



Some Club Members' Cars From Pride Of Ownership Day



2006 COMMITTEE

President	Vern Kelly	9651 2770 (H)
Vice President / Social Director	Paul Goddard	9481 9715 (H)
Secretary	Val Dixon	9403 6905 (H)
Treasurer	Wendy Kelly	9651 2770 (H)
Editor	Ian Norman	9674 2717 (H)
Webmaster	Ron Pulling	0407 993 499 (M)
Sporting Secretary & Point Score Keeper	Lester Gough	9799 3209 (H/F)
Club Plate Registrar	Roland Clark	9653 2866 (H)
		9653 2867 (F)
Club Shop / Raffles / Club Property	John and Val Dixon	9403 6905 (H)

Please note these are all honorary positions, carried out by members in their own time.
If you call them, please accept that they may have to call you back at a time convenient to them.

General Meetings of the Club

Held on the second Wednesday of the month (except January and December)
at the Ryde RSL Bowling Club
724 Victoria Road, Ryde commencing at 8:00pm

OBJECTS OF THE CLUB

Fostering a better acquaintance and social spirit between the
various owners of Thoroughbred Sports Cars in Australia

To help and advance Thoroughbred Sports Cars in Australia

To establish and maintain, by example, a high standard of
Conduct and a Respect of the Laws of the Road

INCORPORATED AS AN ASSOCIATION

Registered No. Y15083-35

TSCC is affiliated with CAMS Limited

(formerly Confederation of Australian Motor Sport)

ALL CORRESPONDENCE TO THE SECRETARY, TSCC

14 Lobelia St.

West Chatswood NSW 2067

PRESIDENT VERN'S

VERNACULAR

Happy New Year to all!!! I hope that you & your families all had a safe & enjoyable festive season & that you are ready for another exciting Club year.

Firstly, I appreciate the opportunity to serve the Club as President, & am keen to contribute further to this Club which has given Wendy & me with so much past enjoyment.

Your new Committee, named on page two, is committed to continuing the good work of the outgoing Committee.

We have drawn up an exciting calendar of events for the coming year. In addition to our traditional Club events, this also includes a special 25th Anniversary Dinner to celebrate our 25th Year, & a further running of the very popular Oberon Weekend which Ray & Margaret Ross have kindly offered to again arrange. Ray has pre-booked fifteen rooms at the motel in Oberon, so be quick when the invitations for this event are issued.

We've also continued the popular & successful "roster" system for our Wednesday Runs.

Our monthly meetings will continue to be held at the Ryde Ex-Services Club. Upon my enquiry when paying our annual room-booking fee, I was told that the rebuilding of the Bowling Clubhouse – our traditional home – would not be completed before the end of the year due to ongoing Council issues!!

One other thing I would like to do this year is to have a computer slide show at the Christmas Party/Presentation Night, covering the year's events. So if you could e-mail your digital photos progressively throughout the year to Ian Norman, he will save them to a CD & we'll show them on the night. I would see this as being a coverage of any serious, funny, silly, bizarre etc, or just normal moments, caught on camera for all to later enjoy. It will be a nice way for us all to look back on the year's events (starting with the Tassie Rally!!)

With the President and Vice President, among many others, being away on the Tasmanian Rally when our first meeting takes place on 8th February, past-President Pete will chair this one more meeting. We look forward to catching up at the March meeting.

Please join us in making 2006 a successful year for the Club, & support & participate in as many events as you can. The Club is only as good as its members make it.

Lastly, many thanks to our new Editor, Ian Norman, who has done a great job with his inaugural issue of Top Gear.

Happy motoring

President Vern

CALENDAR 2006

	DATE		EVENT	ORGANISER	PHONE
JAN.	Thur 26	S	NRMA Motorfest	Peter Smart	9630 1050
FEB.	Tue 7 to Tue 21	S	Tasmania Rally	Vic Andrews	9589 3381
	Wed 8	M	Monthly Meeting	Val Dixon	9403 6905
	Sun 12	S	CMC President's Run & Picnic Day	Peter & Sue Smart	9630 1050
	Wed 15	F	Wednesday Run	Peter & Sue Smart	9630 1050
MAR	Wed 8	M	Monthly Meeting	Val Dixon	9403 6905
	Sat 11	S	Restaurant Night	John & Val Dixon	9403 6905
	Wed 15	F	Wednesday Run	Roland & Stephanie Clark	9653 2866
	Sat 25	S	Around the Workshops/Lunch	Les Johnson	9412 1838
APRIL	Wed 12	M	Monthly Meeting	Val Dixon	9403 6905
	Wed 19	F	Wednesday Run	Kevin & Robyn Leggott	TBA
	Sat 29/ Sun 30	S	Observation Run/ Overnight Oberon	Ray & Margaret Ross	6336 5180
MAY	Wed 10	M	Monthly Meeting	Val Dixon	9403 6905
	Wed 17	F	Wednesday Run	John & Val Dixon	9403 6905
	Sun 28	S	Sunday Drive & BBQ	Les & Roselee Johnson	9412 1838
JUNE	Wed 14	M	Monthly Meeting	Val Dixon	9630 1050
	Sat 17	S	25 th Anniversary Dinner	John & Val Dixon	9630 1050
	Wed 21	F	Wednesday Run	Chris & Joan Johnson	9875 3691
JULY	Sun 2	S	Ladies Day/Xmas in July	Paul & Jan Goddard	9481 9715
	Wed 12	M	Monthly Meeting	Val Dixon	9403 6905
	Wed 19	F	Wednesday Run	Greg & Kaylene Menzies	9871 7352
	Sun 30	S	AHOC "Brass Monkey" Run & O'night Stay	Les & Roselee Johnson	9412 1838
AUG.	Wed 9	M	Monthly Meeting	Val Dixon	9403 6905
	Wed 16	F	Wednesday Run	Ian Norman	9674 2717
	Sun 20	S	All British Day, Kings Schl	Vern & Wendy Kelly	9651 2770
	Sun 27	S	Shannons Eastern Crk	Adrian Walker	9987 4299
SEP.	Sun 10	S	Orange Blossom Festival	Vern & Wendy Kelly	9681 2770
	Wed 13	M	Monthly Meeting	Val Dixon	9403 6905
	Wed 20	F	Wednesday Run	Les & Roselee Johnson	9412 1938
OCT.	Wed 11	M	Monthly Meeting	Val Dixon	9403 6905
	Wed 18	F	Wednesday Run	Malcolm & Toni Ireland	9416 3031
	Sun 29	S	Pride Of Ownership Day	Vern & Wendy Kelly	9651 2770
NOV.	Wed 8	M	Monthly Meeting/AGM	Val Dixon	9403 6905
	Wed 15	F	Wednesday Run	Colin Watts	9620 8182
	Sat 18	S	Harbour Cruise	Peter & Sue Smart	9630 1050
DEC.	Sat 2	S	Christmas Dinner & Presentation Night	Vern Kelly & Paul Goddard	9651 2770 9481 9715

NOTES:

- The events above are club sanctioned for the purposes of using club plates. Other events listed elsewhere may be sanctioned upon application at a monthly meeting of the Club.

LEGEND:

M = Club Meeting (3 Points)

S = Social Events (2 Points)

R = Racing Event (1 Point)

F = Fun Run (No Points)

CLUB MEMBER OF THE YEAR:

The above points are awarded to members for participation in the events specified in the TSCC Calendar as printed, and any later amendments. With racing events, one point is awarded either for racing or attending as a spectator. Also, you will be awarded two points for contributing an article to **Top Gear** (to a maximum of 10 points)

TSCC

DRAFT

2006 SPORTING CALENDAR

SUPERSPRINT EVENTS

<u>Round Club</u>	<u>Day</u>	<u>Date</u>	<u>Venue</u>	<u>Host</u>
1	Sunday	09 April	Oran Park GP	NSWRRC
2	Sunday	14 May	Oran Park GP	NSWRRC
3	Sunday	02 July	Oran Park GP	NSWRRC
4	Sunday	17 September	Oran Park South	NSWRRC
5	Saturday	09 December	Oran Park South	NSWRRC

DATE: 31.01.2006.

HAPPY ANNIVERSARY THOROUGHBREDS

This year The Thoroughbred Sports Car Club celebrates its **25th** Anniversary and to mark this notable occasion a slap up dinner is planned for Saturday 17th June 2006.

This is a unique occasion in the club's history, well worthy of special recognition and plans are now underway to make the night one to remember. John and Val Dixon have taken charge of arrangements and they will issue a circular advising full details of planned celebrations for this auspicious occasion at a later date.

But for now please mark you diary – Saturday 17 June 2006 - Silver Anniversary Thoroughbred Sports Car Club

It would be nice if as many of the inaugural members as possible, and perhaps those members who, through circumstances, cannot participate in all our club functions during the year could join us for this special night. So please pass the word around.

MEMBERSHIP RENEWALS

Just a reminder that annual membership renewals are now due.

With the Club's coffers needing an injection at the moment, it would be much appreciated if everyone could renew their memberships promptly.

A renewal form is at the back of this magazine, & Editor, Ian Norman has also e-mailed to you a separate membership form for ease of copying.

Please send your renewal forms to our new Treasurer, at:

Wendy Kelly
Treasurer
Thoroughbred Sports Car Club
76 Ravensbourne Circuit
Dural NSW 2158

Many thanks,
President Vern

THOROUGHbred SPORTS CAR CLUB INC.

General Meeting Held 9th November 2005

Meeting opened at 8 p.m.

18 MEMBERS PRESENT: Colin Allerdice, Vic Andrews, Peter Smart, Sue Smart, John Dixon, Val Dixon, Greg Menzies, Kayelene Menzies, Les Johnson, Roselee Johnson, Malcolm Stephen, Vern Kelly, Wendy Kelly, Joan Johnson, Chris Johnson, Paul Goddard, Jan Goddard, Ian Norman.

APOLOGIES: Roland & Stephanie Clark, Lester Gough, Lindsay Day, Ron & Jenny Pulling, Toni & Malcolm Ireland.

MINUTES OF PREVIOUS MEETING

MOVED by John Dixon that minutes of the previous meeting held 12/10/05 be accepted as a correct record
SECONDED Les Johnson CARRIED

CORRESPONDENCE IN

1. Invitation to CAMS Annual Dinner & Presentation of Motor Sport Awards 3/12/05.
2. Notification from CAMS of Training Courses being held 2005/2006.
3. Request for expressions of interest in CAMS Advisory Panel Membership.
4. Application Form to host rounds of 2006 Hill Climb Championship.
5. Flyer from dodads.com.au re diecast collectibles.
6. Flyer re Gnoo Blas Classic.

CORRESPONDENCE OUT - Nil

MOVED BY Sue Smart that the correspondence be accepted SECONDED by Paul Goddard

TREASURER'S REPORT

Income \$121
Outgo CMC Affiliation Fee \$ 25 Credit Balance 9/11/05 \$3134.26
CAMS Affiliation Fees are due very soon (Dec.) No amount as forms not yet received.

EDITOR'S REPORT

Lindsay Day sent his apologies; a work function precluded him from attending.
President Peter Smart expressed appreciation from all members for the excellent job Lindsay has done editing Top Gear over the past 5 years. He is not standing for re-election this year.

SOCIAL SECRETARY'S REPORT – Col Allerdice

1. Harbour Cruise on 29/10/05 was a great event, enjoyed by all who attended.
2. October Wednesday Run was not held due to low numbers.
3. Pride of Ownership Day will be held 20/11/05 – 43 people attending so far.

Col appealed to members to display their cars.

SPORTING REPORT

Lester Gough sent his apologies.

CLUB PLATE REGISTRAR

Roland Clark sent his apologies. Lionel Walker requested the club sanction the use of his Aston Martin (on concessional registration) for his daughter's wedding on 10th December. Roland had no objection to this. MOVED by Sue Smart that the club agree to Lionel using the car on concessional plates for this occasion. SECONDED Vic Andrews CARRIED

CLUB SHOP

Balance brought forward \$425.40. An order is being placed for 20 club shirts with logo.

GENERAL BUSINESS

Wednesday Run – 16/11/05 – Vern Kelly advised that the October run to Picton organised by Malcolm Ireland (which did not go ahead) would now be used for November, and in Malcolm's absence interstate, Vern handed out the flyers and asked that members contact him if they wanted to attend.

MEETING CLOSED: 8.25 p.m.

THOROUGHbred SPORTS CAR CLUB INC.
ANNUAL GENERAL MEETING 9.11.05

Meeting commenced at 8.30 p.m.

PRESENT: 18 members – Colin Allerdice, Vic Andrews, Peter & Sue Smart, Ian Norman, Val & John Dixon, Greg & Kayelene Menzies, Les & Roselee Johnson, Malcolm Stephen, Vern & Wendy Kelly, Joan & Chris Johnson, Paul & Jan Goddard.

APOLOGIES: Lindsay Day, Stephanie & Roland Clark, Ron & Jenny Pulling, Lester Gough, Malcolm & Toni Ireland.

MINUTES OF 2004 AGM

Moved by Sue Smart that minutes of the AGM held 10.11.04 be accepted as a true record.

SECONDED by Paul Goddard.

CARRIED

PRESIDENT'S REPORT

Peter Smart gave a short report, and thanked the 2004 committee for their hard work and members for their support.

TREASURER'S REPORT: Vic Andrews advised that the club's account had a credit balance of \$3,134.26.

ELECTION OF OFFICE BEARERS

President declared all positions vacant. The election of office bearers followed.

PRESIDENT	Vern Kelly	Nominated by Wendy Kelly Seconded by Val Dixon
VICE PRESIDENT	Paul Goddard	Nominated by Chris Johnson Seconded by Les Johnson
SECRETARY	NO NOMINATION	
TREASURER	Wendy Kelly	Nominated by John Dixon Seconded by Sue Smart
CLUB PLATE	Roland Clark	Nominated by Colin Allerdice
REGISTRAR		Seconded by Sue Smart
EDITOR	Ian Norman	Nominated by Jan Goddard Seconded by Vern Kelly
SPORTING	NO NOMINATION	
SECRETARY		
CLUB SHOP	Val & John Dixon	Nominated by Sue Smart Seconded by Roselee Johnson

All the above office bearers were elected unopposed.

SPORTING SECRETARY – Lester Gough to be approached regarding his willingness to continue in this position.

CAMS Delegate and CMC Delegate – At present Lester Gough and Adrian Walker respectively. They will be asked if they would like to continue in this capacity.

MEETING CLOSED: 9.30 p.m.

Thoroughbred Sports Club Inc...

Treasurers Report

		<u>Financial</u>	<u>Statement</u>	<u>31-Oct-04</u>	<u>to</u>	<u>9-Nov-05</u>	
Bank		31-Oct-04				\$1,918.31
Balance						
						
						
<u>INCOME</u>							
Event	Boat Trip			\$40.00			
Event	Xmas Party	2004		\$2,691.00			
Event	Pride of O	2004		\$3,045.00			
Event	Trivia Night			\$21.00			
Member				\$2,240.00			
fees &							
plates							
Club				\$345.00			
caps							
Raffles				\$150.00			
Interest	Bank Account			\$18.72			
Name		sold		\$3.40			
Badges							
other				\$65.00			
				<u>Total Incomes</u>		<u>\$8,619.12</u>
						
					...		
				<u>Total Incomes</u>		<u>\$10,537.43</u>
				<u>+ Bank Balance</u>			
<u>EXPENDITURE</u>							
Event	Xmas Party	2004		\$2,565.00			
Event	Pride of O	2004		\$1,820.00	(Total \$2820)		
Event	Pride of O	2005		\$1,000.00	(Total \$2925)		
CVVTMC	CMC fees	2004		\$25.00			
CVVTMC	CMC fees	2005		\$25.00			
Eastern				\$160.00			
CK CMC							
fee							
Room				\$200.00			
Hire							
CAMS				\$352.00			
Magazine				\$500.00			
Caps				\$612.00			
postage	V.Andrews			\$30.00			
Get Well				\$41.47			
Get Well				\$67.70			
Bank fee				\$5.00			
for							
deposit							
book							

Total expe nses	<u>\$7,403.17</u>
Moni es in Hand	\$0.00

<u>Total</u> <u>Funds as</u> <u>at</u>	<u>9-Nov-05</u>	\$3,134.26
	
	
	

Vic
Andrews

WEDNESDAY FUN RUN
16 November 2005

Jan Goddard

Today's run was a joint (ad)venture organised by Malcolm Ireland and Vern Kelly.

Malcolm had arranged this run for the October calendar, but with so many of our regular Wednesday participants engaged in other activities and on holidays at the time (Howlong golf, Thailand etc) there weren't enough starters to make the run worthwhile, and it was cancelled on the day. Also the weather was a bit "sus" which made the end decision a fairly easy one as it turned out.

So Malcolm and Vern took charge and we managed almost a record attendance with 10 cars and 17 participants completing our last run for the 2005 year.

Travelling companions included:

Malcolm	Jaguar sedan
Colin Watts	E type Jaguar
Roland and Stephanie	Aston Martin DB2
Brian and Barbara	Aston Martin DB7
Ian and Jan	Holden Astra convertible
Chris (without Joan)	BMW convertible
John and Val	BMW sedan
Peter and Sue	BMW convertible
Vern and Wendy	Mercedes CLK430 convertible
Paul and Jan	Holden Calais

The weather again was not all that flash with the day being overcast and areas of light rain falling. These conditions prompted the Goddards to "chicken out" of driving the MX5 and reverting to the weather proofed Holden Calais.

Meeting place was MacDonald's at the service centre on the M4 for the mandatory morning caffeine fix before departing for our destination and luncheon venue of Vaby's Mediterranean Restaurant in Picton.

Our journey took us along the M4 to The Northern Road turnoff where we then headed south for Picton. This drive saw us meander along at leisurely pace passing through the villages of The Oaks, Cobbitty and Thirlmere arriving in Picton some 2 hours later.

The Vaby restaurant was charming, constructed of old sandstone and timbers from yesteryear which all added to its own unique atmosphere. The menu also generated a great deal of interest with one dish in particular ("The Footlong Pecker") creating much discussion amongst the group. It was interesting to note, though, that nobody was adventurous enough to try it out for size.

With our appetites sated we then made our individual ways home, some returning by the F5 and others retracing the earlier route. In all it was a great day and our thanks are extended to Malcolm and Vern for making it so.

PRIDE OF OWNERSHIP DAY OATLANDS HOUSE – SUNDAY NOVEMBER 20TH 2005

The beautiful & historic Oatlands House was once again chosen as our Club's venue for one of our premier annual events, the annual Pride of Ownership Day, & luncheon.

Peter & Sue had, as usual, ticked all the right boxes on the "weather application form" & the day was perfect – bright, sunny, not too windy, & not too hot, or as Goldilocks would have said – "just right".

While essentially about the cars, this day is, in the social tradition of our Club, also largely about our ladies being able to relax & enjoy the ambience of the day – strolling around the lawns & gardens, & the assembled cars, sipping champagne & enjoying the aperitifs – how very civilised!!

A central part of the day is, however, traditionally about our enthusiastic Club members presenting their cars in the best possible light for judging, under various criteria, by independent judges as to the cleanliness & condition of all parts of the car.

Your scribe had once again arranged for two of the Jaguar Drivers Club's senior & very experienced concours judges to judge our cars this year. (I know that they are "experienced" because last year they told me that they had panned our "E" Type for having a dirty motor when I didn't think it looked that bad!!!)

The luncheon was, once again, very enjoyable & totally up to the standards of quality of past years – lovely location, good food & great company.

The awards this year, as awarded at the Christmas Party & Presentation Night, were:

Best-presented car pre 1975 -	Joint winners (notice that they are both Jaguars!!): Terry Daly – 1966 Jaguar "E" Type Open Two Seater Malcolm & Toni Ireland – 1958 Jaguar XK 150 Fixed Head Coupe
Best-presented car pre 1975 - Runner Up	Sid Davenport – 1974 Maserati Khamsin
Best-presented car post 1975	Vernon & Wendy Kelly – 2001 Mercedes-Benz CLK430 Cabriolet
Best-presented car post 1975 - Runner Up	Malcolm Stephen – 2002 Subaru WRX
Ladies' Choice	Malcolm & Toni Ireland – 1958 Jaguar XK150 Fixed Head Coupe
Car of the Year	Vernon & Wendy Kelly – 2001 Mercedes-Benz CLK430 Cabriolet

The parade of beautiful cars displayed, other than those above, were:

Peter & Sue Smart	BMW 320i Convertible
Vic Andrews	Volvo Amazon
Paul & Jan Goddard	Mazda MX5
Greg & Kaylene Menzies	Mazda MX5
Colin & Maria Allerdice	Triumph TR6
Roland & Stephanie Clark	Aston Martin DB4 Coupe
Lindsay & Jill Day	Triumph Stag
Ian Norman	Morris Mini K
Norm & Pam Johnson	Jaguar XKSS (R)
Adrian & Lorraine Walker	MGB
Les & Roselee Johnson	Rolls Royce
Colin Watts	Jaguar "E" Type Series 1.5 Fixed Head Coupe

Thank you to all above members for displaying your cars & making the day a success.

So, once again a great day has come & gone but left us with its memories & the expectations of another great day to come in 2006.

Many thanks, on behalf of all members, to Peter & Sue Smart for the hard work & organisation in putting this most enjoyable event into action again this year.

Vern Kelly



Outside Oatlands House

Joint Winner Pre 1975 – Malcolm & Toni Ireland XK 150
Jaguar



Joint Winner Pre 1975 – Terry Daly 1966 E Type Jaguar

CHRISTMAS PARTY AND PRESENTATION NIGHT 3/12/2005

A group of 36 members and guests gathered at the Artarmon Motor Inn to celebrate this event. Santas in the form of Les Johnson and Col Allerdice presented novelty gifts to those members who had come to Santa's attention during the Year.



It was good to see some of our country members attending, namely Ray & Margaret Ross and Kevin & Robyn Leggott.

The following trophies were presented.

CLUBMANS TROPHY	Colin Allerdice
CASTROL TROPHY	Adrian Walker
DONALD MACDONALD TROPHY	Lindsay Day
CITIZEN KANE AWARD	Colin Allerdice
CAR OF THE YEAR AWARD	Vern & Wendy Kelly



PRIDE OF OWNERSHIP AWARDS

Best presented car pre 1976	Joint winners	Terry Daly Malcolm & Toni Ireland
Best presented car pre 1975	Runner up	Sid Davenport
Best presented car post 1975		Vernon & Wendy Kelly
Best presented car post 1975	Runner up	Malcolm Stephen
Ladies Choice		Malcolm & Toni Ireland



BEECHWORTH BASH AWARDS

Organisers Award

Paul & Jan Goddard

Participants Awards

Les & Roselee Johnson
Chris & Joan Johnson
Peter & Sue Smart
Kevin & Robyn Leggott
Malcolm & Toni Ireland
John & Val Dixon
Vernon & Wendy Kelly

A great night, and many thanks to all who participated and helped to organise another successful club event.

Susan & Peter Smart



Historic Sports & Racing Car Association of NSW Inc

PO Box 5063, Tamamara South NSW 2074

Club Secretary, Wini Dayton Phone: (02) 9988 4743 Email: members@hsrca.org.au

Competition Secretary, Noel Bryon Phone: (02) 9913 3662 Email: nbryon@optusnet.com.au

Eastern Creek - Autumn - All Historic Race Meeting 25th & 26th March 2006

Sports Car Spectacular

15th January 2006

The Secretary
Thoroughbred Sports Car Club
204 Bettington Road
Carlingford 2118

Dear Secretary,

I apologise for the late notice (I can only blame the Christmas break), but your club is cordially invited to attend the above race meeting at Eastern Creek on Sunday the 26th of March for our Sports Car Spectacular. The theme of the meeting is SPORTS CARS and we are endeavouring to have as many marques as possible in attendance. We are offering the following to tempt you and your members to join us at Eastern Creek:

- Free entry (two people per car)
- A designated display area (near turn 1 behind the medical centre)
- Some parade laps around the circuit at lunch time (behind a pace car)
- The opportunity to wander around the pits and view the tremendous array of historic sports and racing cars – talk to the owners and admire the cars.
- Watch the racing from the many vantage points around the circuit.

In addition to a 25 lap endurance race for Group S Production Sports cars on Saturday afternoon, on Sunday sports cars will be competing in the following categories:

- Group S production sports cars –
- Groups J, K and L - Pre war specials and pre 1960 sports cars.
- Groups M&O - Sports racing cars of the 60's.
- All MG – a special Group for the weekend for cars drawn from the above 3 groups that are only of the MG marque.
- Regularity – a very popular category for sports cars.

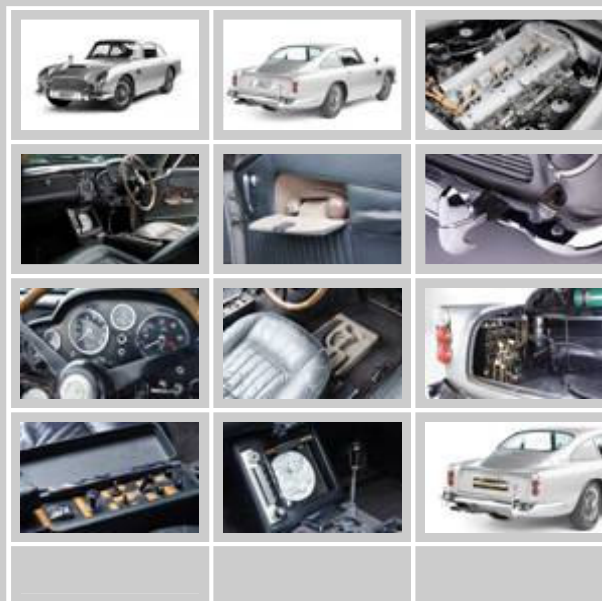
If your club is interested in attending, please contact me at the above (home) phone number or via email so that I can arrange the timely delivery of tickets. Feel free to contact me for any additional information.

Yours sincerely,

Noel Bryon
HSRCA Competition Secretary

FEATURED CLASSIC

1965 Aston Martin DB5 Coupe



CHASSIS NO: DB52008R

One of the Four James Bond Cars Built, Two Private Owners From New and in Time Warp Original Condition

282hp, 3,995cc at 6,000rpm, dual overhead camshafts, five-speed manual gearbox, four-wheel independent suspension and four-wheel disc brakes. Wheelbase: 98"

"The Most Famous Car in the World." Such is the title of the book (by Dave Worrall, Solo Publishing, 1993) that chronicles the electrifying Aston Martin DB5 which roared into the popular consciousness with the release of the James Bond epic Goldfinger in 1964.

No other car has so completely captured the imagination of generations of filmgoers. The Silver Birch DB5, and the purposefulness with which it was deployed, represented the perfect embodiment of the virtues of the character first launched in the Ian Fleming novels in 1953: stunning elegance, international intrigue, and the command of visceral power.

In 1963 Aston Martin was one of the world's smallest and most obscure of automakers, producing only a couple hundred cars a year, with each example built by hand. Aston's exclusive client base included some of the most discerning connoisseurs of grand touring automobiles, many of whom were attracted to the marque by its long history of sports car racing success. Rare when new, and with a price roughly double that of the exciting new E-Type Jaguar and commensurate with a Bentley, Aston Martin was hardly a household name. But that was about to change. Soon its new DB5 model came to rival Sean Connery as the star of the hugely successful James Bond film franchise, becoming an object of intense fascination to men of all ages.

Rewind to 1958 when the DB5 series predecessor, the DB4, was unveiled at the Paris Salon, and where it caused a sensation. A totally new car, its introduction was a significant achievement for a small British manufacturer. The specification included a completely new steel platform chassis with disc brakes all around, and a freshly developed alloy twin-cam straight six cylinder engine, all clothed in fastback aluminum bodywork designed by Touring of Milan around their patented superleggera (super light) construction process. Overall, the new Aston was state-of-the-art for its time, a masterpiece of robust British engineering in combination with exquisite Italian styling.

In its fifth year of continuous development, the DB4 had become slightly longer and taller, evolving into an exciting long distance tourer. Aston Martin then upped the ante in 1963, with the introduction of the now legendary DB5 model. Upgrades involved a larger, 4.0 liter engine and triple SU carburetors as standard

equipment, resulting in a nearly 20 percent increase in horsepower (factory rated at 282bhp). The new car boasted many refinements such as twin fuel fillers, electric windows and a more highly tuned exhaust system. Plus, after the first 50 units, the ZF five-speed gearbox became standard, providing the much-needed longer legs for motorway driving.

For Fleming's novel *Goldfinger*, the new Bond car - as chosen from the MI6 motor pool - was the Aston Martin DB MkIII, then the current Aston model, and the foremost evolution of the DB2/4. In the book, the 'optional extras' included reinforced steel bumpers and a pistol concealed in a tray beneath the driver's seat. This is what inspired the film's producers (Henry Saltzman and Cubby Broccoli a/k/a Eon Productions) to seek a new DB5, which had just been displayed to great acclaim at the Earl's Court Motor Show in London.

Asked for the donation of such a car, Aston owner David Brown at first had turned them down, responding that he would be happy to sell them one for the standard price of £4500. Incensed, the producers briefly considered the alternatives of upgrading the 'Blower Bentley' that appeared in *From Russia With Love*, a Jensen, and even a Chevrolet. But in the end their minds were set on the DB5 so they made yet another appeal to the Works, this time bringing along their well-known set designer Ken Adam and special effects guru John Stears to explain their full intentions: to make a star out of the car.

Eventually a compromise was struck, with the Works supplying a car 'on loan' to the film team. The chosen one was a somewhat shopworn example, chassis no. DP216, that started life as a fifth-series DB4 prior to becoming the pre-production DB5 test mule. Originally liveried in red, this car was featured in contemporary advertising and factory brochures heralding the launch of the DB5 (even then sporting the now-notorious UK registration BMT 216A).

John Stears, whose FX credits include flying cars from *Chitty Chitty Bang Bang* to *Star Wars* went to work, re-engineering the DB5 to accommodate the plethora of hidden gadgetry for which the 'Bond DB5' has become celebrated. Revolving number plates, Browning machine guns, smoke screen, oil slick and nail spreaders, plus the infamous Martin-Baker fighter jet ejector seat are but some of the special features provided to the superspy by Q-Division. Notably, Stears received two Oscars for Special Effects, one for his involvement in *Thunderball* and the second for his expertise on the epic original *Star Wars* film.

The result created a worldwide sensation, for the 007 character, for the film franchise and for Aston Martin - the impact of which continues into the 21st century. Ingrained deeply into the minds of countless 14-year-old boys, the Bond DB5 image was commemorated on innumerable posters and in successive iterations of Corgi toy versions - their most successful model across several generations. Many of those boys grew up dreaming about owning the real thing...

There are four Aston Martin DB5s which can legitimately lay claim as James Bond cars from the period. The original, DP216, is known as the 'Effects Car.' This car was last known to be a part of a private collection in Florida, from where it was stolen out of a locked aircraft hanger in 1997. It is reported that an insurance settlement in excess of \$4,000,000 was reached following the car's disappearance. Many believe that it will never be seen again.

The second car, DB5/1486/R, was delivered to the producers in standard form and used in the films strictly as a fast driver (unburdened as it was, by the extra weight) and known as the 'Road Car.' 1486/R was later fitted with a set of gadgets installed by Aston Martin (which differed slightly from the engineering of the Effects Car), to take advantage of the global publicity juggernaut for the DB5.

(Ironically, when the Effects Car was returned to Aston Martin after its workout in *Goldfinger* and *Thunderball*, the gadgets were removed by the factory so the car could be returned to 'civilian' road use!)

For the worldwide debut of *Thunderball*, two more Bond DB5s were produced to order for Eon Productions (via their Swiss-based holding company, Danjaq S.A.) and 'accessorized' by the factory for promotional use. These were equipped with gadgetry to the exact same specification as Aston had developed for their own promo car, 1486/R. Known as the 'Press Cars,' DB5/2008/R and DB5/2017/R were dispatched to America, one to the East coast and one to the West.

With *Thunderball* onscreen in every town in 1966, the Press Cars were kept very busy with national and local appearances and a cross-country tour. Sears Roebuck took one of the cars on tour, housed in its own customized transporter, the rear panel proclaiming, 'YOU'RE TRAILING AN ACTUAL JAMES BOND 007 ASTON MARTIN AUTOMOBILE - SEE IT AT SEARS!'

Mike Ashley, factory sales representative for Aston Martin, was given the job of accompanying the promo tour. "After delivering one of the first DB6s to Paul McCartney, I duly sailed to New York on the Queen Elizabeth. We appeared in most US magazines and attended the New York Auto Show as well as the Chicago Auto Show where we were joined by girls from the Playboy Mansion. A visit to Miami was next. While we were on a pallet being

taken off by a forklift, we turned on the engine for the crowd and triggered the smoke screen. The press thought the car and plane were on fire – and some great photos resulted!

The highlight was the races at Laguna Seca where the DB5 was the pace car. I acquiesced to a mightier driver, namely Jackie Stewart, but had to remind him to beware of the left hand bends because we had the tyre cutter sticking out of the rear wheel. I got a great 8mm movie of him driving while I was in the back seat.”

By 1969, the Bond franchise had moved on to a new star actor and a new Aston, George Lazenby and the DBS, respectively. Their promotional utility past, Danjaq S.A. decided to sell the Press Cars, and both were quickly scooped up by Sir Anthony Bamford of Ashburne, Derbyshire for a reported £1500! Not more than three months later, Sir Anthony was offered a deal he could not refuse – to trade 2017/R for a Ferrari 250GTO!

2008/R was then road registered for the first time in the UK and used by Sir Anthony at his Midlands estate. In 1970 he put the car up for sale, at which point it was acquired by American collector B.H. Atchley, owner of the Smoky Mountain Car Museum in Pigeon Forge, Tennessee. There it found its next and only long-term owner – until its occasion for sale at RM Auctions’ 2006 Arizona Biltmore Auction.

This car has resided on display, set within a wire mesh cage, as the primary attraction of the museum for the past 35 years. As such it has a well-documented ownership history with only three distinguished owners in total. 2008/R is also likely the most pristine original of the remaining three examples, having been untouched for the past three and a half decades.

An Aston Martin DB5 is a rare and desirable car in its own right. There were only 786 DB5 coupes built for an exacting and exclusive audience of performance GT aficionados. It was the natural choice for James Bond’s car, both elegant and powerful.

The offer of 2008/R presents a unique opportunity, not only to acquire one of the iconic models of its era, but one which is indelibly stamped upon our popular culture, and with a fascination that continues to this day. We believe the last time one of the cars was available via public sale was in 1986. Along with the car comes a thick history file with correspondence from Sir Anthony Bamford, supporting documentation from the factory, original logbook and owner’s handbook.

The astute buyer of 2008/R will obtain an important piece of history – indeed ‘The Most Famous Car in the World.’

– Don Rose
Editor Emeritus; The Vantage Point
Quarterly Journal of the Aston Martin Owners Club, North America
(with thanks to Dave Worrall and Mike Ashley)

Drivers at risk as spare tyres vanish

By Joshua Dowling Motoring Editor

January 25, 2006

MOTORIST associations say drivers risk being left stranded by the growing number of cars being sold without full-size spare tyres - with the winner of the *Wheels* car of the year award among vehicles on the market with only a puncture repair kit.

Temporary spare tyres or puncture repair kits were the most hotly debated topic during judging of last year's award, said the editor of *Wheels*, Ged Bulmer. Despite this, the Mazda MX-5 "won comfortably" in the 2005 judging, although Bulmer would not disclose how many of the 10 judges voted for the car.

"Temporary space-saver tyres or tyre repair kits (which the MX-5 has) are not entirely satisfactory for Australian conditions," Bulmer said.

"There is absolutely no doubt that, given our vast distances and the limited availability of certain tyres, it is a concern."

The MX-5 won because it was fun to drive and better suited to daily use than its predecessor, he said. It was the car's second win in 16 years, ahead of three other finalists - the Lexus IS250, the Ford Focus and the Mercedes-Benz M Class four-wheel-drive.

Ernest Litera, a vehicle engineer with the Royal Automobile Club of Victoria, said the trend towards temporary spares and puncture kits was risky for drivers.

"The potential to be stranded is too great, in our opinion," he said. "We regularly hear from motorists who have had to stay somewhere overnight because their car did not have a spare."

He said Australia's infrastructure to supply and fit tyres was not as good as those in Europe, the US and Japan, and road conditions were more demanding.

RACV road service crews changed about 130 tyres a day in metro Melbourne, he said; the NRMA said it changed more than 260 tyres a day across NSW.

George Chalazia, the manager at Bob Jane T-Marts in Granville, said customers should be cautious about buying a car with a space-saver spare or a puncture repair kit.

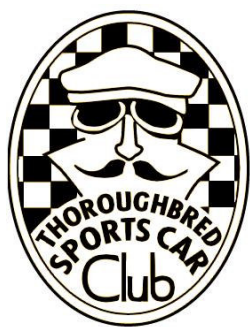
"Not all tyre technicians are trained to fit them and not all tyre outlets have the equipment - especially in country towns."

Of greater concern, though, was the number of motorists who continued to drive on a temporary spare tyre.

"We see some people ... they've been driving with a space-saver for two to three weeks," he said.

"It's dangerous ... You're not supposed to drive far on them."

(.Sydney Morning Herald 2006-01-25 Drivers at risk as spare tyres vanish Joshua Dowling Motoring Editor)



Thoroughbred Sports Car Club

2006 Membership Form

Membership Year: 1 March 2006 to 28 February 2007

Mail form and cheque to the Treasurer,

Mrs Wendy Kelly, 76 Ravensbourne Circuit, DURAL NSW 2158

<input type="checkbox"/> Renewal <input type="checkbox"/> New Member	Surname		OFFICE USE ONLY	
	Given Names		Date Joined	
	Address		M'ship No.	
	Post Code		CAMS No.	
	Birth Date / DAY / MONTH (Year not required)		TSCC Plate No.	
	Telephone (Home) (Work)		Amount Paid	
	Fax (Home or Work)		Cash / Cheque	
	Mobile Phone		Receipt Number	
	E-Mail			
	FILL OUT THE FOLLOWING IF JOINING UNDER FAMILY MEMBERSHIP			
Spouse/Partners Surname				
Given Names				
Birth Date / DAY / MONTH (Year not required)				

CAR(S)						
	MAKE	MODEL	YEAR	REGO. NO.	COLOUR	MAN./AUTO
1						
2						
3						
4						
5						
6						

I agree to abide by the rules of the Club MEMBER/APPLICANT'S SIGNATURE _____	x
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MEMBERSHIP CATEGORY	ANNUAL FEE	ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES
<input type="checkbox"/> Single	\$50	(i) Eligible to attend and/or compete in all listed TSCC calendar events (ii) Receive all printed matter issued by the Club
<input type="checkbox"/> Family	\$60	This category covers ONE ADDITIONAL person (ie Member plus one) Spouse / partner is eligible for (i) above

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