



# MOTORCLASSICA

The Australian International Concours d'Elegance  
& Classic Motor Show

**22-24 OCTOBER > 2010**  
ROYAL EXHIBITION BUILDING MELBOURNE

## 2010 RACV Motorclassica - What else can you say but WOW!

For all those that were unable to make it all I can say is "I am sorry" and hope that if it is on again next year you make the time to go. It has been many years since we have seen a display of cars to rival this display.

This was probably one of the best collections of Veteran, Vintage and Classic cars that I have ever seen in Australia. The quality of the cars can be seen from the included photographs. It was great to see some cars from overseas imported to Australia just to take part in this event

The interview with Sir Stirling Moss was also great to hear. Many may have heard his comments when he was interviewed on radio. It held a special significance for me as I had seen him race at the Albert Park Circuit in 1956. I was standing on the inside of a sharp right hand corner with my father with only straw bales between the cars and us! All cars had to slow down considerably to negotiate the corner. This gave us a great view of the race and the drivers. Viewing like this at any race meeting today would never be allowed today.



Enough of the reminiscing, now back to the show. Many of the cars were to my mind far better today than they ever were when they left the showroom for the first time. It was great to see a 1924 Harley Davidson Outfit that had been lost for forty years and then recovered and it has not been touched except to clean it up and maintain it. I think the transcript on the Werribee Mansion said it all:

"Better to Preserve than Repair"  
"Better to Repair than Restore"  
"Better to Restore than Reconstruct"

Then I suppose the other end of the scale would have been many from the Austin Swallow through to the Bentley, Vauxhall, Sunbeam, Cord, Rolls Royce and Mercedes to mention a few but probably the epitome of its era for size and elegance would have had to have been the P.I. 150 Daimler Double-Six, the largest production car built and only known survivor of 12 produced. It was 21ft long, 8100lb and a 7.1 litre sleeve valve V12 engine.

This motor show was enough to spur our enthusiasm into finishing off our 14/40 Humber, completing our 9/20 Humber and starting our 1924 Galloway! I think, all in all, a lifetime's work or at least what is left of it. I also hope that if any other club members went along to the show that it has created the same enthusiasm for them.

Report submitted by John Washbourne

