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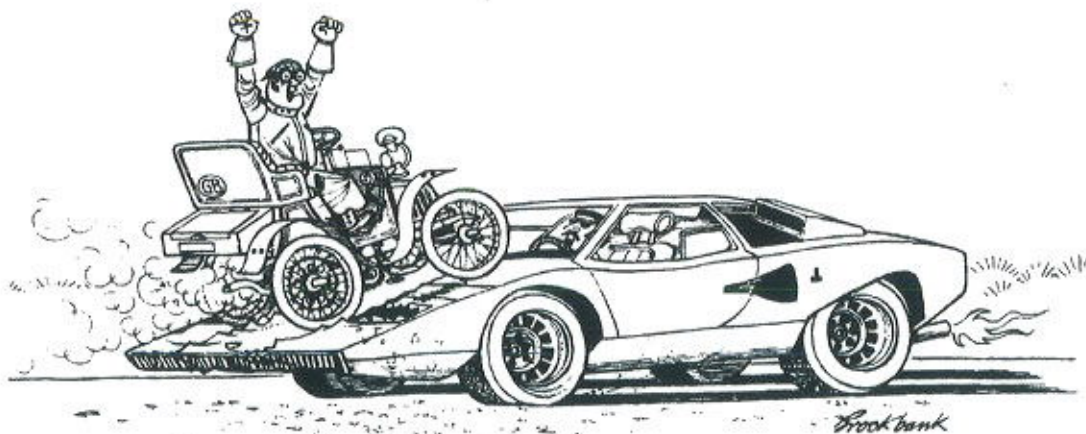
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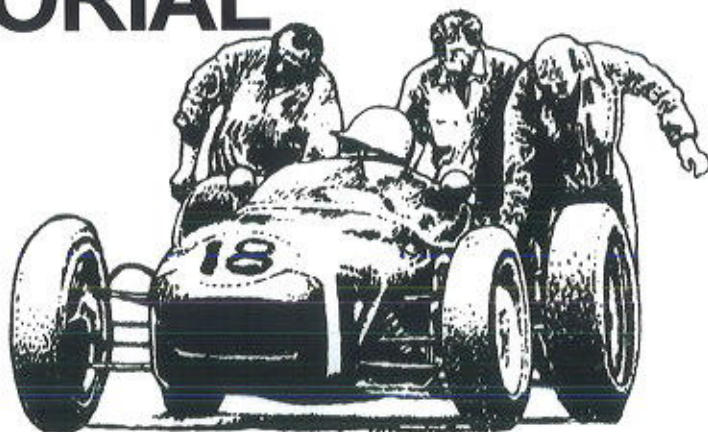
FRONT COVER: On display at this year's Fuori Concorso, at Lake Como in Italy. The badge on the nose says 'Tojeiro', and it looks very like the legendary 'LOY 500', driven to great success in the fifties by Cliff Davis. But is it..? Story inside. **BACK COVER: ABOVE:** Bruce McLaren's 1961 outside bonnet lock E-type, chassis #850015, at this year's London Concours. **BELOW:** Elegance personified. And a very elegant 1936 Riley Sprite, at the Fuori Concorso in Italy..

Disclaimer: The opinions expressed in this picaresque* publication are largely those of the Editor, who is known to show bias. It is a tale told by an idiot, full of sound and fury, signifying nothing. Only the facts have been changed to make it interesting.

*look it up, like I did...



EDITORIAL



I recently received an excellent copy of a book, published in 1990, that I had not seen before: *"Vintage Racing British Sports Cars"* by Terry Jackson. It was passed on to me by Graham Hallen (thanks, Graham), and the first two words of the title immediately identify the book as American. The traditional English definition of the word 'Vintage' as it applies to cars, means 'pre-1930'. In the U.S., vintage means pretty much anything more than five years old...

Stirling Moss wrote the foreword for the book, and says: *"The author has done much research, picked the brains of hundreds of people, and gleaned an enormous amount of hard-earned expertise. I thought I had quite a few answers, but I must admit that it taught me quite a bit! This is a book you can learn from and enjoy."*

The author bravely includes the following dedication: *"To Marjie, whose understanding and indulgence of my obsession with fast automobiles never ceases to amaze me. It must be love."*

Early on in the book he asks, *"Why British Sports Cars?"* He makes a brave attempt to answer his own question, responding as follows: *"The question was put to a longtime vintage racer: Why race a British sports car? The racer thought for a few moments, distracted as a pack of small-bore cars screamed by on the race track, and then replied with a question of his own: 'Is there really any other kind of sports car?'"*

"Is there any other kind, indeed. Great Britain, and England in particular, is arguably the cradle of the sports car. A few American soldiers returning home from England after World War II brought some examples of Britain's car craftsmanship and a nationwide craze began."

"Other countries, such as Italy and Germany, have produced legendary sports cars. However, while Italy has had at most five major sports car manufacturers and Germany has had only one, England has had nearly a dozen."

"After eliminating Porsche, Ferrari, Lamborghini, Maserati, Fiat and Alfa Romeo, what's left from the Old World are cars such as Jaguar, MG, Triumph, Austin-Healey, Lotus, Aston



Martin, Morgan, AC, Cooper, Sunbeam and Bentley. Most of those manufacturers produced entire lines of sports cars, making Britain's dominance of the field even stronger.

"The charm of British sports cars that captivated the world lies in the fact that they are just plain fun to drive, whether it's on the road or on the track. Christopher Lawrence, who raced factory Morgans in the 1950s and 1960s, believes that British cars play to the senses more than other cars. "The things talk to you and feed back everything that's happening. You get every bump, every drop of water goes down your back in the rain, and some people like that. It's real motoring."

"Dewey Dellinger says that the appeal of British cars is rooted in what he calls their 'romance'.

"British cars handle, go fast, and they have 'romance', he says. 'Romance is wind in the face, oil on the windscreen, a big steering wheel, wire wheels and the illusion of speed. They look like they are going fast and in reality they are going fast.'"

"John Lewis, a Sonoma, California real estate broker who races an AC Bristol, believes that British cars are what sports car racing is all about. "For me, it exemplifies what racing in the 1950s and '60s was all about," Lewis says. "You put the windshield on and drove the car to the track. Then you took the windshield off, changed the settings on the carburetors and you raced it. When it was over, you packed up and drove the car home."

The author continues: "While Porsches and Ferraris are formidable players in vintage racing, cars that began life in the British Isles dominate the grid at most vintage events. At races on the East Coast, where the English sports car craze began more than 40 years ago, it is not unusual to see entire grids made up with only one make of car, such as T-series MG.



Entire grids made up with only one make of car, in this case Triumph. A superb shot by Kobus Reynecke at the Goodwood Revival a couple of years ago.

"In a lot of respects Britain is the country that brought sports cars to the United States," says Dellinger. "England also has a tremendous racing history, given the number of venues and events they put on each year. So there have also been more English race cars."

"In terms of sheer numbers, there were a lot of vintage British sports cars produced. Austin-Healey produced more than 73,000 cars, from the 100-4 through the 3000, and more than 110,000 Sprites. MG assembled more than 100,000 MGAs, more than 61,000 Midgets



and more than 180,000 pre-1968 MGBs. Even some cars now considered relatively rare, such as the Sunbeam Alpine, were produced by the tens of thousands. The majority of these cars were exported to the United States."

Jackson continues: "This is vintage racing, and it's not racing as most people know it. The competition is keen, but not cutthroat. The cars are fast, but there's not a no-holds-barred search for speed. The drivers want to race, but there is little concern over who finishes first. There's satisfaction, but no glory.

"It's a form of racing that's attracting thousands of spectators every year, and hundreds of new participants who once only dreamed of being race drivers. It's a sport that's characterised by camaraderie and, uppermost, a love of old sports and racing cars.



British cars? Vintage Racing? Not quite, but typical of the Allcomers class in this country many years ago. The class used to encompass beasts like these; here the mighty Zephyr Corvette, chases the original Morrari at Pukekohe. The Zephyr was built by Rod Coppins, and fitted with the 323ci Corvette engine from the Tec Mec. The Morrari was the remains of the Ferrari 'Super Squalo' raced in NZ by Peter Whitehead and Tom Clark. The Ferrari engine was removed and sold to Len Southward. Garth Souness acquired the Ferrari chassis, still with its original wire wheels. It was fitted with a 327ci Chevy V8, and clothed with a low-light Morris Minor body. Amazingly, it fitted, and became a crowd favourite. Over time, it was modified extensively, gaining disc brakes, wide steel wheels and tyres, with crude flares. Allcomers were finally, sadly, legislated out of existence at the end of the 1966/67 season.

"The cars are the stars, and that's how it should be," says Gil Nickel, who races several vintage cars on the West Coast. The stars range from wildly expensive Ferraris to budget-minded MGs. A recent race at Sears Point saw among the entries two 1957 Ferrari Testarossas, a rare Aston-Martin DB3S and a C-Type Jaguar. Those cars were fender to fender in the paddock with a brace of Morgans, Austin-Healey Sprites and Triumph TR3s.



"Almost all vintage race cars are fully restored and pristine. They are raced as they came off the showroom floor scores of years ago. Unlike modern race cars, there are no spoilers, fender flares, fat tyres or ground effects. Since winning is not paramount, the cars can come as they were when they were created.

"The drivers are ordinary people who just love the cars they race. A typical race grid will be made up of doctors, lawyers, property managers, accountants, script writers, teachers, real estate developers, mechanics and salesmen. They all love to go fast in machinery they coveted as kids. For most, racing was once a fantasy they thought they could never attain. Now, thanks to the affordability of vintage racing, they can fulfil that dream."

Ed: I got into Historic Racing 'cos it was a sport I could do sitting down...



More New Zealand history, and another British car. Someone sent me this picture and, sadly, I didn't record the details. I vaguely recall the driver being Ted Bush, racing his early Morgan. If it is Ted, this Morgan is not the same car that Marsden Robinson has now owned for many years, but another even earlier Ted Bush Morgan.

LOY 500

During the 1950s, a demand grew in the UK for uncomplicated, lightweight sports cars, suitable for amateur club racing. This led to the rise of a number of 'back-yard specials' being created. Some of these fledgling 'one-man and his dog' operations managed to evolve into respected automotive companies, such as Lotus.

One of the most capable engineers in this field was amateur racer John Tojeiro. 'Toj' was born in Estoril, Portugal, the son of a Portuguese father and English mother. The young John was brought to England in 1924 after the death of his father. Following service as an engineer in the Fleet Air Arm during World War II, he made his name in automotive engineering.

When Toj decided to build a car for himself, it was based around a simple twin-tube chassis with double-wishbone and transverse leaf suspension. Working in a small shed behind his accident repair shop, word of his project got out and an offer was made to buy the car before it was finished. The car and its new owner competed during the 1952 season with impressive results.



The Cliff Davis car, shot by the Editor at the Goodwood Revival in 2001.



Suddenly there was a demand for more Tojeiro-built race cars, which kept John so busy he was unable to find time to go racing himself. He was soon approached by a noted club racer, Cliff Davis, who ordered a chassis that would accept a 2-litre straight six BMW-based Bristol engine. The bodywork was constructed by Davis to resemble a Ferrari 166 MM Barchetta. He registered the car as 'LOY 500', and the car and driver pairing dominated the 2-litre class during 1953, often giving larger-engined cars serious concerns. John Tojeiro gave the credit to Cliff Davis, but others thought differently. The Thames Ditton company, AC Cars Ltd, were building saloon cars, but were on the lookout for a sports car to expand the business.

The management approached Tojeiro with a bid to purchase the rights to the Tojeiro-Bristol, offering to pay Tojeiro a small commission on each car sold.



TPL 792 is the prototype AC Ace, built by Tojeiro for AC Cars.

At the end of 1953, AC Cars unveiled the prototype AC Ace, which looked identical to the Tojeiro. A subtle redesign during the winter smoothed out the bodywork, making it sleeker and more graceful, so that the first production Ace looked a little less like a Ferrari Barchetta. The new AC Ace became available with a variety of engines, including the Bristol 2-litre straight six. The car's success and adaptability eventually led to V8-powered versions, which evolved into the AC Cobra. But LOY 500 is where it all began.

LOY 500 remains active in Historic Racing today. We first saw the car at the Goodwood Revival in 2001, still painted red, still with its original Cooper-style alloy wheels.

Toj was best known as a chassis engineer, and he produced a long line of successful racing cars, most famously in conjunction with the Ecurie Ecosse team, using engines supplied by Jaguar, Buick, Bristol, and Climax, among many others. The 1962 Ecurie Ecosse Tojeiro EE (for Ecurie Ecosse) was one of the first sports racing cars to use a mid-engine layout. This enhanced handling and traction, pre-dating the Lola Mk 6, which in turn led to the Ford GT40. A Buick V8-powered version of the Tojeiro EE raced at the Goodwood Revival last year,



driven by Johnny Herbert. A photo of this car appeared on the back cover of the Spring 2023 edition of Bespoke. It appears that just two of these good-looking cars were built.

So, where does our cover car fit in? It is definitely a Tojeiro, but it differs from LOY 500 in many details. The Cliff Davis car has a swage line formed in the bodywork, running horizontally from the top of the front wheel arch to the rear. It has two normal aftermarket wing mirrors, not aerodynamic 'Speedshop' ones, and another mirror mounted in the centre of the dashboard. It has a full-width Perspex windscreen. There are two badges, one mounted high on the nose cone, just in front of the bonnet opening and another on the bonnet itself. The bonnet has two securing studs, plus a leather safety strap, and a large circular vent near the rear. The wheels are cast alloy, looking very like Cooper wheels from the period.



LOY 500, seen here at Donington Park in 2008. The alloy wheels are clearly visible in this shot but the left side wing mirror seen on Page 6 has been removed.

The prototype AC Ace (TPL 792) looks very similar in shape, but does not appear to have the swage line in the bodywork. It also has three rear view mirrors, but they are the spun alloy 'Raydot' competition type, and the windscreen is in front of the driver only. This car has a single badge, mounted lower on the nose, just behind the grille opening. It also has two additional pop-up bonnet studs on the front of the bonnet, and competition wire wheels. Our cover car appears to have just a single Raydot rear view mirror mounted on the passenger's side, plus another mounted on the centre of the dashboard. It has a full width windscreen, no swage line, and has a flip-top fuel filler sticking up on the boot lid. There are two bonnet studs only, and the badge is mounted low on the nose cone, just above the grille. So, yet another Tojeiro, possibly an MG-powered example? My research has been inconclusive on this matter...





The AC Ace prototype, TPL 792, in more recent times, a race car no longer.

Another very sleek Tojeiro sports-racing car fitted with a 3.4-litre Jaguar D-type engine was imported into New Zealand in the late fifties by Frank Cantwell. He won the sports car race in Dunedin with it, but later rolled the car at Teretonga. It was rebuilt with a 3.8-litre engine, and he won the sports car race at Wigram in 1959. It passed through various owners, but has now returned overseas.



The ex-New Zealand Frank Cantwell Tojeiro Jaguar, now back in the UK.



The Top Gear

Tunnel Run

The following story comes from Top Gear's writers, which might help explain its "Gung-Ho" writing style...

"NIMBY". It's an acronym: Not In My Back Yard. Five letters that combine to create a controversial label for a person who openly opposes infrastructure developments in their area. But if it wasn't for a bit of Victorian Nimbyism, we wouldn't have an epic new YouTube series: Top Gear Tunnel Run.

It's a seven part celebration of the old school sounds of combustion, presented by Becky Evans, and coming to a screen near you. But if it wasn't for some bloke called Henry Attenborough being a Nimby, The Stig wouldn't have been able to be let loose in the world's loudest, lairiest machines for you and your ears' benefit.

Which means you wouldn't know what a Group B Rally car, screaming V12 track-only hypercar, twin-supercharged vintage Formula One car, a NASCAR racer and many other mad, multi-cylindereed machines sound like at flat chat through an incredibly confined space. And, trust me, that's worth a watch. And possibly a new pair of headphones.

But it was all made possible because of one mind-blowing location: a really, really long (we're talking nearly two miles), really, really dark and frightfully eerie railway tunnel buried deep in



Construction work on the original tunnel in 1895.

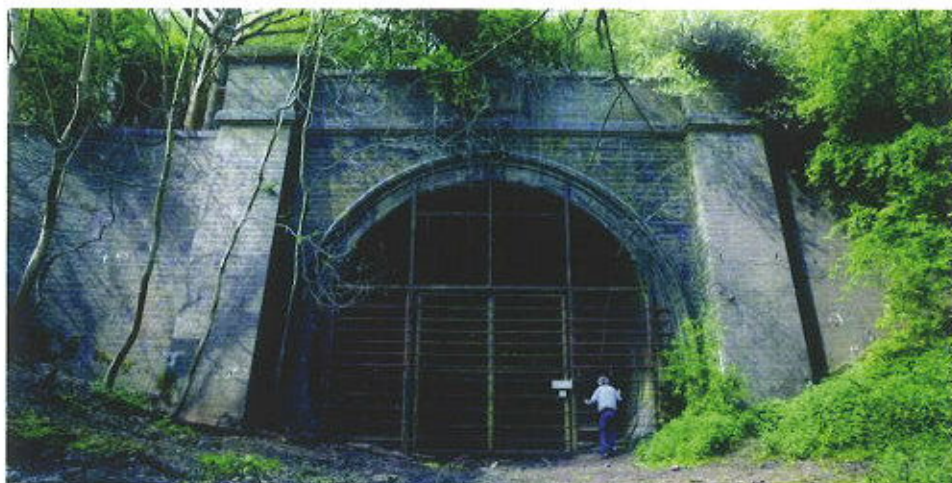


the heart of Northamptonshire. And at this point, we need to rewind back to old Henry Attenborough, and a time when people used to ride penny farthings and put children up chimneys.

See, back in the 19th century, Henry was the owner of the Catesby estate. And when these newfangled things called 'trains' came along, he objected to the "unsightly" chuffing steam machines as they spoiled the view from his stately home. So, he decided to bury them.

Taking the old adage of *"out of sight, out of mind"* to a whole new level, in 1895, Henry demanded that 230,000m³ of hillside was bored out of his land, so 30 million blue-hued bricks could be laid, by hand, in order to construct a perfectly straight 2,700m long tunnel. Catesby tunnel.

For nearly 70 years, trains ran through Catesby tunnel, connecting the industrial powerhouses of Manchester and Sheffield to the heart of London. But it was abandoned in 1966, falling silent for over half a century, until recently, when it got a multimillion-pound makeover.



Inspecting the long abandoned tunnel.

What kind of makeover? Well, you're probably familiar with the concept of wind tunnels. They have become vital tools for the development of both racecars and road cars, either to make cars more slippery or sticky through air management. Traditionally, they work by air being sucked or blown over a static car (or even a scale model on an artificial rolling road) so people in oversized lab coats can scratch their oversized foreheads and take measurements about aero efficiency.

Unsurprisingly, wind tunnels are hugely expensive to both build and operate. But there's a simpler solution: flipping that whole idea on its head. That's what the CFD and aero guru TotalSim has done, Bottom of Form inspired by Chip Ganassi Racing, the US race team. Ganassi converted Laurel Hill tunnel in Pennsylvania for aerodynamic testing back in 2004. The team at TotalSim thought it would do the same in the UK.





Converting the original railway line into a perfect road surface.

So it bought Catesby, cleared mountains of aged pigeon poo, drained the flood water, strip lit one side (which is easier on drivers' peripheral vision at high speeds), lined the roof (to help reduce drips from the damp brickwork and 70 years of soot), and poured two miles of tarmac in one continuous flow, with no joins, using the same people who just resurfaced Silverstone to make the perfect road. One that's completely flat, with no bump bigger than half a millimetre.



Thanks to TotalSim, Catesby tunnel is now the ultimate wind tunnel, because it's not a wind tunnel. It's just a sealed off hole with a turntable at each end so cars can run constantly and confidentially. There's no wind, no rain, no weather at all. Just a constant 10°C, day or night. Perfect conditions for 24/7 testing as things are a lot more consistent, accurate and reliable. It's already forged a reputation as a world class, state of the art, subterranean test centre, used by carmakers and racing teams from around the world to develop everything from aero to acoustics.





However, there are significant differences between Chip Ganassi's Laurel Hill tunnel and Catesby. First, at 2,740m, Catesby is twice as long. To give you a sense of scale, a car can travel at 100mph for 40 seconds through it. And while Laurel Hill is a private test facility, anyone can book Catesby. This got us thinking - how fast can you go down it? How much noise can you make? And has anyone seen the corporate credit card?

"Anything is possible as long as there's a suitable risk assessment in place," the email from



the people at Catesby read. That's when our minds really started frothing, as there's no better feeling than cracking a window, dropping a few gears and blasting through a tunnel. But being buried some nine metres below the surface and with no speed cameras, Catesby is the ultimate extension of that idea; you can make as much noise and go as fast as you like.

With this info, we hit the phones to gather a band of rockstar cars that go all the way up to 11. Because, as sensible, silent EVs take over, the future of cars might be AC/DC, but it's hardly rock and roll. Whereas an Aston Martin Valkyrie AMR PRO, Lambo Huracain STO, Audi Group B S1 E2, NASCAR Dodge, Merc S600 (that sounds like a V12 F1 car), Caterham 620R and BRM V16 are noisy. Really noisy.



The Stig setting off along the tunnel in the V16 BRM. Watch it on YouTube..

They're also rather fast and quite a handful. Especially in the dark. Getting a driver for the new YouTube series was the simplest part of many complicated logistics. That's because The Stig isn't affected by low light, isn't fazed by speed and has no eardrums to perforate.

Best of all, we wanted to put you in the passenger seat, so we got some fancy tech to create the most engaging video experience possible. And that's thanks to 'Mike', the anthropomorphic binaural microphone.

Inside Mike's ears are two receivers, which record sound just like our human ears, in 3D. And he's shaped like a head to mimic how sound travels into and around our heads. So, when you play it back, you hear what Mike hears. As if you're actually there, listening with your very own lugholes. It isn't just surround sound; it's sonic sorcery.

Now imagine what it sounds like when we put Mike in the passenger seat, to bring that tunnel run magic straight into your ears. That's what we've done. It's the sound of the underground. And it's going to get loud. So, clean your ears out, watch the Top Gear Tunnel Run on YouTube.



Schnellsportwagen



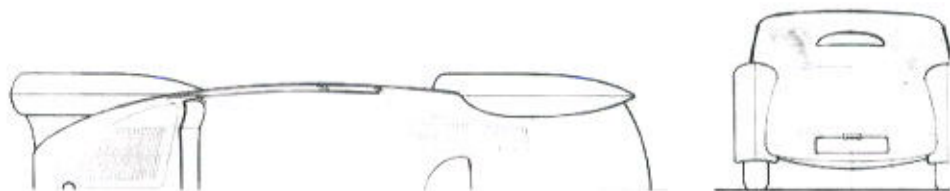
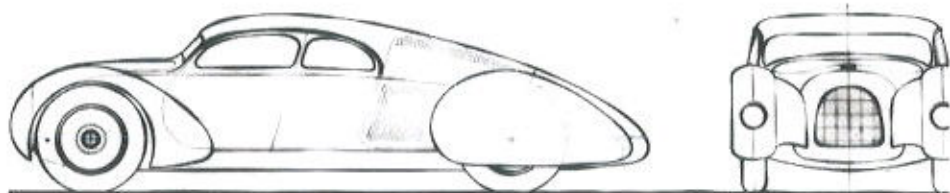
In the 1930s, Audi predecessor Auto Union designed a 16-cylinder sports sedan, but never built it. Ninety years later, it finally made its public debut at the 2024 Goodwood Festival of Speed. The Auto Union Type 52, also known as the Schnellsportwagen, was intended to be a high-performance road car from the firm, which was formed in 1932 from the merger of Audi, DKW, Horch, and Wanderer. It originated Audi's four-ring logo, which represented the four component brands.



Along with Mercedes-Benz, Auto Union dominated (pre-Formula 1) grand prix racing in the 1930s. The two German automakers swept the competition aside with their Silver Arrows, so named because they raced with bare metal bodywork to save weight. History shows that the success of the Silver Arrows was a propaganda coup for the Nazi regime, which came to power around the same time, but that it didn't translate to road cars.

Things could have been different, though. The Porsche design office (Ferdinand Porsche collaborated with Auto Union before starting his own car company after World War II) began sketching the Type 33 in late 1933 with the intention of selling it to customers for long-distance road car races like the Mille Miglia, or endurance races like the 24 Hours of Le Mans. A prototype was planned, but the project was abandoned in 1935.





That deprived the world of a truly radical machine. Underneath the sedan body, the Type 52 features a mid-mounted supercharged V-16 from an Auto Union Type A race car. Displacing 4.3 litres, the engine was intended to run lower compression (in order to use regular gasoline) and less boost than the racing version, but still would have propelled the Type 52 to a top speed of 124 mph, Audi estimates.

The design specified a 5-speed transmission also taken from the race car, but that car's transverse leaf springs and friction dampers were replaced with longitudinal torsion spring suspension and hydraulic dampers.

Audi commissioned U.K. firm Crosthwaite & Gardner, which also maintains the automaker's historic fleet of Silver Arrow race cars, to build the modern replica. Some changes were



The painstakingly-created wooden buck on which the new body panels were formed. You may also be able to see the large scale outline drawing on the wall behind.



made, including swapping in a 6.0-litre supercharged V-16 from the 1936 Auto Union Type C race car, and running it on a mix of 50% methanol, 40% super unleaded gasoline, and 10% toluene. That boosts output from the original 197 hp to 512 hp.

Audi also specified a longer wheelbase, which turned out to be necessary for the drivetrain and suspension. The finished car is over 16 feet long, but has space for three people (the driver sits in the middle, McLaren F1-style), two spare tires, and luggage within its streamlined form. It was driven at Goodwood by nine-time Le Mans 24 Hours winner Tom Kristensen and racing veteran Hans-Joachim Stuck, whose father Hans Stuck drove Auto Union grand prix cars in the 1930s.



Hans-Joachim Stuck and Tom Kristensen with the Auto Union Type 52 Schnellsportwagen. It would be hard to describe it as a thing of beauty...

Audi has unveiled the Type 52 'Schnellsportwagen' at the Goodwood Festival of Speed, a GT racer that has foundations in the 1930s 'Silver Arrows' era but which was never built. Until now.

The name translates as 'fast sports car', which it undoubtedly would have been, given that it is a three-seat mid-engined fastback bred from the Auto Union racing cars of the era, drawn up originally by none other than Ferdinand Porsche to be powered by a 200bhp version of the Auto Union Type A's 4.4-litre V16 engine. The Type A, of course, was driven to a speed record by Hans Stuck on Berlin's Avus circuit in 1934.

Sadly, the Type 52 was not built in period. There had been plans for it to be sold to



customers for road-racing in events such as the Mille Miglia or at Le Mans, but although a test car was planned, the project didn't proceed beyond the drawing board, and it foundered in 1935.

Now, nearly 90 years on, the car has finally been completed following a painstaking and analytical construction process over the past decade, by Audi Tradition in conjunction with British Historic racing car specialist Crosthwaite & Gardiner. The latter, of course, is already renowned for its recreations of Auto Union Silver Arrows racers for Audi's own collection, which the Type 52 joins.



The project began with surviving documents, plans and design sketches, which included the outlines of the sleek and stunning streamliner coachwork and suggested a ladder-frame chassis and torsion-bar suspension with hydraulic dampers. While a wheelbase of 3.0m was apparent in the sketches, it became evident that a stretch to 3.3m was necessary in order to fit the front suspension, engine, steering and transmission, as well as a central driving position with two passengers set slightly aft, one on each side.

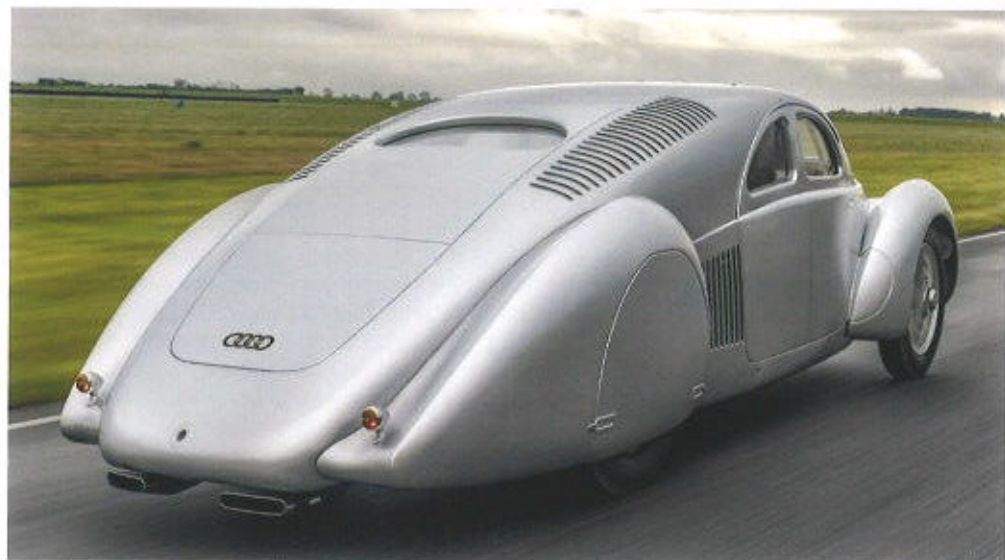
There are wire wheels and drum brakes, as per the Type A, the 29-gallon fuel tank is located under the seats in order to optimise weight distribution whether it's full or empty, and the interior is inspired by the Grand Prix racers – only with suitably luxurious appointments such as a wooden dash as per the luxurious Horch road cars of that era, a marque that had become part of Auto Union AG in 1932. Perhaps not surprisingly, it is finished in the same silver hue as the Grand Prix cars.

A further development is the fitment of an engine to Type C specification, a supercharged 6.0-litre V16 that runs on methanol to produce a maximum output of 520PS at 4500rpm.



Racing driver Hans-Joachim Stuck, himself a Formula 1, Le Mans and Touring Car veteran, and the son of Silver Arrows racer Hans Stuck, demonstrated the Type 52 on the Goodwood hillclimb. *"The Schnellsportwagen is simply breathtaking,"* he said. *"Its engine is incredibly sonorous, like the sound of an orchestra. And the design will practically blow you away – it's genius!"*

Stefan Trauf, head of Audi Tradition, added: *"For me, it is an absolute dream car. In its day, unfortunately, it remained only a dream – one that we are now able to bring to life."*

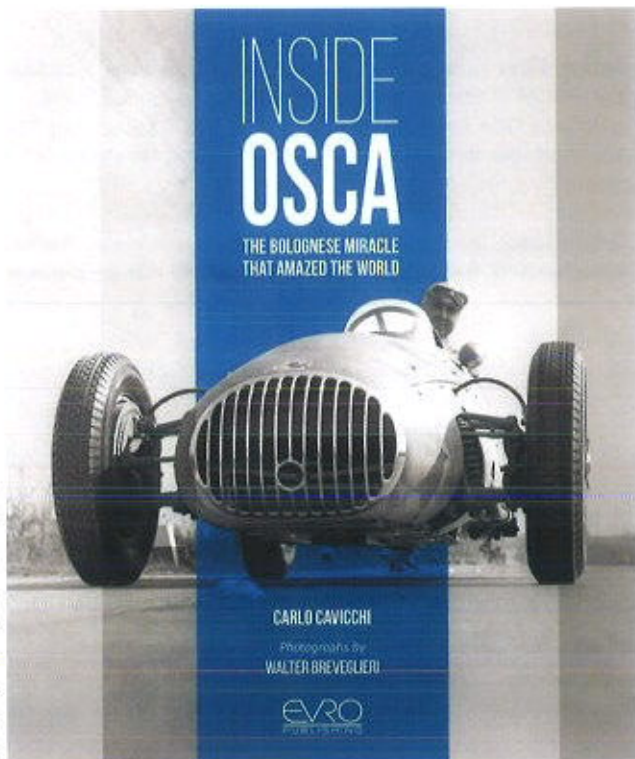


Book Review:

INSIDE OSCA. The Bolognese Miracle That Amazed The World.

Carlo Cavicchi (text) and Water Breveglieri (photos). Published 2024 by Evro Publishing. ISBN 978-1-910505-91-5. £60.

In a way, this nicely produced large format 272-page hardback really is two books in one. There's plenty of text, from an overview of the history of OSCA to the fascinating reminiscences of three key people from the company's history. And there are around 220 b&w photos from Sr. Breveglieri's camera: shots of drivers & team members as well as production and competition cars, on track and behind the scenes.



Neither your humble reviewer nor the esteemed editor are aware of any OSCAs making their way to New Zealand. But it is a marque that deserves the sort of recognition that a book of this quality provides. Formed by the three remaining Maserati brothers (Bindo, Ernesto and Ettore) in 1947, the company always had limited resources at its disposal but knew how to make best use of them, as becomes clear in the book.

Surely the most famous – and unlikely – OSCA race win was Sebring in 1954 when Stirling Moss shared an MT4 with Bill Lloyd and won the race. Fifty years later, Moss said it was “one of the nicest cars I ever raced”, but noted that his only reward for the victory was in having his expenses reimbursed! Indeed, OSCA successes came primarily in sports-racing cars rather than monopostos, and they tended to be fighting for 1.1 and 1.5-litre class honours, rather than outright victories. However, a small number of GP cars were constructed – a 4.5-litre V-12 OSCA engine in a Maserati chassis for Bira, a few 6-cylinder cars for the 2.5 litre formula and a handful of Formula Juniors.

Although plenty of OSCAs raced in the USA in the mid-1950s, the bulk of the photos were taken at the factory or around Italy where OSCAs raced in the classics such as the Mille Miglia and Targa Florio (or on tight street circuits and lengthy hillclimbs. One of the few exceptions is the Cuban Grand Prix, which features in the book because photographer Breveglieri was



racing there in 1960.

Giulio Cabianca apparently was the driver who achieved the largest number of successes for OSCA, but many other top international and Italian drivers also raced the products of the Bologna factory. So, we see the likes of Ludovico Scarfiotti, Eugenio Castellotti, Bruno Venezian, Roberto Sgorbati and Colin Davis at the wheel.

And the road cars are not overlooked. Bodied by the likes of Michelotti, Fissore and Zagato, the factory produced elegant small coupés and convertibles.

On the recollections side, Messrs Fantuzzi, Avoni and Rizzoli were three long-standing OSCA employees or associates who provide an absolute fund of memories. Kudos also for the very good translation of the text from the original Italian. Whether working directly with the brothers, supporting clients, building & testing engines, accompanying the cars to events, or dealing with the tragedies that all-too-often were part of racing in those days, their memories (plus the excellent photos) give life to this enjoyable book.

Review by Mark Holman

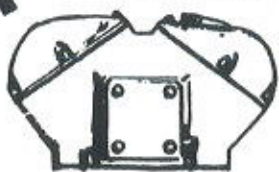


Oscas might be rare, but this is not the way to breed more of them. Formula Juniors accidentally copulating at Teretonga last year. They both spun on someone else's oil. #36 is John Rapley's Brabham replica - John is still pinned in the car with petrol pouring over him.

#24 is Kevin Anderson's Cooper T52 - he is in the white helmet the far side of the cars, helping with lifting his car. The driver in the black helmet is Martin McHugh (Lotus 20/22) who unfortunately badly tore a bicep while lifting the Cooper off John. Incredibly, the Marshals had to stand by, as they ridiculously had to wait for "clearance" before they could move to assist. Madness in such an obviously dangerous situation.



CAM CHATTER



#####

Lotus 12 Chassis No. 353 – The History Peter R Hill

The story on the Lotus 12 no. 353 in Bespoke Winter 2024 caused me to go to my shelves and find Mike Bennett's book on the history of no. 353. I had forgotten what an interesting book this is. Mike was the long-term owner and restorer of 353 prior to its recent sale at Bonhams' Monaco auction.



Peter Hill's newly acquired Lotus Elan in Mike Bennet's Adelaide driveway, with his Lotus 12.



I was fortunate to be able to visit Mike at his Adelaide home back in 2006. We had flown to that fair city to pick-up the Lotus Elan M100 that I had purchased from the Lotus dealer there, after Mike had kindly checked it out for me. Before starting our trip back to Melbourne, we stopped off at Mike and Gene's house, and there in the driveway was the Lotus 12 (below, left). I seem to recall that I gave him a hand to push this precious car into his trailer, possibly to be taken to the National Motor Museum at Birdwood for display. I suspect that I acquired my copy of Mike's book on that day. I don't know how many he produced, but I have No. 75.

I found so much to re-read in Mike's book. It's much more than just a history of chassis no. 353. He did a mountain of research which resulted in stories of owners and drivers of this car, including Graham Hill, Frank Gardner, Maria Theresa de Filippis, Bruce Halford, David Conlon, Gary Bergman and David Holyoake. Mike has also reproduced the article *Willie Would Know* which is a Thoroughbred & Classic Cars story from 1989 about Lotus mechanic Willie Griffiths.

Then there's the correspondence. No casual emails here, rather, delightfully formal letters, both hand-written and typed, from the likes of Motor Sport's Bill Boddy, Frank Gardner, Lotus employee Merv Therriault. Mike was involved in Jenks' famous Christmas Day adventure in the 12, driver Bruce Halford, and previous owners David Conlon and Gary Bergman.

The Jenk's adventure referred to above occurred on Christmas Day 1957. Motor Sport magazine's Continental Correspondent, Denis Jenkinson, hatched a plan to drive a single-seater racing car around his favourite 120-mile loop through the English counties of Hampshire and Wiltshire. A Vanwall was considered, but Tony Vandervell didn't fancy a court appearance if Jenks got caught. A 250F Maserati was also mentioned but wouldn't be in England when required, so Colin Chapman was approached. Chapman thought the idea was a lark and delivered a Lotus 12, no. 353 to Jenks. In his Motor Sport story of February 1958 Jenks reported what a wonderful time he enjoyed while the rest of Hampshire's population, including its constabulary, was tucking into Christmas turkey. Sadly, Jenks never completed his loop. A driveshaft broke. He swerved into the driveway of a private home and interrupted the family's Christmas lunch to use their telephone to summon help.

Regarding the car's chassis construction, the book contains a copy of a Lotus Engineering specification sheet which states: *"FRAME: Following established Lotus practice, the frame of the F2 Lotus is a welded multitubular structure. The lower main longitudinals are 20-gauge 1-in square steel tubes and the upper main longitudinals are 1-in diameter steel tubes of the same gauge. The bracing members are 20-gauge steel tubes of ¾ inch diameter."*

Another delight in the book is a series of photos of previous owners and others associated with no. 353, either reunited with the car following Mike's restoration or with Mike when he visited them during his research.

So, thanks John for prompting me to once again enjoy Mike Bennett's entertaining book.

Ed: The story of Jenks' drive in the Lotus 12 on the county roads of Hampshire and Wiltshire was published in the February 1958 issue of MotorSport magazine. The broken driveshaft was not mentioned at all...



#####

Not content with sitting on the sidelines, 2009 FIA Formula 1 World Champion Jenson Button returns to the Rolex Monterey Motorsports Reunion Aug. 14-17, to race his 1952 Jaguar C-Type, bought new by five-times Formula One world champion Juan Manuel Fangio.

"I love racing, it doesn't matter in what form," said Button. "I've raced everything from F1 cars to Trophy Trucks in the desert. What I love about historic racing is how mechanical the cars are, you feel at one with it, and you have to treat it with respect. I've only raced my C-Type at Goodwood so far, so I can't wait to add Laguna Seca to that short list of historic racetracks."

Button says, *"The Rolex Reunion is such a special event celebrating beautiful machinery and catching up with good friends. I look forward to it."*



According to John Narigi, president of WeatherTech Raceway Laguna Seca, Button's participation in the Rolex Monterey Motorsports Reunion adds to the spectacle of the gathering. *"Mr. Button visited last year to enjoy the racing, and we are very excited to see him hustle his storied Jaguar C-Type around the track and down the Corkscrew,"* he said. *"Our guests will enjoy meeting the former world champion."*

From his debut at the 2000 Australian Grand Prix to his last race at the 2017 Monaco Grand Prix, Jenson Button's F1 career was filled with success: 15 Grand Prix victories, 50 podiums, and the ultimate prize of world drivers' champion in 2009. The British driver is now applying his skills to endurance and classic races. In 2023, he participated in three NASCAR races and started the centenary edition of the 24 Hours of Le Mans in a NASCAR entry.

Button brings his very historic Jaguar C-Type, oozing with patina. Sold to its first owner, Fangio, in 1952, this C-Type, chassis number XKC 018, was soon after shipped to Argentina where it was sold on to José Millet. From there Millet campaigned the car extensively at events throughout the 1950s in South America including the 1955 and 1956 1000km of Buenos Aires. The bronze colour is original to this car.



More than 400 historic and period-correct race cars will compete in 13 classes at the Rolex Monterey Motorsports Reunion, which celebrates the 50th anniversary of historic racing in Monterey. The racing will be supplemented by an incredible anniversary display that showcases the past featured marques, making it a once-in-a-lifetime exhibition.

Ed: It appears that Fangio may never have raced, or perhaps even driven this C-type. It was certainly bought new in his name, from the Jaguar agent in Belgium. It was shipped directly out to Argentina to the Jaguar agents, who sold it to José Millet. The importation of complete cars into Argentina was prohibited from 1948 onwards. Local agencies were reduced to being parts departments, until they could arrange either local assembly or local manufacture. But if you knew someone in a position to issue an exemption, you could get one. It helped if you were not seeking the exemption for a road car. Millet raced the C-type in numerous races from 1952 to 1956. Subsequent owners included Jorge Magnasco (1956), and Ernesto Tornquist through to the 60s. Roberto Flamini bought it from Tornquist and was the guy who broke down the car to begin restoration. He could not finish the job, and finally sold it to Luis Carusso McCormack. In the 1980s, it was rediscovered, still in South America, still with its original SU carburetors, drum brakes, matching-numbers body panels and engine, and the early production rear suspension arrangement. It was brought to the US by Bill Tracy, where it was restored and shown at the Pebble Beach Concours d'Elegance.



The only Jaguar C-type with a New Zealand history was XKC 039, which was bought new by Peter Whitehead, who raced it in England and Europe. He brought it to Australia for the Mt Druitt 24 Hours race in February 1954, sharing with Tony Gaze and Alf Barrett. The C-type retired with rear axle location problems after 282 laps, while Gaze was driving. All starters finished the race, as the retired cars were allowed to rejoin to cross the finish line at the end of the 24 hours. The race was won by Geordie Anderson, Chas Swinburne and Bill Pitt, driving a Jaguar XK120 FHC, completing 573 laps. The C-type was bought by Jack Tutton, who brought it to New Zealand. He raced it in many events until early 1957. It passed through various owners including David Young, seen above, competing at Waimate in 1960. In 1966 it was bought by the Archibald brothers, Ian & Ray, the South Island Jaguar distributors, for show and Historic Racing. More recently, around 1988, the car was returned to England.



#####

Here's an interesting piece 'borrowed' from a recent issue of the TR Register's magazine "Transmission".

MODERN OIL IS KILLING OUR CARS

After talking to editor Dave North at the recent Nats in Alex, we decided that a short article on the correct engine oil for our TR motors would be beneficial, so here we go. In short, modern engine oils are killing our car's motors.

The problem was first identified by classic Porsche owners in the US around 2006, in part because their air-cooled engines are harder on engine oils than ordinary water cooled engines. It initially raised its ugly head with extremely rapid wear failure of 'Flat Tappet Camshafts' and followers. Owners of other 'classic' cars of many makes (ours included) soon experienced similar problems. This problem is well described in an excellent article by Keith Ansell of 'Foreign Parts Positively' in the Columbia Gorge MGA club magazine 2007.



A great action shot from the Spa Classic a couple of years ago. Mike Sexton hustles the Alfa GTA through the glorious Eau Rouge corner, barely ahead of a Ferrari 250GT SWB.

"The problem is that reduction of zinc dithiophosphate (ZDDP) in modern oils supplied with API approval could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere."



The solution that Keith recommends is our cars need oils to API SN/CF OR EARLIER SPECIFICATION. Oils designed for modern motors with their emphasis on pollution control and increased economy via lighter oils are NOT SUITABLE.



Another gorgeous Alfa Romeo, this one a 1966 TZ2. Just twelve were made. Also competing at Spa-Francorchamps in the 6 Hour Classic, the reflections showing how wet it was.

His recommendation is that CASTROL GTX 20W-50 is still good for our cars after the initial break-in period. 10W-40, 10W-30 and other grades are NO GOOD. ABSOLUTELY NO GOOD is any oil (any brand) that is marked "Energy Conserving" in the API "Donut" on the bottle; these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all diesel-rated oils however are acceptable. The "Energy Conservation" trend was first led by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us.

If you look online at Castrol NZ's excellent website their recommendation for our motors (TR2-6), is indeed CASTROL GTX 20W-50, "suitable for use in automotive gasoline and diesel engines where the manufacturer recommends an API SN/CF or earlier specification 20W-50 lubricant . Premium quality base oils and anti-wear additives to help extend the life of your engine". Important API SN/CF or earlier specification!

F.Y.I An alternative I found is from the well-respected PENRITE company, who sell a wide range of lubricants suitable for our older cars. Their recommendation is CLASSIC LIGHT SAE 20W-60, "a premium mineral, high zinc, low detergent engine oil designed specifically for petrol and diesel fuelled vehicles manufactured between 1950 and 1989. It features a double layer of engine wear protection with high zinc and increased operating temperature viscosity over older style multigrade oils or where SAE 30 monograde oil was specified by the



manufacturer. It controls oil consumption and maintains oil pressure in older engines." Recommended for TR2, 4, 4A (1954-1967) TR5&6. Both of these oils are readily available throughout NZ at reasonable prices.

Explanation for the more technically minded readers:- "ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to 'Stand' the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in diesel engines. The second part of the equation is molybdenum disulfide (moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems, lack of this material reduces the effectiveness of the ZDDP. The percentage by weight is from .01% to .02% (not much, but necessary)."



You just have to remember to use the right oil for the right car...

Finally, another possible alternative that caught my eye is CASTROL EDGE 25W-50 with Fluid TITANIUM, a "race-bred oil specially formulated for modified engines, push-rod technology, street machines, big bore competition engines, naturally aspirated, supercharged or turbocharged."

"CASTROL EDGE 25W-50 provides outstanding wear protection in big bore street machines and competition engines. It is suitable for use where the manufacturer recommends an API SG/CD or earlier specification 25W-50 lubricant (note- API SG/CD is an earlier spec than SN/CF, not later). CASTROL EDGE 25W-50 is suitable for use in highly tuned large capacity street and race engines including; high performance and modified conventional V8s, inboard engined power and ski boats, big bore 4 stroke dry clutch motorcycles. Excellent protection for radical cam profiles, tappets and other highly stressed components." (I figure that if they recommend it for highly tuned large capacity street and race engines it should be more than adequate for our TR's, but you can make your own decision on that!)



DISCLAIMER: This information, including technical advice, is the views of the authors and does not necessarily reflect the views of the organisation. Application of this advice (and all advice in any technical articles) is entirely at your own risk.

In 1968, CASTROL GTX, the first multigrade oil with a 20W/50 viscosity rating was created. GTX has gone on to become the most famous motor oil of all time.

#####

While on the subject, this from "Dart Talk", the SP250 Club Newsletter:

CHANGING THE OIL, by Maurice O'Reilly.

In a world that is increasingly focusing on diversity and equality, I have given thought with regard to requesting my wife take a more active role in servicing 'our' SP250. Being a 'wife' as opposed to a 'partner', she is a fully signed up co-owner of the total estate. If I'm expected to unload the dishwasher on occasions, surely, she should take a more active role in the garage. However, this is a significant decision and one requiring careful analysis. Typical time and cost are the elements to be considered.

Oil Change instructions for Women:

1. Drive to a professional garage when the mileage reaches 5,000 miles since the last oil change.

2. Relax in the waiting room while enjoying a cup of coffee.

3. 15 minutes later, scan debit card and leave, driving a properly maintained vehicle.

Money spent: Oil Change, Coffee: Complementary

TOTAL: \$145.00. Time expended: 1 hour.



Multiple Daimler 250s at the Ellerslie Intermark Concours d'Elegance in February 2012.

Oil Change instructions for Men:

1. Drive to auto parts store and buy 5 litres of oil, filter, kitty litter, hand cleaner and a scented tree. Use my debit card for \$220.00.

2. Stop to buy a dozen bottles of beer, (debit card \$28), drive home.

3. To achieve the correct frame of mind, open a beer and drink it.

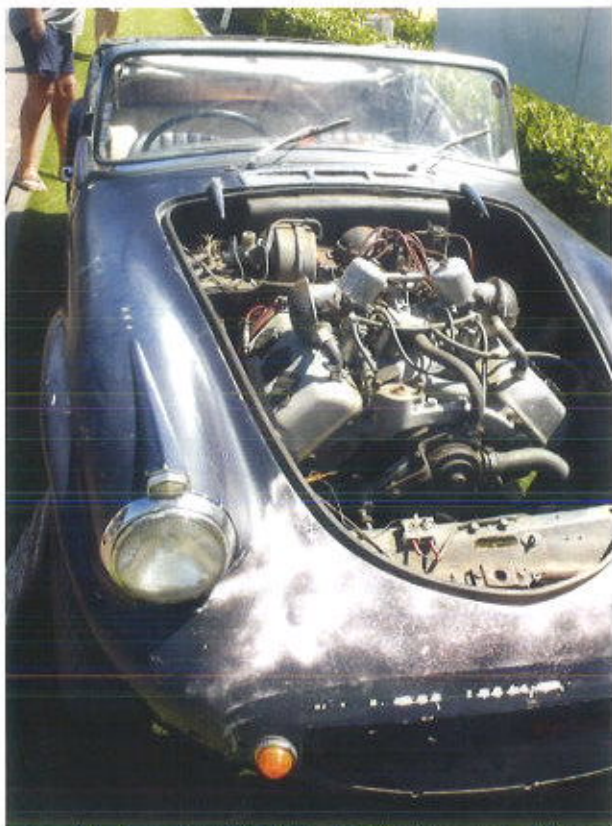
4. Jack SP250 up. Spend 30 minutes looking for jack stands.

5. In frustration, open another beer and drink it.

6. Place drain pan under engine.



7. Look for the correct spanner to remove the sump plug.
8. Give up and use crescent.
9. Drop drain plug in pan of hot oil - splash hot oil on myself in process. Swear.
10. Crawl out from under car to wipe hot oil off face and arms.
11. Throw kitty litter on spilled oil.
12. Have another beer while watching oil drain.
13. Spend 30 minutes looking for oil filter removal tool.
14. Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
15. Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter in the recycle bin to maintain my green image. Drink a beer.
16. Install new oil filter making sure to apply a thin coat of oil to gasket surface.
17. Start pouring fresh oil into the engine.
18. Remember drain plug from step 9. Burn fingers in hot oil. Pour some beer on the fingers - drink the remainder.
19. Observe with annoyance the fresh oil is now on the floor. Throw kitty litter on oil spill.
20. Get drain plug back in with only a minor spill. Remove plug again to fit a new washer. Refit.
21. Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Swear a lot.
22. Slip with stupid crescent while tightening the drain plug and bang knuckles on the sump, removing some skin. Pour beer on the wound - drink remainder.
23. Begin swearing fit. Throw stupid crescent outside the garage door.
23. Swear profusely for additional 5 minutes because crescent hit my other car and left a dent.
24. Clean up hands and bandage as required to stop blood flow. Drink beer to improve demeanour.
25. Fill sump to correct level with remaining fresh oil. Make a note to buy more to top up because of spillage.
26. Lower car from jack stands and push back to apply more kitty litter. Sweep up but conscious of remaining filthy floor.



A yet-to-be-restored Daimler SP250, this one sporting a 4½-litre Daimler engine. So, an SP450...?



27. Notice oily footprints widespread on garage floor. Call wife to clean up.
 28. Test drive car. Oil pressure excellent. Good job well done.
 29. Get pulled over by police and breathalysed. Indicated driving under the influence.
 30. Allowed to call wife to bring neighbour to drive car home.
 31. Pay barrister to fight the drink driving charge on a technicality.
 Money spent: Oil, Filter, Washer, Beer, Kitty litter, First Aid kit, Legal fee.
TOTAL: \$8,750. Time expended: Lost count.

I'm now looking for a suitable moment to discuss my wife's new SP250 servicing role.

#####



An amazing unrestored 1934 Bugatti Type 59 Sports was voted Best of Show at the 2024 Pebble Beach Concours d'Elegance, which ran on Sunday and closed out this year's Monterey Car Week.

The car marked a couple of firsts for the prestigious awards, as it was the first time a Preservation car (*Ed: what we would call a 'Survivors Class' car*) was given top honours. It was also the first time the winner's owner was from overseas, in this case Swiss resident Fritz Burkard, owner of The Pearl Collection. The collection, based in Zug, Switzerland, includes a number of Bugattis, both old and new.

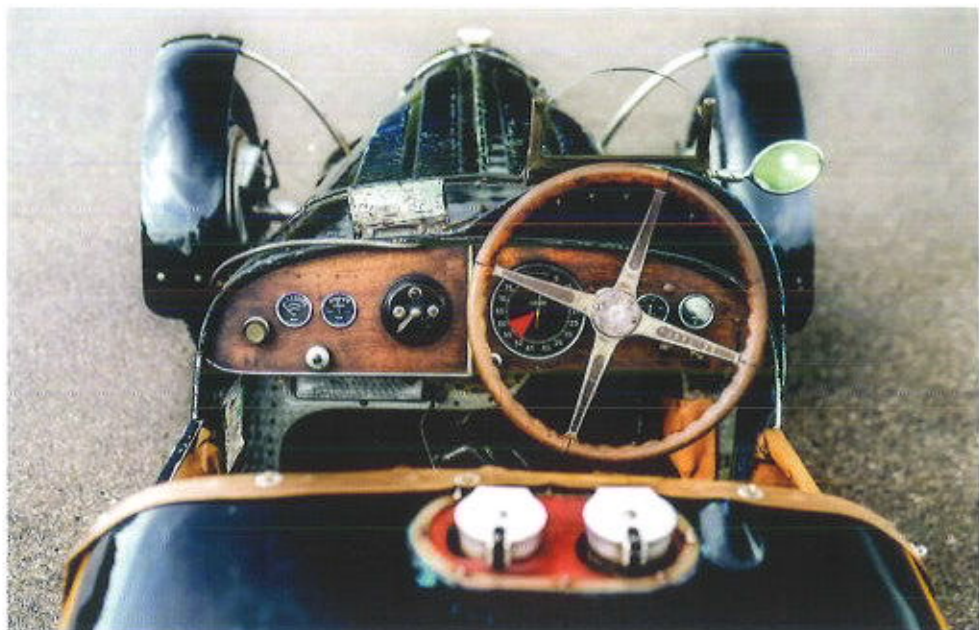
The Type 59 Sports bears chassis number 57428, and is one of the real stars of the collection. It is widely regarded as the most significant and original Bugatti race car, having earned its drivers a number of historic wins and pole positions. But what was also important in the eye of judges was the car's condition, which remains virtually the same as when it was owned by King Leopold III of Belgium, who acquired it in 1938. The scuffed leather, the marks on the



steering wheel, and the rough paint are all battle scars left from years of racing.

The open-top two-seater was built in 1934 as a Type 59 Sports, with a Type 57 chassis, and was originally painted blue. A short time later, it received a custom chassis for the next series of grand prix races, where it would be driven by Bugatti factory drivers, including legends like René Dreyfus, Robert Benoist, and Jean-Pierre Wimille.

After 1935, Ettore Bugatti decided to retire from grand prix racing and sold the company's collection of Type 59 Sports. However, chassis number 57428 was retained and converted into a sports car, something Bugatti did with no other race car. The process involved changing some of the body work, including the installation of mudguards originally designed for motorcycles. The engineers also removed the supercharger and integrated a new oil tank with two-pump lubrication and installed a 4-speed dry-sump fully synchronized transmission with central shifting.



As a sports car, chassis number 57428 would continue to be raced by Wimille and other factory drivers. At the end of the 1937 season Bugatti received a request for purchase from long-time customer King Leopold III of Belgium. The car was then repainted black, with some of the original blue still visible in various scuff marks.

King Leopold III managed to hold onto the car during the Second World War, and also after he abdicated in 1951. He eventually sold the car to a Belgian collector in 1967, after which it changed hands a few more times, with each subsequent owner choosing to maintain it in original form. Burkard is thought to have acquired the car at an auction in 2020.



A total of 10 Bugattis have now taken home the 'Best of Show' award at Pebble Beach, meaning Bugatti is now tied with Mercedes-Benz for having won the award the most times.

#####

If you have a car with a loud, modified exhaust system, you might be a terrible person, according to a new study from Western University of Ontario, Canada. First spotted by "Car and Driver", the study looked at people's attitudes toward loud vehicles. Those who enjoy loud exhaust systems tended to be male, with high scores for sadism and psychopathy.



The 16-cylinder engine of the Auto Union Type 52 "Schnellsportwagen". Seriously LOUD.

Commissioned by Professor Julie Aitken Schermer, who was curious about what kind of person would want a car that's louder than normal, the study surveyed 529 business students. They were asked whether they thought loud cars are cool, whether they viewed their cars as an extension of themselves, and if they'd modify their own cars to make the exhaust louder.

Participants also took a Short Dark Tetrad personality survey, meant to measure predilection toward personality traits such as narcissism, psychopathy, and manipulateness. While scores for narcissism were generally low, loud-pipe fans tended to score higher for psychopathy and sadism.

The study focused solely on cars, excluding motorcycles and pickup trucks. The correlations with sadism and psychopathy may have been even greater if larger vehicles had been included, as other studies have pointed to a perception of larger vehicles as being more aggressive, Schermer writes in an abstract for the study.

As Car and Driver notes, not all loud exhaust sounds are created equal. There's a difference



between enjoying the devilish exhaust note of a Dodge Challenger SRT Demon and inflicting loud noise on your neighbours in the middle of the night. That's what programmable exhaust modes are for.

#####

A collection of ten Land Rovers used by the British royal family will be displayed on August 18 at the Pebble Beach Concours d'Elegance, the culminating event of 2024 Monterey Car Week. This marks the first time the vehicles have been shown outside the U.K., Land Rover said. The display is being organized by Land Rover Classic, an in-house operation specializing in the restoration and maintenance of vintage vehicles.

The vehicles to be displayed were used by Queen Elizabeth II and other members of the royal family, in either official capacity or as part of the royal family's household fleet. They are sourced from the private collection of the British royal household, Land Rover Classic, the British Motor Museum, and private collections.



Queen Elizabeth's own Series I Land Rover, on display at the Goodwood Revival last year.

The display will include a 1954 Land Rover Series I that was the first Land Rover used as a state vehicle for official royal appearances (above). It's equipped with a custom-designed rear platform for that purpose. Other state vehicles will be featured as well, including a 1958 Series II and several Range Rovers.

Land Rover will also show another 1954 Series I used by Queen Elizabeth II and other senior



members of the royal family at Balmoral, the family's private estate in Scotland. A 1966 Land Rover Series Ila station wagon, 1983 Defender 110 V8, and 2009 Range Rover driven by the late queen will round out the display.

While none of these Land Rovers are for sale, ex-royal vehicles periodically appear on the auction circuit. Queen Elizabeth II's 2004 Range Rover went up for auction in the U.K. in 2023, and several cars once owned by Princess Diana have come up for sale. Her 1985 Ford Escort RS Turbo S1 sold for an astounding £722,500 in 2022.

#####



A recently introduced category at Monterey Car Week was the popular 'Concours d'Lemons'...

And finally: Collected facts of useless information: During the still-ongoing post-earthquake reconstruction of Christchurch, it has been estimated that 150,000 road cones were used. In Auckland, the current cone hire fee is \$4 per day, or \$11 per week. Per cone. Ignoring the possibility of bulk or long-term hire discounts, that's \$1,650,000. Per week. The first major Christchurch earthquake was in 2010. The second big one that killed 185 people was on February 22nd, 2011. All of those costs are still ongoing, none of which directly contribute to getting a single metre of new road built, or to any building repairs. Ka-ching!!

We drove thousands of kilometres across Spain & Portugal last year, much of it on spectacular six-lane motorways. The occasional presence of a road maintenance worker was indicated by a single vehicle parked well off to the side of the road. The workforce was usually a single man in a High-Vis vest, perhaps armed with a shovel. His entire worksite was deemed adequately protected from the speeding traffic by a single cone. Just sayin'...



Coming Events

OCTOBER

Weekend 10/13 Bathurst 1000. Supporting races include Heritage Touring Cars, and Porsche Carrera Cup classes. The 161-lap Supercar race is scheduled to start at 1.30 NZ time on Sunday.

Saturday 19th TACCOC Spring Classic, Hampton Downs. New date. Finally, we've been offered a date that leaves a reasonable interval between our meeting and the MG Classic Manfeild meeting

Sunday 27th Chocolate factory visit. David and Janelle Herrick's award-winning Silverdale chocolate factory ([Foundry Chocolate https://foundrychocolate.co.nz](https://foundrychocolate.co.nz)) will be opened exclusively for members to visit and sample at 10am. Numbers are limited; first come first served. A light lunch will be available afterwards at the Wainui Golf Club. If you're interested in joining us, ring Janice a.s.a.p. 0274 884420, or email secretary@taccoc.co.nz.

NOVEMBER

Weekend 8/10 MG Classic Race Meeting Manfeild.

DECEMBER

Sunday 8th TACCOC Christmas at the Downs - Hampton Downs – TACCOC Classic race meeting for Historics, Saloons, & GTs. **Note new date.**

Sunday 22nd The Annual Breakfast Run. Traditionally the last Sunday before Xmas. Leaving Barrys Point Rd Countdown Supermarket car park at 7.30am, and passing through Albany at 8am. Finishes at the "Salty Dog" at Algies Bay. Full buffet-style breakfast, cost t.b.a.

JANUARY 2025

Weekend 3/5 Tasman Revival Taupo. Promoted by NZIGP. Additional detail from HRC Events.

FEBRUARY

Saturday 22nd TACCOC Classic Hampton Downs. A combined event with the BMW club, but including races for Historic FJ & FF, possibly HMC, and ERC.



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