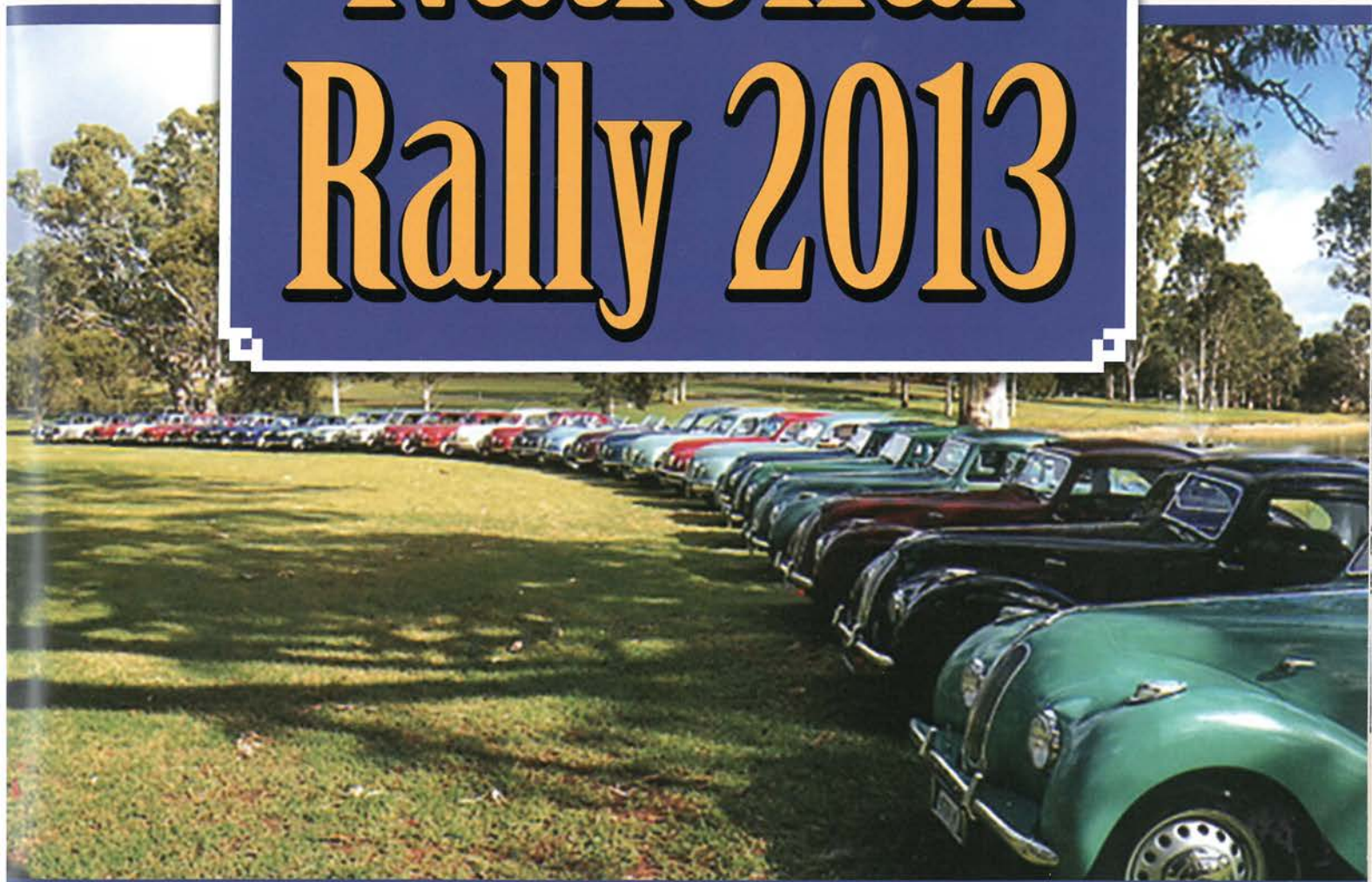


*Club Express*



**BOCA**

# National Rally 2013



## “BRISTOLS DO ADELAIDE”

### APRIL 22<sup>ND</sup> - 26<sup>TH</sup>

Main article by Bob Leffler, BOCA Secretary/Treasurer.  
“Vines, Wines & Vales” by John Cooper.

*Club Express*  
»» Continues  
overleaf



The BOCA National Rally of 2013 in South Adelaide entitled "Show Us Your Bristols" was a celebration of 60 years since the outstanding Bristol cars racing success with class wins and outright motor racing distinction at Rheims 1953 and Le Mans 1954 and 1955.



Thirty-four entrants enjoyed a wonderful few days of camaraderie visiting interesting venues with spirited touring devised and delivered by a highly skilled and organised team of Peter Forrester and Jo Lewis, Ozi Osman and Tony Bishop. The event was dedicated to Dennis Martin and his love of all things automotive.

The official welcome and registration dinner was held at The Haus in Hahndorf directly opposite The Manna motel our base for three nights.

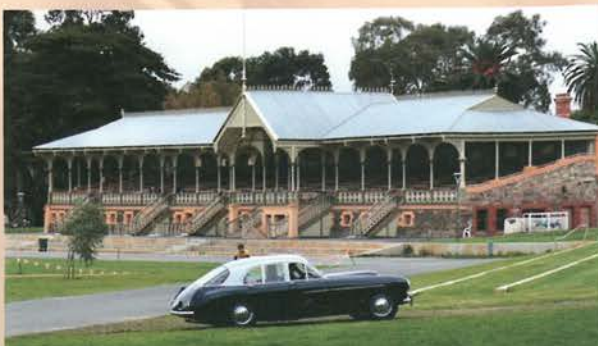
Participants were welcomed by Ozi Osman and very comprehensive rally packs were distributed and explained by Peter Forrester and Jo Lewis.

German influenced appetisers were followed by delicious gourmet pizzas and after much talking and remaking of acquaintances most had an early night in anticipation of the busy days that lay ahead.

## DAY 2

consisted of a "Grand Prix Circuits" theme. We motored down the hill to the Adelaide F1 GP circuit and assembled at the hairpin corner just before Pit straight. Rob Van Wegen defied the kerbs and gutters to arrive on the bend in his 405. This circuit was used for the F1 Australian GP from 1985 to 1995. Most of the infrastructure is now assembled and disassembled for each event.

After a run down Brabham Straight (Dequetteville Terrace) we headed north on the A1 Main North Road through Elizabeth to Nuriootpa the scene for the 1950 15th



Australian GP won by Doug Whiteford in "Black Bess" a Ford V8 special. We did a lap around the square, flat circuit of 4.375 miles before heading to Angaston for lunch where the streets were lined with Bristols and the bakeries jamb packed with ravenous Bristolians.

Wonderful touring through the parched countryside around Springton and Mt. Pleasant had us arriving at Birdwood Motor Museum for a quick visit.

Heading back to Hahndorf we travelled along Onkaparinga Scenic Drive to Mt. Torrens and onto the giant 8.6 miles Lobethal GP circuit used in 1939 for the 11th Australian GP won by Alan Tomlinson in an MG TA special. A wonderful days touring and nostalgic track visits.

## DAY 3

the theme was "Planes, Ports and Automobiles" and commenced with the drive down through the Heyson Tunnels on the M1 to Glen Osmond, through Adelaide City, onto South Terrace and Port Road to the Aviation Museum where we had ample time to inspect the magnificent and diverse collection of aircraft including an F111 fighter/bomber.

We then headed north on the Calder freeway to Parafield Classic Jet Fighter Museum and viewed their impressive collection of classic combat aircraft.

A highlight was the starting of a noisy V12 Merlin engine.

The adjacent restoration hangar was a hive of activity with enthusiastic volunteers working on seemingly impossible restorations requiring highly skilled aluminium panel-work and thousands of exactly positioned rivets.

After a sausage sizzle lunch amongst the aircraft in the hangar we headed off through Tee Tree Gully, Chain of Ponds and Lobethal to Woodside Cheese Wrights where we enjoyed a video of the philosophy of cheese making at Woodside and each couple received a selection of their succulent Bries and Camemberts.



We then returned to Hahndorf a short distance away. Over drinks in the carpark Geoff Dowdle conducted an interesting discussion on Bristol maintenance, improvements and repairs.

### DAY 4

themed "Observers on the Move" consisted of a wonderful days touring through Strathalbyn where we lined the Bristols up along the main drag, had coffee and took a stroll in the Corella infested yet beautifully landscaped gardens.

Then on to Milang on the shores of Lake Alexandrina which is currently full after being fed from the recent flood waters of the mighty Murray.

Paced by Peter Forrester & Jo Lewis in their 405 we enjoyed more wonderful spirited touring through Finnis to the Greenman Inn at Ashbourne for lunch on the verandah.

An observation quiz was held during the morning's touring which had navigators squinting at the small print on roadside signs being passed at 70mph.

More touring after lunch through Meadows and Willunga brought us to Serafino's at McLaren Vale, our base for the next two nights.

### DAY 5 - 'Vines, Wines & Vales'

We are greeted with a fine morning for the long anticipated photo shoots on the lawns of the Serafino Resort with the lake and geese as a backdrop.

The main photo shoot begins and it takes all the undoubted skill of our "artistic directors" to line up the twenty seven Bristols and the two other marques, Lancia and Daimler. Much shuffling and re-positioning goes on until all is hopefully satisfactory. The circular line is good and many shots are taken – What Mr Kodak would do to have all this on the old film method. Digital has done him in.

We then assemble the cars up the bank of Serafino's in order of model. 400s and 402s in front with the aerodynes behind and the 405s and 406 at the top.

The photo shoot is wrapped up, "thank the Lord" some say, but it is all there now for posterity – whoever that is.

We assemble in two groups, odds and evens, to visit the two wineries, Tapestry and Pennys Hill. Both are first class and provide us with a tasting of their cheaper to dearest wines. Tapestry is set on a hillside overlooking the Vales with a view to the coast. Many of us buy some wine and load our already overladen cars with their product. Pennys Hill is on the flat, behind a wonderful stone wall and has

a tasting area both inside and out on a manicured green lawn – this is outstanding as the whole area is so dry with hills that are bare and brown. The tasting of Mr Rigg bottling is finished and we depart for Woodstock, our luncheon venue.

Woodstock, what a beaut spot, set amongst shady trees and again a green lawn on which to park the Bristols. "PLEASE don't spin your wheels while manoeuvring or taking off". Of course not, this is the Bristol Owners' Club, and we know how to behave – i.e., we hope so.

The Dining Room is beautifully laid out in a semi-circular building with tables accommodating seventy-odd of us. We get served immediately with a light luncheon of local fare that suits the job. The extraordinary talent of one of our serving girls who cleared the table of the very fine Reidel glasses, had to be seen to be believed, balancing them by interweaving about 15 glasses in one hand at a time, I have photos to attest to it.

We meet a wonderful old gent and his wife, John Jarrett, who sold his 405 Bristol to Peter Forrester in 1982. Jarrett had purchased the car in 1964 from the original buyer, one Paul Aldgate, who had bought the car new in 1956. Amazing to come across such historic associations. The car is the common thread to many friendships.

The afternoon is left to do what you will, and most returned to base for the final dinner at Serafino's. The dining took place in a separate room with all attending having a place allocated so that there was no argy-bargy getting seated. There were name tags with name and car number at each place and a great aluminium cutout of a Bristol 450 racer, set in a piece of Huon Pine. This little touch done by Tony Bishop, a most talented member, which will be referred to shortly.

We were treated to a fine buffet of various dishes and wine to go with them, before the speeches etc. Will Bailey was our MC and brought the assembled crowd to order (no mean feat) when needed. Ian Webber, a S.A. member gave us a very interesting talk on his three restoration projects, a De Soto, a 405 and a 1950s Bentley. What an achievement. Thank you Ian. I think you floored everyone who did not know you, even though Will gave you a very good introduction.

The night drew toward its end with the presentations to the organisers of the SA Rally. Peter Forrester, Jo Lewis, Ozi Ozman and Tony Bishop. All present applauded their efforts in completing what has been a most memorable Bi Annual Rally. Peter and Tony were given Honorary Membership for their contribution for a year and we sincerely hope they will continue their involvement.

Back to Tony Bishop – he surprised everyone by presenting the Club with a magnificently carved model of a 450 Bristol Racer, as a perpetual trophy for the State to hold who is to organise the next rally – John Pagan received it on behalf of NSW. Tony carved this himself, out of a Huon Pine which would be 600-1000 years old. Great work and thank you Tony for your effort and generosity.

The evening finished with many farewells and good wishes to all.

*More overleaf...*



Bob Dunk gets a leak in his 403 fuel tank and ends up filling up many motel waste paper bins with petrol!





## 'Getting to the Rally'

— from Sydney via Broken Hill

Seven NSW participants taking part in the SA rally decided to travel to Hahndorf via Broken Hill with a two day stop-over to explore the attractions of this historic mining region.

Beers, Cooper, Dunk, Gross, Lane, Leffler, Olsson & Smiley were joined in Cobar by the Van Wegens en route from Noosa Qld.

After overnight stops in Dubbo & Cobar, where we visited the open cut gold mine pit and a brief stop in Wilcannia to explore the magnificent old stone buildings, we arrived at the well appointed Red Earth motel in the heart of the Broken Hill CBD.

Our free day turned out cold and raining and was spent visiting the Living Desert sculptures, Silverton, an historic mining town a further 40 kms west and exploring the local mines, monuments and tourist traps.

We all enjoyed a poolside BBQ before devouring a second bottle of single malt whisky (Russell Beers broke the first one).

Our effort to get underway early for the 550 kms trip to Hahndorf was delayed by Dunkies exhaust pipe parting company and puncturing his rear tyre but we made up time and visited the 120 year old Wendouree Winery in Clare before arriving in Hahndorf at about 5:00pm.

## Kangaroo Island

Eleven participants in the rally enhanced their SA experience by taking a ferry trip and visiting Kangaroo Island for three nights.

The group consisting of Beers, Cooper, Dunk, Gross, Lane, Leffler, Olsson, Robinson, Rosten, Smiley and Wilson stayed over one extra night at Serafino's to participate in the McLaren Vale Classic Car parade.

The substantial crowd lining the route were advised "and here come the Bristols" followed by an accurate history of the marque. Ten sparkling Bristols in line made an impressive sight.

We were squeezed onto the Kangaroo Island ferry alongside sheep trucks and caravans, and in fading light were finally securely installed in our Kingscote motel.

Our first day of exploring the island took us to Seal Bay, Flinders Chase National Park, Cape du Couedic Lighthouse, Admirals Arch and Remarkable Rocks and return inland through Pamadana to Kingscote.

On our second day we visited Stokes Bay and Emu Bay on the north of the island and some visited American River before stocking up on fish, oysters, squid, prawns and lobster for our seafood BBQ.

The sealed roads on the island are excellent and the lack of traffic allowed us to do some spirited touring. We covered 250kms on the first day and only passed one vehicle all day. The road kill is heavy with possums outnumbering kangaroos by 10 to 1.

Our morning return ferry trip was on smooth seas. After a cafe lunch in Victor Harbour we visited Bleasedale's winery at Langhorne Creek before heading west to Taillem Bend. ■



## Some of the highlights and memorable moments from the main Rally:

- Tony Bishop dispensing blue balloons to guide errant navigators
- The sound of the V12 Merlin engine at 1500 rpm inside the hangar.
- Ian Webber's talk at the final dinner
- The Woodstock Winery lunch venue
- The line up of Bristols in front of the lake at Serafino
- Bob Dunk's holed petrol tank attracting three fire engines, a rescue truck and the police
- The wonderful collection of aircraft in the two aviation museums
- Driving on the historic GP circuits
- A full Lake Alexandra
- The touring roads around Adelaide
- Tony Bishop's skill in creating the racing 405 memorabilia
- The design and detail of the event instruction booklet >>

