon after the Mini's win in 1965; according to the English debating team, there could be no hat trick of wins for these insouciant little cars in 1966, and to this end, the regulations were changed to make only Group 1 'showroom' cars competitive.

Turner fought back, writing a wish list of 12 new components to fit to the stipulated 5,000 production models for homologation, including inboard driveshaft couplings, 4½-inch wheel rims, lightweight interiors, twin fuel tanks, new carburettors, camshafts, gearing and oil coolers.

Crucially, the first draft of the revised regulations made no mention of expectations about headlights. This was, however, superseded by a bulletin, written in French, insisting that headlights should be the same as those on the production model. The British teams - BMC, Ford and Hillman - all used iodine-vapour single-filament bulbs, rather than the double-filament dipping bulbs found in the showroom models, but they passed the scrutineers before the start of the Monte Carlo rally and again before the second loop through the Alpes Maritimes.

The three Group 1 Minis reached Monte Carlo in first-second-third formation, with Makinen and Easter leading the charge, while a British youngster named Roger Clark finished fourth in a Ford Cortina, and Hillman scooped the Coupe des Dames through its driver, Rosemary Smith. At this point, the Automobile Club de Monaco stepped in. "They counted all the teeth on the gears in the gearbox," the 1964 winner Paddy Hopkirk later wrote. "They took the tyres off the wheels and weighed the wheels then weighed the tyres separately. It was ridiculous - they couldn't find anything wrong."

But of course, they could and they did. The headlights, of course. The British teams were wiped off the leaderboard, leaving Citroen's crew Pauli Toivonen and Mikkander Ensio, who had finished fifth in a Citroen DS21 #195, looking rather bewildered as they clutched the winner's trophy, while Frenchwoman Lucette Pointet scooped the Coupe des Dames in another DS.

The court of popular opinion generally found in BMC's favour, with impartial onlookers around the world declaring that the Mini teams had been robbed.

French cars triumphed in the end, and not just any French car, but the one used to carry President de Gaulle, Prince Ranier of Monaco and every statesman of the Republic and the Principality. But after the passage of 55 years, can the ACM be blamed for snatching back its crown jewel? By its own admission, BMC went to extraordinary lengths to circumvent the spirit of the law in every other way, even as it maintained every letter of it. The regulation about race headlights matching those on production models explicitly had been promulgated well in advance. Perhaps a consolation was that BMC garnered more world-wide publicity from the disqualification than if the Mini team had won the event legitimately. Ford also inhabited the 'grey' areas of the rulebook to try and get on terms, and I suggest that this is commonplace in all professional sports. It may be considered poor form to discuss such things, unless one works in NASCAR, where "cheatin' up a race car" is considered the most marketable commodity in the garage, but grey areas of the rule book are where the most successful teams operate.

The British, of course, would have it that the intervention was made only because French pride was taking a beating, and the glittering streets of Monte Carlo never were intended for a utilitarian little oil-leaker like the Mini, which ironically, when it was not rallying, was also the vehicle of choice for Inspector Clouseau, the cinematic French buffoon created by Peter Sellers.

Who had the last laugh? Well …….. the British team returned in 1967, and snaffled one last Monte Carlo victory, through Rauno Aaltonen and Henry Liddon in LBL6D. By then the opposition had built specially made cars and BMC did not compete again, but rested on their laurels …… well so say the British and Mini enthusiasts at least.

'FROM RUSSIA WITH LOVE'
OUR FEBRUARY THEMED DISPLAY

THE FIRST PLACE THIS MONTH was awarded to **PH Cheah,** who presented an array of cars and trucks that were made in Russia mainly during the Soviet era, with some more contemporary models of vehicles manufactured well after the fall of the U.S.S.R. Noted, PH, those of us who live well outside of the Russian Federation are probably not that well versed with the products of that era, although the name Lada is likely to be familiar, because the brand tried selling the Lada Niva 4WD and the Lada Samara in this country. The latter even had Peter Brock lending his name to it in a vain attempt at improving the appalling quality of the cars.

However, before looking closely at these Russian marques, there is an interesting story that began with the 1937 Opel Cadet (Kadett), one of the more advanced cars of the period. The Russians wanted to build their own cars, but inadequate production facilities and a lack of sufficient talent to design the things meant many post-war Russian cars were based on or were copies of massive yankee cars like the Cadillac or Packard that were meant for the top state officials, while cheaper alternatives were made with some help from Fiat whose 124 sedan became Lada Cars, the mainstay of Russian car production. The story of the Opel is of interest here, as the plan to manufacture a small car called KIM 10-52. In 1940 the initial plan was to build a version of the DKW F9 but this was not accepted. Instead, the car was based on the design of the Opel Kadett R38, as it was the car favoured by Josef Stalin, and who dared go against his wishes? The new four-door car was designated the KIM 10-50 with mass production slated to begin in July 1940. The plan was to build 50,000 cars in the first year followed by 30,000 in 1941. However, those plans never came into fruition as the Germans invaded in June 1941, resulting in only 338 being produced between December 1940 and April 1941. In October 1941, the plant was hastily evacuated to Ural with most of the manufacturing equipment abandoned or destroyed during the siege of Moscow. The few cars that survive reside in car museums.

The **Lada** name is not very familiar to us Aussies, aside from marketing for the the Niva 4WD here and a failed attempt to entice us into a Samara. However, Lada is the brand marketed by Avto VAZ, a state-owned enterprise. Early cars were produced with Fiat's assistance, such as the Zastava 1300 which is a clone of the 1950s Fiat 1300/1500 sedan. However, it was in 1970 that Lada began production of the VAZ 2101 which was based on the Fiat 124 sedan.

The cars sold very well within the Eastern Bloc and were exported to many countries outside the bloc as cheap and rugged alternatives to the mainstream brands. These cars had heavier gauge steel and strengthened components to cope with terrible roads and harsh winters. Outside the Soviet bloc, the car was called a Lada (rather than VAZ 2101) and by 1973, the cars sold within the Eastern Bloc was re-badged as Ladas. They were sold in huge quantities in excess of two million, and it was inevitable that the range needed update, which resulted in the Samara sedan and hatchback and around 2010, an all-new car called the Granta. Renault had taken a stake in the company with its Dacia range, but the Russian government eventually bought Lada, returning it to state control in 2022.

Lada's Niva in 1/43 scale diecast, and although made in the U.S.S.R. the standard of the model is particularly high. It has opening parts - doors, bonnet and tailgate - and separate bumpers, grille, lights, mirror and wipers. The shape and stance of the model is well replicated and its chassis displays incredible attention to detail, including coil springs at both ends and 'steerable' front wheels. It also was very cheap when I bought it but this Russian-made original now goes for big dollars.

What is surprising about the Lada Niva is that it still is in production. You could argue that its design is sound and didn't need much to keep it competitive, or say that VAZ just didn't have the ability to design a replacement. When I was the assistant editor of 'Overlander' magazine in 1986, we undertook a group test which compared the Niva against the Suzuki Sierra and Daihatsu Rocky. Despite the Lada's build standards being way short of the Japanese duo, it still romped away as the first choice of all three of us, simply because it had long-travel coil springs all round against crude rear cart springs of the Sierra and Rocky. The Niva's win was as much a surprise to us

as it must have been to our readers. A five-door version of the Niva was released in 1995 but by 1997, strict exhaust emission standards and crash safety requirements forced Lada to withdraw the Niva from Europe and Britain. Lada did attempt to improve its quality, and built a Minivan based on the Niva, and much effort was directed to improving quality, but in 1999 some 50,000 cars were assembled with missing parts.

Moskvitch is a Soviet/Russian automotive brand produced by a company named AZLK between 1949 and 1991. Production was resumed last year. The word 'Moskvitch' translates to 'a native of Moscow', further to emphasise the original location of the manufacturing plant, but the car was modelled on the 1937 Opel Cadel. The company made a variety of cars post-war that were called the 402-407 and later the 410 and later the more advanced 408, 412 and 2140. The M407 was the first Soviet car to have much sales success in the West.

Moskvitch 400 (KIM 10-52) in 1/43 scale diecast model by DeAgostini, made in China in the early 2000s. This is a neat, well-made model in cream with a tan interior. There is a remarkable attention to detail, right down to the dials on the facia with separate parts for the tail lights and fuel filler. It's a shame that there isn't a model of the Cadet for comparison.

The **Volga** brand was marketed as an executive car which replaced the GAZ Pobeka in 1956. Despite many attempts to modernise the Volga, GAZ realised that it was very difficult to keep updating an ageing design and the brand was killed off in 2010 by its CEO Bo Andersson.

The GAZ Volga M21 and M24 - the 'Black Volga' – according to an urban legend widespread in Romania, Poland, Hungary, Russia, Ukraine, Greece, Belarus and Mongolia during the 1960s and 1970s - was used to abduct and murder people. Victims supposedly were abducted and murdered by the perpetrators to use their blood to cure rich Westerners or Arabs who suffered from leukemia. Another version is that the KGB abducted people for their organs. The car even was depicted with horns instead of wing mirrors. The stories seem to get increasingly ridiculous for cars with '666' number plates. The driver, supposedly the Devil, would ask a passing driver for the time and kill them when they approached the car. However, when asked that question and the reply was 'It is God's time', the black Volga would vanish immediately.

Depending on the version of this story at any time, the cars were driven either by the Soviet communist secret police or by the Russian Mafia, Satanists or even Satan himself. This impression was a result of the active use of the GAZ passenger car by the NKVD during the years of mass repression. The truth was that so many were produced in black to save money; that colour was readily available and cheap.

GAZ Volga M24 in 1/43 diecast model by IST model and made in China around the late-1990s. It is a good facsimile of the real car and is well appointed with separate parts for the grille, lights and bumpers. The wipers, etched in black also are separate. The seats are in a dark tan and the interior is quite well detailed.

The firm OJSC AMO ZIL, known as the Public Joint-Stock Company - Likhachov Plant, also is more commonly known simply as ZIL.

The last ZIL was manufactured in 2012, but the firm continues to operate in real estate. Its history traces back to 1916 when it was formed as the as the Moscow Automotive Society, and it acquired a new factory that was completed in 1917. However, the revolution disrupted its operations, and despite provision of the latest in American equipment, it wasn't until 1924 that its first vehicle, a Fiat F-15 1½-ton truck was produced and shown at the November parade.

There are road lanes dedicated to carrying top Soviet officials around called 'ZIL Lanes', obviously named after the car.

ZIL Limousines were the cars that carried Soviet heads of state and ministers and high-ranking officials, and they even were sent to the U.S.A. for President Mikhail Gorbachev to use when he visited Washington in 1987 and 1990.

The ZIL 4104 in 1/43 scale diecast by HAW Abtonpom.

This is a more modern interpretation of the ZIL limousine range and was launched in 1980 - there was even a convertible in 1981. This is rather a good model that's well finished and detailed. Its tan interior has three rows of seats, and the two occasional seats behind the front seats face forward.

In conclusion then, PH's display comprised models of cars from Russia; some actually made in the U.S.S.R. and others in China. Some collectors may feel that Polski Fiats or Skodas or Trabants could qualify, but strictly speaking these are Polish, Czech or East German. Now …… if only it was possible to decipher the Russian script embossed on the baseplates or on the boxes!

From **John Russell's second-placed display** are these two versions (left and below) of the Dinky #131 Cadillac and (below left) Dinky's #132 Cadillac, much loved in Havana, he reckoned.

John took the Dinky casting of the Alpine and lowered it onto non-Dinky wheels and provided it with super detailing.

The 1954-1963 AC Aceca closed coupe, which was #167 in the Dinky catalogue, a hand-built grand tourer in the best British tradition, and with a hatchback at the rear, only the second car after the 1953 Aston Martin DB2/4 to incorporate this feature.

1953-1955 Sunbeam Alpine 2-seater sports drophead coupe, derived from the Sunbeam-Talbot 90 Saloon and developed as a 'one off' rally car, released by Dinky.

From Ken Mathieson's display:
[above left] a 1960 Cadillac made in Russia
[above right] GAZ Chaika saloon in plastic
[left] Milk Fleet from Spot-On with Corgi milk crates and Australian brand decals

The Chaika, meaning 'gull', is regarded as one step down from the luxury ZIL-111 limousine. Only 3,179 of the GAZ-13 Chaika were built between 1959 and 129812, and not many more of the GAZ-14 Chaika between 1977 and 1988.

Although visually modern and fitted with the latest electronic luxury features, the GAZ-14 was built around the drivetrain and undercarriage of the earlier model. Chaikas were used mainly by local governors, as the more luxurious ZIL was reserved exclusively for members of the Politburo, but in some cases it found its way up to the top, such as in Cuba where it was used by Fidel Castro. A cabriolet version was made in 1961-1962 for use in official parades, and a station wagon version was offered for use as a hearse and ambulance.

1959 Jaguar Mk. 2 from an ex-partworks series 'Cars of the World' #3 published in Russia

This fast and capable mid-sized saloon is said to have been designed with William Lyons' mantra ….. Grace – Space – Pace ….. in mind. It was available with three versions of the advanced XK6 I6 engine – the 2.4, 3.4 and 3.8-litre.

These two models are from the display provided by Paul Heeks.

The **Ak758 (130) Crane**

Modelled in 1/43 scale by Markum Toys in China

It features a fully foldable knuckle and telescopic boom, and in its marine iteration is noted for its low deck space occupation and compact recovery

ONLY FOUR RUSSIAN DRIVERS have competed in Formula-One racing, noted **Philip Wong,** and one of those was not allowed to compete under the Russian flag. Russia had hosted eight grand prix races between 2014 and 2021 at the Sochi Autodrom until its contract was terminated after its invasion of Ukraine in 2022.

The country's four F1 drivers are:

Vitaly Petrov – 2010 Renault F!, 2011 Lotus Renault, 2012 Caterham F1 – career points 64 – best finish third place.

Daniil Kvyat – 2014 Toro Rosso, 2015 & 2016 Red Bull, 2016-2019 Toro Rosso, 2020 Alpha Tauri – career points 202 – best finish second place.

Sergey Sirotkin – 2018 Williams – career points 1 – Best finish 10th place.

Nikita Mazepin – 2021 Haas – career points 0 – best finish 14th place.

Mazepin competed as a neutral entrant using the designation RAF (Russian Automobile Federation) due to the ban on Russia's competition at world championship events because of the state-sponsored use of performance enhancing drugs for its athletes.

2011 Lotus Renault GP R31

Driven by Vitaly Petrov into third place in the Australian Grand Prix in 2011, modelled by Minichamps. Born in Vyborg, Petrov colloquially is known as the 'Vyborg Rocket', and was the first Russian to compete in the Formula-One World Championship.

Scuderia Toro Rosso STR9

Driven by Daniil Kvyat during 2014 for Red Bull, modelled by Minichamps. This is one of two F1 teams owned by Austrian beverage company Red Bull, the other being Red Bull Racing, the former the junior team to Red Bull Racing, with the aim of developing the skills of promising drivers for the senior team. Kvyat debuted in F1 racing as a driver for Toro Rosso in 2014, finishing 15th in the World Championship, and then moved to Red Bull Racing to partner Daniel Ricciardo in the 2015 season.

Scuderia Alpha Tauri – Honda AT01

Driven by Daniil Kvyat into 12th place in the 2020 Austrian Grand Prix in Spielberg, also modelled by Minichamps. Kvyat retired after 69 laps but he was classified because he had completed more than 90% of the race distance.

The **GAZ M21 Volga** was produced in the Soviet Union by Gorkovsky Avtomobilniy Zavod ('Gorky Automobile Factory') from 1956 to 1970. It was the first car to carry the Volga name. It was built with high ground clearance, which gives it a specific 'high' appearance, contrary to the 'low-long-sleek' appearance of western cars of similar design. It featured rugged suspension, a strong and forgiving engine, and rustproofing on a scale previously unheard of in the 1950s.

The Volga stylistically was in line with the major American manufacturers of the period in which it was introduced, and incorporated such then-luxury features as the reclining front seat, cigarette lighter, heater, windshield washer and three-wave radio.

Three series GAZ-21 were released, most easily distinguished by the grille (at left). The first series (1956-58), known as the 'Star', featured a lattice of three large horizontal bars in the centre of which was a medallion with a star. Vehicles of the second series (1958–1962), known as the 'Shark', featured a grille with 16 vertical slits. The third series (1962–1970), known as the 'Baleen', featured a grille with 34 thin vertical rods.

When in 1959 the six-cylinder line of GAZ cars was discontinued, GAZ M-21 Volga became the biggest and most luxurious car officially sold to individual owners in the U.S.S.R. in large quantities; although the very high price made it unavailable to most car buyers. 639,478 cars were produced.

Also from Philip Wong's display are [left] the **Trabant P100 Paloma** 4-door concept car (which did not go into production) modelled by Avenue-43 and [right] an **East German DAZ Jeep** modelled by White Box.

"And just what am I supposed to do with a speeding ticket, Officer?"

"Save it. When you collect four of them, you win a bicycle."

'THE BIG RIGS'
OUR APRIL THEMED DISPLAY

Grove GMK5095
Kenworth Prime Mover K200
and Drake Trailer
Modelled by TWH Collectibles in 1/50 scale

Liebherr LTM 11200-9.1 1200-ton Crane
By NZG in Germany in 1/50 scale
From Paul Heeks' first-placed display

Iveco Turbo Star by Old Cars and a Ferrari 126C Racer from Philip Wong's second-placed display

Produced from 1975 to 1984, these long-hail semi-trailers were fitted with 17.2-litre V8 turbocharged engines developing 476 bhp at 1900 rpm. Ferrari used the Iveco Turbo Star from 1980.

OM 150 Rolfo modelled by Old Cars

In 1967 OM decided to modernise its medium tonnage trucks, and consequently the '150' model was produced, with an 8-litre 6-cylinder engine, which developed 176 hp at 2600 rpm. Ferrari obtained a 150 which was bodied by the ROLFO company and it was used from 1970.

Pictured at right is a 1950s Japanese tinplate rig from Dennis Mitchell

Noted **Rob Bender,** the term ‘big rig’ describes any large truck with an attached trailer used for hauling freight. The term originated in the U.S.A. during the trucking movie craze of the 1970s.In Australia, these are referred to as a 'semi-trailer'. Rob displayed three of his 1/43 scale hand-made scratch-built models of the heaviest duty trucks offered by their Australian manufacturers, and were unique to Australia. This was the first time that models of these particular trucks had been produced anywhere.

1969-1970 Ford F8000 in Brewster Green with 'spread axle' trailer and Ford Anglia Sports Sedan also in 1/43 scale

FORD F8000 MODELS were produced in low quantities by ‘Rob's Classic Models’ in 2015, in the full range of Ford factory colours, as well as fleet liveries. The F8000 Diesel was the top of the range truck available through Ford Australia until the Louisville line (introduced in the U.S.A. in 1970) became available in Australia from 1975. Using the 1961 American F-series cab with a special high roof, factory fitted clearance lights, and separate protruding mudguards to accommodate the wide heavy duty front axle, this super heavy duty range of trucks were available in the U.S.A. from 1961, but only with V8 petrol engines. The 6-cylinder Cummins diesel engine F8000 was a model unique to Australia. It was distinguishable from its petrol engine F800 counterpart by the fitment of 'step tanks' below the cab.

The modified Ford Anglia Sports Sedan was raced by touring car driver and Bathurst racing icon Garry Willmington.

BEDFORD KM MODELS were produced in low quantities by Rob's Classic Models in 2015, in the full range of Bedford KM factory colours. Up until 1968 the KM series was the heaviest duty Bedford available in the TK range, and was a standalone model. The KM was released in Australia in 1966 with the largest Bedford diesel fitted as standard.

1970-1975 Bedford KMR-XT5 in Woodsman Green livery

In 1968 an engineering company began producing conversion kits to fit the 2-stroke V6 Detroit Diesel (also known as the 'GM Diesel') to Bedford KM trucks. The conversion was popular, so GMH engineers refined the design and made it available through GMH dealers to make it a factory fitted option for the KM range from 1970. This model was called the KMR-XT5, and was not only the heaviest duty Bedford produced, but was unique to Australia.

The Detroit engined KMR-XT5 was distinguishable from Bedford Diesel engined KMs by the Donaldson Air Cleaner fitted behind the cab.

INTERNATIONAL D1950 MODELS also were produced in low quantities by Rob's Classic Models 2014 in the full range of factory International Harvester colours. The D1950 (pictured on the next page) was the heaviest duty International available in the bonneted range of trucks produced by International Harvester Australia (IHA) between 1972 and 1979.

The D-Line model range was 1510 to 1950, where IHA used the last two digits to signify which factory fitted engine was fitted. Initially these were '10' for 6 cylinder petrol, '20' for petrol 6 cylinder or optional smaller V8, '40' for V8 petrol, and '50' for V8 Diesel, but for the D-Line and ACCO-A range from 1972, these were revised to '10' for petrol engine, '30' for 6 cylinder Diesel, and '50' for Cummins V8 Diesel.

International Harvester Australia had been producing its own version of International trucks that are unique to Australia from the 1950s, and shared cabs with Dodge trucks from that period, with changes to the bonnet, grill, steering wheel, external and internal trim, and running gear. During this period International supplied the cabs and Dodge supplied the chassis.

1972-1979 International D1950 in Mount Isa Gold with optional red wheels

1948 Foden FG 6-Wheel Standard Platform Vehicle

Length 14” and height 4” and made from 65 standardised replaceable parts, it was available for 65/-.

Displayed by **John Russell** with a 1950s magazine advertisement for the model.

Completely new FE and FG lorry ranges were introduced in 1948, with the new FD6 two-stroke diesel engine, which became the standard engine for certain Foden heavy lorry models, such as the S18 FE6/15 Rigid Eight-Wheeler.

A Peterbilt 387 by New Ray Toys

This page From the **PH Cheah c**ollection

'24 HOURS OF LE MANS'
OUR MAY THEMED DISPLAY

THE TITLE OF THIS ICONIC RACE sums up the nature of the event really – a tough endurance sports car race held annually near the town of Le Mans in France. This is the oldest such race in the world – the first was held on 27 May 1923 – and it has been held annually since then. In fixed distance racing, the winner is determined by the least amount of time taken to traverse a pre-determined distance. At Le Mans, the winner is the driver who completes the highest number of laps of the circuit after the expiry of an interval of 24 hours since the start of the race.

Cars nowadays reach speeds up to 366 km/h (227 mph), although speeds up to 405 km/h (252 mph) were achieved before the circuit was modified to enhance safety. Each team must balance the demand for speed while ensuring the car's mechanicals endure those speeds and the demands of the track without mechanical failures. The drivers need to be very physically fit as well.

The race is organised by Automobile Club de L'Quest and it's held at the Circuit de la Sarthe, which combines closed public roads with dedicated sections of a race track. The event attracts plenty of attention world-wide, although it's arguable if winning at Le Mans today retains the same prestige as formerly, when a big win gave a car maker significant bragging rights.

Ford must have thought winning was important enough to invest a huge amount of money to dethrone Ferrari, eventually taking the first three places at the 1966 event and then going on to win again in 1967, 1968 and 1969.

Today, the cars that race at Le Mans bear little resemblance to production cars, but this was inevitable as motor racing became more 'professional' and so much depended on the outcome.

The race is a perennial favourite collecting theme among our members, and again members rallied with large displays of vintage and magnificent modern reproductions of the race cars. The **first place** was awarded to **Robin Aston,** whose very large assembly of models is illustrated on the back cover.

This privately entered Fraser Nash #26 with a Bristol 2-litre 16 engine finished third overall in the 1949 iteration of the race, driven by Norman Culpan and Harold Aldington, averaging 79 mph over 224 laps behind Luigo Chinetti and Peter Michell-Thomson in a Ferrari 2-litre V12 (235 laps).

This was the first race held at the circuit following the end of the war, major infrastructure reconstruction throughout France having been given priority. The circuit needed extensive repairs. The R.A.F. and then the Luftwaffe had used the airfield by the pits, as well as the 5 km Hunaudières straight as a temporary airstrip, thereby also making it a target for Allied bombing.

Driven by private entrants Louis Rosier and Juan Manuel Fangio, the Talbot Lago T26 GS #6 did not finish the 1951 race, withdrawing after 92 laps with a malfunction in the oil tank.

The race was won by Peter Walker and Peter Whitehead in their works-entered Jaguar C-type, the first Le Mans win for the marque.

The arrival of Jaguar's and Cunningham's first purpose-built racers in direct competition with Ferrari, and the first showing for Porsche and Lancia, marked the beginning of an era of intense competition between manufacturers of sports cars. The more powerful new sport racers would develop rapidly and put a final end to luxury touring cars and their derivatives as top contenders at Le Mans. It was the final outing for Delahaye and Bentley (for 50 years) and the sports prototype tide would overwhelm Talbot-Lago in the next couple of years. The race was marred by the death of French driver Jean Larivière within the opening laps of the race.

Nissan R89C 3.5-litre turbo V8 driven by Geoff Brabham, Chip Robinson and Arie Luyendyk for the Nissan Motorsport team completed 250 laps in the C1 Class in 1989 before withdrawing, from Philip Wong's second-placed exhibit.

Having run his cars at Le Mans for a decade, Peter Sauber was aided by Mercedes in winning the 1989 race. His 'Silver Arrows' Sauber C9s finished 1st, 2nd and 5th, with Porsches and Jaguars finishing behind.

The race was the last time without the two chicanes on the Mulsanne Straight in the interest of safety to reduce speeds, after speeds reaching 250 mph (402 km/h) had been reached in previous years. They were installed the next year and remain in use. The speeds on the Mulsanne Straight were so high that many of the drivers were concerned whether their cars would stay on the ground over the humps and bumps. There were no serious accidents, of which Le Mans in the 1980s had many.

The Ford GT40 took the first three places in 1966, first and fourth places in 1967, first in 1968 and first again in 1969.

This 4.7-litre V8 #8 driven by Peter Sadler and Pasul Vestey withdrew after 106 laps in 10 hours in the 1969 race.

The Jaguar XK120C #20 with a 3.4-litre S6 engine driven by Peter Walker and Peter Whitehead finished first in 1951 after 267 laps. It is from Paul Heeks' third-placed display.

The arrival of Jaguar's and Cunningham's first purpose-built racers in direct competition with Ferrari, and the first showing for Porsche and Lancia, marked the beginning of an era of intense competition between manufacturers of sports cars. The more powerful new sport racers were developed rapidly and put a final end to luxury touring cars and their derivatives as top contenders at Le Mans. It was the final outing for Delahaye and Bentley (for 50 years) and the sports prototype tide overwhelmed Talbot-Lago in the next couple of years. The race was marred by the death of French driver Jean Larivière within the opening laps of the race.

Fourth place after 383 laps in the 1988 iteration of the race went to this Jaguar XJR 9LM #22 powered by a 7-litre V12 engine and driven by Derek Daly, Kevin Cogan and Larry Perkins

First place went to another 9LM #2 driven by Jan Lammers, Johnny Dumfries and Andy Wallace after completing 394 laps. #21 finished 16th after 331 laps.

After four years of trying with previous evolutions, Jaguar took the XJR-9 to a narrow victory against Porsche's works 962C (also 394 laps). Apart from the Jaguar #22 in fourth place, Porsches filled the rest of the top ten positions. The race covered a distance of 5,333 kms, the greatest distance covered in any of the Le Mans 24 hours races, except in 1971 when the Martini Racing Team Porsche 917K covered 5,335 kms over 397 laps. Those records were not exceeded until 2010, when #9 Audi R15 TDI of Joest Racing (under the name Audi Sport

North America) tied the record for the number of laps (397) and, due to its changing course configurations (such as the Mulsanne Straight chicanes), set an outright distance record of 5,411 kms over the 13.629 kms course configuration.

This was the second-to-last 24-hour race without chicanes on the Mulsanne Straight, and Team WM Peugeot had prioritised breaking the speed record that year. The WM-P88 Peugeot driven by Frenchman Roger Dorchy reached a top speed of 405 km/h at the end of the 5.8 kms Mulsanne Straight having struggled with reliability for the entire event. Following the record setting run, the issues that had plagued the car's crew members all weekend (turbocharger, cooling and electrical) finally ended their race.

The Jaguar team suffered from gearbox problems, Lammers holding the car in 4th gear to prevent the gearbox from being damaged. The winning car had failed to finish at each of the previous four rounds The Bell, Stuck, Ludwig Porsche 962C came very close to winning, with Ludwig making a rare error by running out of fuel on the track and losing valuable time getting back to the pits. The win ended Porsche's seven year reign at Le Mans. At least 50,000 British spectators attended. At the end of the race many of the 280,000 crowd flooded the track and drivers had trouble reaching the finish line. The race was held from 15:00 to 15:00 because of the French elections.

While **PH Cheah's** extensive collection comprises road or production cars, it is augmented by a few models of race, rally and F1 cars, acquired mostly before he dropped the idea of collecting motor sport cars. The **Aston Martin DBR1** was the outright winner at Le Mans in 1959, and was notable for the British car maker in that it was one of only three cars to have won the World Sports Car Championship and Le Mans in the same year. Ferrari had achieved this with its 375 in 1954 and the 250TR in 1958.

The Aston Martin had a straight-six cylinder engine making 255 bhp (190kW) mated to a 5-speed manual gearbox. The car weighed just 801 kgs and it was constructed using a tubular space-frame design. The car was driven by Carroll Shelby and Roy Silvadori, and a second DNR1 took second place with Maurice Trinignant and Paul Frere driving. Interestingly, the two Aston Martins were 25 laps ahead of the nearest competitor.

A DBR1 was sold in 2022 for a cool US$22,555,000 at an auction, the highest price ever paid for a British-made car.

Diecast in 1/43 scale by IXO and made in China, this is a beautifully finished model of the Aston Martin DBR1 in British Racing Green, with excellent detailing, such as on the fine instrument dials on the dashboard, the wooden steering wheel and the finely photo etched wire wheels.

Almost everybody who follows motor sport together with the bloke on the tuckerbox will have an idea of how Ford's GTs eventually triumphed over Ferrari to win at Le Mans. The movie 'Ford Vs Ferrari' told the story well, even if a few liberties were taken with the narrative. What is true is that Enzo Ferrari had put out feelers to Ford, to ascertain whether it was interested in his company. Ferrari wanted to concentrate on racing, rather than making cars, and so Ford sent its people over to Maranello, but found that Enzo appeared to have changed his mind. This caused Henry Ford II to burst a blood vessel, and in his anger, he vowed his company would build a car to beat Ferrari at Le Mans. Chances are, old Enzo scoffed at the idea at this Goliath and David confrontation.

Anyhoo ……. the Ford GT40 was created based on a Lola design, developed by engineers in Britain and in the U.S.A., and it even was put into production, although very few were built for sale. The rest is history …… the GT40 won win in each year 1966, 1967, 1968 and 1969.

The final win for the GT40 was in 1969 with car #6. Also in Gulf colours, the car was driven by Jackie Oliver and Jacky Ickz. This is a 1/18 scale diecast model made by Joef Evolution released in 1990. This is a great model with opening features and steerable front wheels.

The 1966 winner was the black Chris Amon/Bruce McLaren GT40 MkII car #2, which was modelled by DelPrado. It is a nice model with detailed gold colour wheels and is a good 1/43 scale replica of the car.

A.J. Foyt and Dan Gurney drove a red GT40 to the podium in 1967.

In 1968 Lucien Bianchi and Pedro Rodriguez drove a Gulf-coloured GT40 #9 to a hat trick of wins. The distinctive and attractive Gulf Oil colours of blue and orange suited the GT rather well. The 1/43 scale model by Jouef Evolution in its 'Legend Series' has opening doors and the tail opens to reveal the V8 engine.

Dennis Mitchell lamented that he had only one Le Mans model, so he really had to make the most of it. The Peugeot 905 was built by Peugeot's racing department, Peugeot Talbot Sport. It was unveiled in February 1990 and was developed throughout the year, before making a racing debut at the World Sportscar Championship in the final two races of the 1990 season, in Montreal and Mexico City. Disappointing results in 1991 led to heavy revision of the aerodynamics and installation of a more powerful SA35-A2 engine, the car being rebadged the 905B.

This work paid off, as it was driven into first place at the 24 Hours of Le Mans in 1992 with the team of Derek Warwick, Yannick Dalmas and Mark Blundell, and also scored third place. The car won both the driver's and the team's title at the World Sportscar Championship in the 1992 season. In 1993 at Le Mans, our own Geoff Brabham, with Christophe Bouchut and Eric Helary, in 905Bs, filled the first three positions.

The model is of the 905 in 1/43 scale by Vitesse.

The Oreca 07 4.2-litre V8 powered by a Gibson GK428 engine and driven by Takuma Aoki, Nigel Bailly and Matthieu Gibson for Association SRT-41 in the 2021 race. They finished 32nd in the Innovative Class after 334 laps.

From Bruce Cook's display.

A one-off 1970 Ford F100 used as a race support vehicle, manufactured by Rob Bender for 'Rob's Classic Models' in 1/43 scale in 2016.

The Bristol 450 1979 cc S6 #34 finished overall seventh after 260 laps at Le Mans in 1954, driven by Peter Wilson and Jim Mayers for the British Aeroplane Company, but was placed first in the 2-litre class.

The same drivers took the car into first place in the 2-litre class again the next year after 271 laps.

Exhibited by David Brown

THE DISASTER AT THE 1955 LE MANS RACE

THE 1955 LE MANS race featured the deadliest accident in motor racing, when Pierre Levegh's Mercedes Benz crashed into the spectators, killing between 80 and 84 people, including Levegh, and injuring up to 178. The title-holders Ferrari arrived with the new 735 LM, powered by a straight-six engine derived from the previous year's Formula 1 car (and stepping away from the usual 12-cylinder Ferrari engines) producing a 360 bhp. The works team mixed its current F1 drivers along with new talent: Eugenio Castellotti with Paolo Marzotto, Maurice Trintignant with Harry Schell and Umberto Maglioli drove with Phil Hill.

Having conquered Formula 1, Mercedes-Benz had turned its attention to sports car racing. Their 300SLRs were rated by many experts as the best sports cars in the world. The fuel-injected 3-litre straight-8 was the most advanced of the entire field, producing 300 bhp. The inboard drum brakes, however, were only questionably adequate for the heavier chassis, facing the tough braking demands of Le Mans. To compensate, a hand-operated air brake was added to the rear deck for high speed braking. Team manager Alfred Neubauer, in a diplomatic move (recalling the war ended only 10 years earlier), assembled a multi-national team for the race, pairing his two best drivers Juan Manuel Fangio and Stirling Moss in the lead car, 1952 race-winner Karl Kling with Frenchman André Simon (both also in the current F1 team) and American John Fitch with one of the elder statesmen of French motor-racing, Pierre Levegh.

The Jaguar team arrived with three works D-types, the engine power of which had been increased from 250 to 270 bhp providing a top speed of almost 280 km/h (170 mph). The team comprised 1953 winners Tony Rolt and Duncan Hamilton, up-and-coming English star Mike Hawthorn (who had moved from Ferrari) paired with rookie Ivor Bueb, and test driver Norman Dewis who shared the third car with Don Beauman. They were backed up by D-Types entered by Belgium's Ecurie Francorchamp and from American Briggs Cunningham's team.

The crowd expected a fierce showdown between the drivers of these three top-rated marques.

At 1820 hrs at the end of lap 35 when the first pit-stops were due, and having received an instruction from his crew to go into the pit, Hawthorn braked his D-Type sharply in front of Lance Macklin's Austin-Healey. Macklin then braked hard, getting off the right-hand edge of the track and throwing up dust. Macklin's car then veered back to the centre of the track, into the path of Levegh's Mercedes-Benz, which was running sixth having just gone a lap down. Travelling at 150 mph, Levegh's right-front wheel rode up onto the left rear corner of Macklin's, launching the car into the air and rolling end over end for 80 metres over spectators.

The car slammed into a four-foot earthen embankment – the only barrier between the spectators and the track - and disintegrated. The momentum of the heaviest components of the car – the engine, radiator and front suspension - carried them into the crowd for almost 100 metres. Those who had climbed onto ladders and scaffolding to get a better view of the track found themselves in the direct path of the lethal debris. The remainder of the car, on the earth bank, exploded into flames, burning with extra heat from its magnesium-alloy body. Levegh died instantly.

Race officials kept the race running, reasoning that if the huge crowd tried to leave en masse the roads would be clogged, severely impeding access for medical and emergency crews. Hawthorn, after being initially waved through his stop because of the confusion and potential danger, stopped along with the other lead cars for their scheduled pit stops and driver changes. Then 13 minutes later, the MG driven by Dick Jacobs lost control exiting Maison Blanche, rolled and landed upside-down, on fire. Jacobs survived, but was severely injured and did not race again. Phil Hill, now driving Maglioli's Ferrari noted, "At this point I was numbed by it all, shocked that all this could be happening at once and on my first-ever Ferrari racing lap of Le Mans. But then Stirling Moss went by me like a streak in his Mercedes 300 SLR, and that woke me up. That was a lesson I never forgot, which was that when something happens, get on the gas"

After the catastrophic accident, John Fitch, picking up on the early media reports, urged the Mercedes team to withdraw from the race – he could see that win or lose, it would be a public relations disaster for the company. Mercedes team manager Alfred Neubauer already had reached the same conclusion, but did not have the authority to make the decision. After an emergency meeting of the company directors in Stuttgart, Neubauer received the call approving the team's withdrawal just before midnight. Waiting until 0145 hrs, when many spectators had left, he stepped onto the track and called his cars into the pits; at the time they were placed first and third. A brief announcement was made over the public address system. Chief engineer Rudolf Uhlenhaut went to the Jaguar pits and asked whether they would respond in kind, out of respect for the victims, but team manager Lofty England declined. Soon afterwards, the last Ferrari (that of Trintignant / Schell) retired with engine trouble.

Ivor Bueb, in his first event for the Coventry marque, handed over the leading Jaguar to Hawthorn for the final 15 minutes, and they coasted to a comfortable victory, completing a record-breaking 306 laps and finishing five laps ahead of Collins and Frere in an Aston Martin DB3S (their best result to date and only finish since 1951). The podium was completed by the Belgian pair Johnny Claes and Jacques Swaters in their yellow Ecurie Francorchamps Jaguar D-Type.

The next round of the World Sports Car Championship at the Nürburgring was cancelled, as was the Carrera Panamericana. The accident caused widespread shock and immediate bans on auto racing in many countries. Several racing teams including Mercedes-Benz, MG and Bristol had disbanded and withdrawn from racing by the end of the

season. The scale of the accident caused some drivers present, including Phil Walters (who had been offered a drive with Ferrari for the rest of the season), Sherwood Johnston and John Fitch (after completing the season with Mercedes-Benz), to retire from racing. Less than three months later, Lance Macklin retired after involvement in a twin fatality during the 1955 RAC Tourist Trophy race at Dundrod. Juan Fangio did not race at Le Mans again.

Although Hawthorn was relieved to achieve his first Le Mans victory, he was devastated by the tragedy. A press photograph showed him smiling on the podium and swigging from the victor's bottle of champagne, and the French press ran it with the sarcastic headline, "Here's to You, Mr Hawthorn".

The official enquiry concluded that no one driver was to blame and that it was instead a tragic combination of circumstances that had caused the accident, including serious deficiencies in the track design and safety. A few days after the race, a full ban on motor racing events was put into effect by the French government, pending the creation of new rules to ensure the safety of the sport. This complete ban was lifted on 14 September 1955. At this time, the Ministry of the Interior released new regulations for racing events, and codified the approval process that future racing events would need to follow.

Jaguar XK120

[left] Manufactured between 1948 and 1954, this was Jaguar's first sports car since production of the SS 100 was ended in 1939. The XK120 ultimately was available in three versions or body styles; as an open 2-seater described in the US market as a roadster, then as a fixed head coupé from 1951 and finally as a drophead coupé from 1953. Certain 'special equipment' roadsters and fixed head coupes were produced during 1948-1949, denoted by an 'S' preceding the chassis number; these were sold as an early production build for enthusiasts.

1957 Chevrolet BelAir

[right] The famous tailfins were designed to duplicate the wide look in the rear. Bel Air models, though maintaining the same chassis, powertrains, and body, were given upscale gold trim: the mesh grille insert and front fender chevrons, as well as the 'Chevrolet' script on the hood and trunk, all were rendered in anodised gold.

Chevrolet Corvette

[left] Since 1953 the Corvette has been noted for its performance; distinctive styling; lightweight fibreglass or composite bodywork and competitive pricing. Since cessation of Ford and Chrysler's competitors, it is the only two-seat sports car produced by a major U.S.A. auto manufacturer and serves as Chevrolet's 'halo' car.

1962 Fleetwood Cadillac

[right] The Fleetwood Cadillac was a line of luxury cars manufactured by the Cadillac Division of GMH from 1976 to 1996. The 'Fleetwood' prefix previously was applied to several of Cadillac's models from 1935. Four-door Fleetwoods generally had longer wheelbases than the more common Series 62 and DeVille models.

'MY FAVOURITE MARQUE'
OUR JUNE THEMED DISPLAY

Our **first placed display** featured the **Ferrari** marque from the collection of **Philip Wong**. Ferrari S.p.A. is based in Maranello in Italy, and was founded in 1939 by Enzo Ferrari (1898–1988). \The company adopted its current name in 1945 and began producing its line of cars in 1947. Throughout its history, the company has been noted for its continued participation in racing, especially in Formula One, in which its team, Scuderia Ferrari, is the series' single oldest and most successful. Scuderia Ferrari has raced since 1929, first in Grand Prix events and later in Formula One, where since 1952 they have fielded 15 champion drivers, won 16 Constructors' Championships and accumulated more race victories, first/second finishes, podiums, pole positions, fastest laps and points than any other team in F1 history. Ferrari also was highly active in sports car racing, where its cars took many victories in races like the Mille Miglia, Targa Florio and 24 Hours of Le Mans. Scuderia Ferrari fans, commonly called *tifosi*, are known for their passion and loyalty to the team.

1953 Ferrari F500 F2 by CMC in 1/43

For the 1952 racing season, the FIA announced that GP races counting towards the World Championship were to run to F2 rather than to F1 specifications. Ferrari was the only team with a car designed for the new formula. Alberto Ascari drove the car to his first world championship in that year, winning all but one race with the simple F500, and for good measure won it again with the same car the next year.

This car was driven by G. Velleneuve in the 1979 U.S. GP East, a 59-laop contest at the Watkins Glen Course, which took place in wet conditions. It was Villeneuve's fourth career GP win and the last one for a car with a flat 12-cyinder engine.

Ferrari 312 T4 by Exoto in 1/18

A 1/4 scale amalgam model of the steering wheel of the Ferrari F500

Probably everyone expected **Dennis Mitchell** to display Classic Minis ……. so he decided not to disappoint the crowd. However, he added a twist – a Mini Challenge, if you like. From a display of 13 model Minis of the identical model, a **1963 Morris Minor,** made by 13 different toy makers in 1/43 scale, the punters were invited to select which one was thought best to depict the Mini, disregarding driving lights and wheels, and concentrating only on the overall body shape.

The toy makers are, clockwise from upper left: Corgi, Dandy, Days Gone By, Dinky, Elgor, Hungwell, Lledo, Mebet, Revell (or Heller), Schuco, Solido, Spot-On and Vitesse.

Dennis' verdict was that the least faithful reproduction of the Mini, which happened also to be the most expensive of the 13 toys, was that by Dinky (second row at left), and the best depiction, that is, made best to scale with the original, which happened also to be the cheapest, was the nondescript plastic red Revell (third row at right).

Ferrari F250 GT Berlinetta Passo Corto released in 1/18 scale with the blue Gordini racing stripe by CMC

The car was driven into third place overall at Le Mans in 1961 by Jean Guidet and Pierre Noblet

This model of the Ferrari CH was distributed in 1/18 scale by Pozzi in France

The car was entered at Le Mans in 1971, driven by Grandet and Bardini

1960 Maserati Tipo 61 'Birdcage' modelled in 1/18 scale by Solitair #M-047, raced by Team Camorad

These three models were presented by Russell Olsen.

Maserati produced a series of sports racing cars between 1959 and 1961 for privateers racing in events, including the 24 Hours of Le Mans in the 2-litre and 3-litre racing category. It used an intricate tubular space frame chassis, containing about 200 chro-moly steel tubes welded together, arranged in a triangular formation at high stress areas of the chassis, hence the nickname 'Birdcage'. This method of construction provided a more rigid and, at the same time, lighter chassis than other racing cars of the time. By recessing the windscreen base into the bodywork, Maserati was able to reduce the effect of new Le Mans rules demanding a tall windscreen.

The Camoradi team became famous racing the Tipo 61s but, despite being very competitive, the 'Birdcage' proved somewhat unreliable and was retired from many races due to problems with the drivetrain.

This multi-tubular construction produced a light weight and rigid chassis that provided a significant competitive advantage for a racing car. All models included independent front suspension, 4-wheel disc brakes and 5-speed transmission. A De Dion type rear axle was used on the Tipo 60 and 61.

The Tipo 60 featured a small 2-litre 4-cylinder engine rated at 200 hp (149 kW), located in the front and tilted over at a 45° angle providing a lower centre of gravity. It weighed 570 kgs and the car had a maximum speed of 270 km/h.

The Tipo 61 featured a 2.9-litre 4-cylinder engine rated at 250 hp (186 kW), located in the front at a 45° angle and weighed 600 kgs, with a top speed of 285 km/h.

The road legal version of the Maserati MC 12 was made available in a white colour with blue stripes livery as a tribute to the Tipo 61 and the Camoradi racing team.

The mid-engined 'Birdcage' cars began with the Tipo 63, for which Maserati changed to a mid-engine configuration using a similar multi-tubular chassis construction as the Tipo 60/61. The rear suspension was changed to an independent double wishbone configuration.

IT ISN'T NECESSARY FOR ANYONE to speculate much what is my favourite marquee when it comes to cars, reckoned **PH Cheah.** The cars of the blue oval or FoMoCo, okay, Ford has to be the marque that is my favourite, judging from the 13 Fords I have owned and the large number of Ford models in 1/43, 1/24 and 1/18 scale models in my collection. My current car is a Ford Mondeo Titanium, and it also is the longest time I have kept a car. It's passed its seventh year. It is also the best car I have owned, and this includes the brilliant G6E Turbo and a Jaguar X-Type. The latter may not be a Ford but at the time, Jaguar was part of the Ford Group. Obviously then, the models I display here would be Fords, but as I was away for the June meeting the opportunity to show my models had to be confined to what I could show by photographing a tiny handful.

With FoMoCo in the U.S.A. deciding not to build passenger cars, the chances of replacing my Mondeo with the latest Chinese-market model was dashed. Ford's decision to concentrate on trucks and SUVs may make sound thinking in the U.S.A., and going by the huge success of the new Ranger and Everest, even here in Oz, the chances of buying a Ford passenger car could be rated about equal as Buckley's.

Production of the **Ford Mondeo** continues with the 2-litre in-line twin turbo that makes almost 180 kW. Drive is to the front wheels and the car is 23 mm and 63 mm wider and longer respectively over the outgoing model. Transmission is via an 8-speed automatic and suspension is independent all round with MacPherson struts up front and a multi-link rear suspension. The new Mondeo – it's now sold in the Middle East as the Taurus – is such an attractive car and it's a shame we can't get access to it.

This 1/18 scale diecast model represents the nearest I can get to the new **2023 Ford Mondeo,** so I bought one from a Chinese seller. Unfortunately, the manufacturer of the model is not identified, but it was made in China last yeare.. The model itself is an accurate replica of the new Mondeo, showing the cars sleek, stylish lines that display an advance over the outgoing model originally launched in 2015.

It may look like a hatchback but this is a sedan, and its four doors, boot lid and bonnet open. The fit and finish are excellent, so much so that you have to use the plastic tool provided to open the doors. Once open, the car's interior is seen to be well replicated, complete with a multi-media screen that stretches across the dashboard. Although the interior is in black, controls for the electric adjusters for the front seats are evident, and even the wood effect trim along the dash can be seen.

No discussion of this marque could be complete without prominently featuring the **2017 Ford GT.** This is the car that surprised the world when it made its debut at the North American International Auto Show in Detroit in 2015. The remarkable looking mid-engined car was designed by an Australian, Todd Willing, who was with Ford Australia's research and development arm but was sent to the U.S.A. to take charge of the project.

Unlike the GT40 and the 2005 Ford GT, which bore a remarkable resemblance to the original, the new GT was an all-new design, even ditching the traditional V8 engine for a twin-turbo V6 that produced 647 horses (483 kW) and 550 lb/ft (473 Nm) of torque. The power is transmitted via a 7-speed dual clutch automatic transmission, and it is able to pounce from rest to 60 mph in 2.9 seconds. The top speed is 216 mph (348 km/h) and it drives like a race car; testers reported that the ride is nowhere as stiff and unyielding as they'd expected although the ride is rather firm.

The asking price for the car at launch was US$453,750, but this was increased to almost US$500,000 in 2022. The car was built in Canada by Multimatic and production ended in December 2022 after 1,350 were built.

2017 Ford GT modelled in 1/18 scale by Maisto, and made in China in 2021. The striking bright metallic orange of the model makes it stand out. The car's lines and stance are accurately replicated and the attention to detail is pretty good. The doors open, as does the engine cover and the 'bonnet' up front.

The wheels can be steered and interior detailing is spoilt somewhat by an all-black atmosphere. Ditto for the wheels but kudos for the nicely replicated headlights, tail lights and the exhausts sited high at the centre of its rear.

The Ford story should not end here as there's much to highlight and discuss for a car maker that's over a hundred years old. Its history and heritage plus its participation in motor sport have resulted in giving this company an image that commands a high degree of respect around the world. No car manufacturer is perfect, and Ford has had its share of mistakes, from abject commercial failures such as the Edsel to the debacle surrounding the propensity of the Ford Pinto to burst into flames when hit in the rear. Along the way, it also gave the world the Mustang, the Escort, one of the most successful cars in international motor sport, and of course its participation in Formula One during the sixties and seventies when the Ford DFV engine was the engine choice of the majority of Formula One teams. Its Sierra RS500 was so successful on race tracks around the world that it won over 84 percent of the events in which the car was entered - not bad for a 2-litre turbo-charged engine that in race form made 224 bhp.

Ford Sierra RS Cosworth in 1/18 scale diecast/plastic modelled by Auto Art.

Finished in a brilliant white, the model is built to Auto Art's high standards. All opening parts shut with very tight shut-lines, its interior has seats that have a cloth-line finish, and even the carpets look like carpets. The 'whale tail' that's a signature of the Sierra RS is very obvious here. The engine bay is well detailed and the red aluminium cam cover stands out, just good to see an engine not concealed by loads of plastic.

I have been fortunate in having driven many of Ford's cars in Britain, the U.S.A., Malaysia, Singapore, Australia and New Zealand when I used to string for various magazines, even driving a few cars well before the much of the motoring press got their hands on them. I drove the first Ford Escape (a bright yellow example) from Los Angeles to Las Vegas, and was surprised to see so many people in other cars trying to get a good look. I had no idea that the Escape was so brand new that it wasn't yet familiar to the public.

Another memorable time was when I was given a Ford Sierra GL to drive while covering the British Motor Show in Birmingham. When I drove the car into the press car park, I hadn't noticed that there were no other Sierras there until a large bus carrying foreign motoring writers exited the bus and stared, some even taking their cameras and pointing in my direction. The Sierra had been announced at the previous week's Paris Show, and it was receiving its British debut at the National Exhibition Centre.

I had the privilege of peeking at the Sierra six months before it was launched at Ford's Averly Advanced Operations facility. To be honest, my initial reaction to the car's radical shape was 'you can't seriously be selling something that looks like THAT to the public'. My host nodded in agreement and said that Ford management was a little concerned as well. History shows that after an initial resistance to the car's styling, especially in Britain, it sold 1.3 million units there.

As a huge multi-national company, Ford manufactures cars, trucks and SUVs for various markets and the recent change in policy against making passenger cars (except in mainland China) means that much of the world will be deprived of a car as attractive as the new Mondeo. Whether this change in policy will benefit Ford in the long run is difficult to predict, although in the U.S.A. and Canada at least, the company's many SUVs and trucks sell extremely well. But the rest of the world still may want passenger cars, and the fact that Ford may not be able to attract such buyers may not be great for the company's bottom line. However, as in Oz, with Ranger and Everest selling well, and with customers clamouring for the F-150, who knows?

Actress Farrah Fawcett with the 1976 Ford Mustang Cobra 2 she drove in 'Charlie's Angels'

1948-1953 Holden FX utility

This was a gift to the then 10-years old Gary Mitchell 60 years ago, and recently was restored by the dealer Jimmy Light

Holden FJ panel van modelled by MO7 with our club's logo

Holden FJ panel van with the 2000 Olympics logos modelled by Models of Yesteryear

These three Alfas are from David Brown's choice of marque:

[left] **1953 Alfa Romeo 1900 TI**

[below left] **1930s Alfa Romeo 2300** 8C modelled by Brum

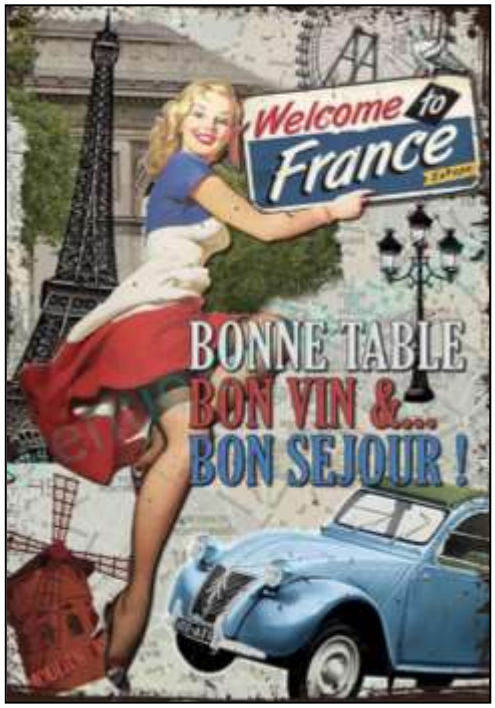
[below right] **1970 Alfa Romeo 1600 Gulia Super**

Graeme Young's Hornby 00-guage 17-76 Dock Shunter carrying three plastic Triumph 2000s with

[lower right] 1948 Triumph Renown released by Dinky which Graeme acquired at a swap meet missing its roof and restored by Tony Hannah

[lower left] the Dinky #135 release of the 1963 Triumph 2000

The favourite marque of Paul Heeks is well-known!
[right] **Jaguar XK120** in 1/24 scale by Burago and detailed by Ken Mathieson;
[below] **Jaguar Mk**. 4 in 1/43 scale by MiniMarque;
[below right] **Jaguar Mk. 7** in 1/43 scale by Oxford.



A publicity poster featuring the Citroen 2CV Deux Cheveaux

Translating literally as 'two horses', meaning two taxable horsepower, this was an economy car produced from 1948 to 1990. Introduced at the 1948 Paris Mondial de l'Automobile, it has an air-cooled engine mounted in the front which drives the front wheels. Conceived by Citroën Vice-President Pierre Boulanger to help motorise the large number of farmers still using horses and carts, the 2CV has a combination of innovative engineering and straightforward, utilitarian bodywork. It featured overall low cost of ownership, simplicity of maintenance, an easily serviced air-cooled engine that originally offered 9 hp and minimal fuel consumption. It literally had been designed to cross a freshly ploughed field with a basket full of eggs on the passenger's seat without breaking them, because of the great lack of paved roads in France then, using a long-travel suspension system that connects front and rear wheels, providing a very soft ride. Often called an 'umbrella on wheels', the fixed-profile convertible bodywork featured a full-width, canvas, roll-back sunroof, which accommodated oversized loads, and until 1955 even stretched to cover the car's boot, reaching almost to the rear bumper. Michelin introduced and first commercialised the revolutionary new radial tyre design with the introduction of the 2CV.

1932 Ford Model 'A' - -The Deuce' – the basis of the American Hot Rod

1944 Cadillac

Caricatures of Pontiac GTOs - the red car is a 1964-1967 model and the yellow is from 1974-1976

'THE ELECTRIC REVOLUTION'
OUR JULY THEMED DISPLAY

WE FACE THE INEVITABILITY of the motor car's evolution into a new iteration that operates without the polluting internal combustion engine, power provided instead by batteries and electric motors. In the 120 years or so that motor vehicles have dominated our road transport, virtually all have been powered by an engine fuelled by petrol or diesel. But in a world that increasingly is threatened by the resultant pollution and the need to conserve the planet's resources and preserve its habitability as we have known it, the electrification of the car has become extremely important if not existential.

From the earliest days of motor vehicle production, some electric powered cars have been produced, but they were not successful, especially when the internal combustion engine proved more practical and cheaper to buy and run. Electric powered cars are a part of the solution to the threat posed by industrialisation, and the necessary infrastructure to support the alternative industry gradually is being rolled out and the new technology, like all new technologies, will become cheaper when economies of scale take full effect.

One could point to Tesla as a manufacturer that pointed the world in that direction, and has been very successful in marketing its all-electric cars. However, Tesla is not, as some would point out, not a 'legacy' car maker but one that began as a producer of mobility devices rather than vehicles. That said, the brand attracts an almost religious attachment from its customers who seldom question the brand's lapses in quality in the finish of its cars. But the fact that Ford, GM and Volvo have signed contracts with Tesla to allow their electric cars to use the Tesla charging network shows that there's an acceptance of the company's system. Tesla has done more than any other manufacturer to influence the way future cars are designed and powered, and the fact that almost every car maker is now investing in electric vehicle technology is testament to the efficacy of the revolution. But increasingly it seems Chinese manufacturers will forge to the forefront of electric vehicle production.

The British Rail Electric Articulated Lorry #421 in Dinky's catalogue 1953-1959

It superseded the earlier #30w which was offered only as a box of three

These two Dinky toys are from the Paul Heeks Collection

From his extensive collection of models, **PH Cheah** exhibited a more modern array of models that showcased the advances that have been made in this revolution. He noted that it is not surprising that his EV car collection is rather small. The love most of us have for traditional internal combustion vehicles remains strong, but there will come a time when all must join the electric revolution. Maybe not just yet …….

A diecast model of Tesla's Model 'Y', made by Proswell and made in China in 2021, featured opening doors, including the gullwing doors, bonnet and tailgate. While the all-black interior isn't welcoming, the dashboard is reasonably detailed and shows the central screen that dominates. There's even an attempt to display a map.

The Model' 'Y is Tesla's idea of a 7-seat 'cross-over' model. It's a four door hatchback. Critics have said the presence of the gullwing doors were more for novelty value, and there's no doubt they attract attention. The car has dual electric motors producing between 220 and 393 kW with up to 672 Nm of torque. The car has been criticised for its clumsy handling and poor ride quality, and also the build quality with regards to panel fit and choice of interior materials, which are not on par with a car costing more than $70,000. The 'performance' version has a maximum range of 488 kms, the long range version a range of 525 kms and the standard version manages 393 kms. However,

these numbers depend of course on how the car is driven, whether the airconditioning is being operated and the speed maintained.

If Tesla can be credited with getting the electric vehicle movement off to a start, it's Jaguar that showed that there's more than one way to advance the cause. In the company's first EV, the **I-Pace,** designer Ian Callum realised he would be creating a car that had one huge item missing - an engine! To that end, he designed a car that made use of that advantage by pushing the wheels to each corner, better to accommodate people, luggage and batteries, and raised the car to create a cross between an SUV and a station wagon. The increase in height meant that the batteries were better accommodated without them intruding into the passenger compartment. One could say the I-Pace is one of the first EVs to be designed from the outset as an EV, one that took all the parameters of such a concept, developing and refining it to produce this impressive result. Only one thing is questionable: why call it the I-Pace when its small SUV is called the E-Pace?

The result is a great looking, well-proportioned car that carries the Jaguar DNA with pride. It is handsome and with its wheels planted at its extremities, it displays a confident stance, and a very Jaguar attitude. Best of all, the I-Pace has that elusive Jaguar characteristic of handling well with a superb ride. Interior quality is far better than anything Tesla makes - then again most 'legacy' car manufacturers have better quality fit and finish than Tesla.

The Jaguar I-Pace won the 2019 European Car of the Year award, and also claimed the World Car of the Year prize. It has a range of 396 kms and its WLTP range is 470 kms. The latter is a revised method of measuring a car's fuel efficiency using 'real world' experience instead of only laboratory tests. The I-Pace has dual electric motors and all-wheel-drive and has 294 kW and 696 Nm of torque, giving it a rest to 100 km/h time of only 4.8 seconds.

Jaguar I-Pace E Trophy modelled in 1/32 scale in diecast by TSM Models.

This is a rather nice edition of the I-Pace in its 'race' colours, made in China in 2019. It's beautifully detailed with cream seats and excellent detailing all around. The large wheels fill up the wheel arches and help give the Jag a confident, eager-to-run look.

Ford's Mustang Mach E is the marque's first all-electric car, and the fact that Ford decided to cash in on the Mustang's image may have rankled many Mustang enthusiasts at first. But, as it has turned out, it was a master stroke, because the Mustang-like nose made it immediately identifiable, albeit attached to a five-door hatchback body style. Importantly, the Mach E is also a cross-over vehicle the height of which brings it closer to an SUV.

Since its launch in the UJ.S.A., the Mach E has enjoyed sales success in Europe and Britain, and is slated for an Aussie launch sometime later this year. However, at a price over $100,000, it's unlikely to sell in the numbers seen in the U.S.A., but it is still less expensive than some Tesla models.

The Mach E scores in its practical good looks and it appears that its designers had the same idea as Ian Callum when designing a car without an engine. That freedom in thinking saw the Mach E arrive at similar proportions. The wheels were pushed to the corners resulting in unusually small overhangs front and rear, which translates into more interior room. The sloping roof that tapered to the tail has a higher centre section painted black, giving the profile a sleeker look. The clever visual trick released more headroom for rear seat passengers.

The Mach E has between 198 kW to 358 kW motors with torque from 430 Nm to 860 Nm depending on the choice of motors.

This made-in-China diecast 1/24 scale model was released in 2022 by TEJP XR. It is finished in a loud orange and features all the opening items while, batteries fitted, has working lights. All the doors open, as do the bonnet and tailgate. The black interior does the model no favours, but at least the detail on the central screen (showing a map) and the screen ahead of the driver can be viewed easily.

2012 Renault Twizy modelled in diecast in 1/43 scale by Norev

Renault showed its new **Twizy** at the Frankfurt Motor Show in 2009, and sales commenced in France during 2012. This 2-seater electric microcar is classified in Europe as a light or heavy quadricycle, depending on its power output. The Twizy 45 makes just 4 kW and the 80 produces 13 kW. It was the top selling plug-in electric car in Europe in 2012. It is just 2320 mm in length, 1190 mm wide and 1460mm tall, and weighs only 450 kgs.

The model was made in China in 2010. PH found this at the Renault showroom in Singapore for just Sin $25. It is a typical example of a Norev model. The car's appearance is well replicated and there's impressive attention to detail; the head and tail lights and even the blue Renault logo all are evident. There's no doubt this is a tiny car, judging by the size of the model, and it's good to see Norev did not back away from adding tiny details.

Nissan joined the EV club in 2010 with the release of the **Nissan Leaf** in Europe and North America. The first Leaf had a range of just 117 kms, although range is up to 364 kms with a larger battery pack. Global sales of the Leaf stood at 577,000 units by February 2022, making this one of the best selling EVs in the world. That figure recently was passed by the Tesla Model 3.

The first generation Leaf was dubbed ZEo/AZEo and was replaced by a new model in 2017. The new model's range went up to 243 kms but the larger battery pack gave the car an extended range to 364 kms. Much like Toyota's first Prius, the car's appearance tended to be a little more dramatic than standard Nissans. It just looks a little heavy around the car's hind quarters. The current range hasn't sold in the same numbers, probably due to increased competition not only from Tesla but other EVs from Kia and Hyundai. Surprisingly, the Leaf has no competition from rival Japanese car makers ….. yet.

PH provided a 1/43 scale diecast model of the 2010 Nissan Leaf. It is unbranded but it's likely by IXO or Norev, and was manufactured in China in 2012. The model captures the look and stance of the Leaf rather well. The head and tail light assemblies are nicely done, but its black interior makes examination of the details difficult.

A 1/43 scale diecast model of the 2019 iteration of the car is from IXO. The later model certainly looks smarter, with a blue 'nose' to signify its EV status. There's good attention to detail and the sharper lines give the later Leaf a more polished look than its predecessor, but the use of black interior trim remains a bugbear, because only if you shine a torch into its interior, can the good detailing within be observed.

Venturi Formula E which competed at the Monaco ePrix during the 2016-2017 season

Exhibited by Philip Wong

Venturi Racing (formerly Venturi Formula E Team) was a Monegasque motor racing team controlled by Scott Swid (Chairman and principal owner) and José M Aznar Botella. It was the first to become involved in Formula E single-seater racing.

The team competed in the FIA Formula E World Championship, with a single-make chassis built by Spark and initially built its own powertrains.

Venturi commenced the 2016-2017 campaign with a double points finish in Hong Kong, but an uncompetitive car resulted in a difficult season. The team's best result came in Monaco, where Maro Engel finished in fifth position.

Venturi recorded 30 points to finish ninth in the Teams' Championship. Engel recorded 16 of these points to take 17th in the Drivers' Standings, while Tom Dillmann recorded 12 points in 19th position.

The **Volkswagen I.D. R** was a prototype fully electric vehicle which was entered in a race for the first time at the Pikes Peak International Hill Climb in Colorado on 24 June 2018. It was the first car to complete the hill climb in under eight minutes (7.57.148) breaking the outright record set by a Peugeot 208 T16 in 2013 (8.13.878).

Exhibited by Philip Wong

A Chinese hybrid-powered Tractor modelled by Haul Tool 'Now Express' in 1/16 scale exhibited by Rob Bender.

A remote-controlled version also is available in a different colour scheme.

[below] The Jaguar Pace-1 E Trophy and Formula E Gen-2 displayed by Bruce Cook

[above] Blokes in 1973?

[right] Blokes in 2023?

OUR 'SHOW AND TELL' COMPETITION RESULTS

December -

'The Rally Drivers'

Robin Aston	4
PH Cheah	3
Bruce Cook	2
Paul Heeks, Michael Rowles, Dennis Mitchell and John Russell	1

February -

'From Russia With Love'

PH Cheah	4
John Russell	3
Ken Mathieson	2
Paul Heeks, Bruce Cook and Philip Wong	1

April -

'The Big Rigs'

Paul Heeks	4
Phillip Wong	3
Bruce Cook	2
PH Cheah, Rob Bender, Danny Draper, Dennis Mitchell, Michael Rowles and John Russell	1

May -

'24 Hours of Le Mans'

Robin Aston	4
Philip Wong	3
Paul Heeks	2
Rob Bender, PH Cheah, Bruce Cook and Dennis Mitchell	1

June -

'My Favourite Marque'

Philip Wong	4
Dennis Mitchell	3
Russel Olsen	2
David Brown, Paul Heeks, PH Cheah Gary Mitchell and Graeme Young	1

July -

'The Electric Revolution'

Paul Heeks	4
PH Cheah	3
Philip Wong	2
Rob Bender and Bruce Cook	1

THE 2023 LEAGUE TABLE

December 2022 to November 2023

* Includes August points (from page 9)

14	Philip Wong
14	PH Cheah
14	Paul Heeks
11	Robin Aston
9	Bruce Cook
9	John Russell
7	Dennis Mitchell
4	Rob Bender
2	Ken Mathieson
2	Michael Rowles
2	Russel Olsen
2	David Brown
1	Danny Draper
1	Gary Mitchell
1	Graeme Young