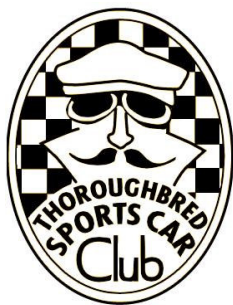


# *top* *gear*



The “Bush Bashing” E Type – refer article



## 2010 COMMITTEE

President	Terry Daly	9651 6175 (H)
Vice President / Social Director	Peter Stefan	9624 8331 (H)
Secretary	Lisbeth Allen	9799 2521 (H)
Treasurer	Malcolm Ireland	9416 3031 (H)
Editor / Webmaster	Ian Norman	9799 2521 (H)
Club Shop / Raffles / Club Property	Colin Watts	9624 8202 (H)
Point Score Keeper/CAMS & CMC Delegate	Lester Gough	9799 3209 (H/F)
Sporting Secretary	Malcolm Stephen	9543 2951 (H)
Club Plate Registrar	Roland Clark	9653 2866 (H)
		9653 2867 (F)
Public Officer	Greg Ball	9958 8721 (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 Carlingford Bowling Club  
Corner Pennant Hills Rd. & Evans Rd., Carlingford commencing at 7.30pm

### 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**

19 Mount Street

Hurlstone Park NSW 2193

Email: [secretary@thoroughbredsportscarclub.asn.au](mailto:secretary@thoroughbredsportscarclub.asn.au)

Web: [www.thoroughbredsportscarclub.asn.au](http://www.thoroughbredsportscarclub.asn.au)



## President's Report

Hi All,

Welcome to the first edition of TSCC Top Gear for 2010.

Unfortunately I had to drive in peak hour traffic for the first time in 14 months and I can tell, from my observations, traffic congestion is about 20% worse than it was at the end of 2008. I sat there pondering and looking at all that waste. Waste in people's time, waste in car usage, waste of energy and all that pollution being emitted as cars just sat there. I watched as 100's of cars sat at traffic lights letting just 2 cars emerge from a side street. I thought wouldn't it be better for all if they let traffic mount to 10 cars or more on the side before stopping, by now, 1000's of cars. There just has to be better ways to manage our traffic woes. When I finally arrived home my subscription to EVO had arrived and every article or road test quoted 0-100 in 4 seconds, or 4.5 seconds, or 5 seconds, etc. What's the point ...you can only go as fast to 100 as that bloody KIA in front of you.

To date we have had four events, starting with the NRMA Motorfest, followed by a wet and windy Kurrajong to Tarana Lunch run, a really great Valentine's day lunch for the ladies (kindly organised by Bruce Griffiths) and finally a Wednesday run to St Alban's for lunch organised by relatively new members Carol-Ann and Barry Lunn (Quoting Les Johnson " Bloody fantastic run"). Talking of the Johnson's, it was really good to see Roselee (and Les) at two of these events. Whilst Roselee has still a way to go to fully recover it certainly looks like she heading in the right direction.

Before I write about what's coming up next, it's time to renew your membership...\$50 for a year of Fun !!

Talking of Fun here's what we have install for you..

1 Shed Tour on the 6th March taking in 5 sheds with Breakfast and Lunch included

2 Tea Gardens Hawks Nest Motorfest on the 13th March..If you haven't booked you had better check with John Burton re Availability

3 The March meeting at the Carlingford Bowling Club. We will have a speaker from Variety Club.

4 The Wednesday run being organised by the Clark's (I don't have a clue where it's going..rest assured it will have a start and finishing place !!)

5 On Sunday 28th March ...a run through the Blue Mountains finishing at Jeremy's place to watch the Australian Grand Prix, stay Tuned.

Looking a little further ahead, the traditional Christmas in July, has a new date (4th July), a new organiser (Jeremy Braithwaite) and a new location (The Comet Inn). If you are thinking of staying over they have several rooms available but book ASAP.

Also, I would like to remind everyone about 101010. It's a fabulous new event for Sydney. If you have a car you would like to enter in either the Concourse or the display please let me know so that the appropriate invitations can be sent.

Regards,

Terry

## CALENDAR 2010

	DATE		EVENT	ORGANISER	PHONE
JAN.	Sun 17 Tue 26	R S	Oran Park GP NRMA Motorfest	NWRRC	
FEB	Sun 7 Wed 10 Sun 14 Wed 17	S M S F	Sunday Run Monthly Meeting Ladies/Valentines Day Lunch Wednesday Run	Kurrajong Group – J Braithwaite Lisbeth Allen Bruce Griffiths Barry & Carole-Anne Lunn	0416 222 112 9799 2521 9655 1474 9651 6358
MARCH	Sat 6 Sun 7 Wed 10 Sat 13 Wed 17 Sun 28	S R M S F S	Shed Run Eastern Creek Monthly Meeting Tea Gardens Hawks Nest M'F Wednesday Run Sunday Run (Breakfast)	Roland Clark/Terry Daly ARDC Lisbeth Allen John Burton Roland & Stephanie Clark Kurrajong Group – J Braithwaite	9653 2866  9799 2521 4997 1859 9653 2866 0416 222 112
APRIL	Wed 14 Wed 21 Sun 18	M F S	Monthly Meeting Wednesday Run Ballooning Day/Weekend	Lisbeth Allen Barry Farr & Dot Forrester Roland Clark	9799 2521 9416 6260 9653 2866
MAY	Sat 1 Sun 2 Wed 12 Sun 16 Sun 16 Wed 19	S R M S R F	Wings,Wheels & Wine Display Wakefield Park Monthly Meeting Multi Club Display Eastern Creek Wednesday Run	MX-5 Lisbeth Allen Terry Daly/Vince Thompson ARDC Keith & Carolyn Reynolds	  9799 2521 9651 6175  9634 6342
JUNE	Sat 5 Sat 5 Sun 6 Wed 9 Wed 16 Sun 20 Sun 20	S R S M F S R	Restaurant Night Wakefield Park Sunday Run Monthly Meeting Wednesday Run Breakfast Run Wakefield Park	Peter Stefan NSWRRC Kurrajong Group – J Braithwaite Lisbeth Allen Jack & Jennifer Jones  Mini Car Club	9624 8331  0416 222 112 9799 2521 9654 1129  
JULY	Sun 4 Wed 7 Sun 11 Wed 21 Sun 18	S M R F S	Xmas in July Monthly Meeting Oran Park GP Wednesday Run AHOC "Brass Monkey" Run & O'night	Jeremy Braithwaite Lisbeth Allen NSWRRC Vern & Wendy Kelly	0416 222 112 9799 2521  9651 2770
AUG.	Sun 8 Sun 1 Wed 11 Wed 18 Sun 22 Sun 29 Sun 29	R S M F S S R	Eastern Creek Sunday Run Monthly Meeting Wednesday Run Shannons Eastern Crk All British Day Kings School Eastern Creek	ARDC Kurrajong Group – J Braithwaite Lisbeth Allen John & Karma Watson Adrian Walker Ian Norman NSWRRC	0416 222 112 9799 2521 9875 3080 9987 4299 9799 2521
SEP.	Wed 8 Sun 26 TBA Wed 15 Sun 26	M R S F S	Monthly Meeting Wakefield Park Orange Blossom Festival Wednesday Run Sunday Run	Lisbeth Allen Mini Car Club Malcolm Ireland Brian & Barbara Marshall Kurrajong Group – J Braithwaite	9799 2521  9416 3031 9651 2821 0416 222 112
OCT.	Sun 10 Wed 13 Sat 16 Sat 16 Wed 20 Sun 31	S M S R F S	101010 Concourse Monthly Meeting Cruise Oran Park South Wednesday Run Pride Of Ownership Day	Lisbeth Allen Malcolm Stephen NSWRRC Les & Roselee Johnson Terry Daly	9799 2521 9543 2951  9412 1838 9651 6175
NOV	Wed 10 12/14 Sat 13/ Tue 23 Wed 17 Sun 28	M R  S F S	Monthly Meeting/AGM Australian Championship  New Zealand Tour Wednesday Run Sunday Run	Lisbeth Allen Warwick District Car Club  Terry Daly John & Val Dixon Kurrajong Group – J Braithwaite	9799 2521  9651 6175 9403 6905 0416 222 112

DEC.	Sat 4	S	Christmas Dinner & Presentation Night (Away)	Peter Stefan	9624 8331
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**NOTES:**

1. 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)

In addition to the events listed on the previous pages the following events are authorised TSCC events for the purpose of Conditional Registration (“Club Plates”) and have been extracted from the Council Of Motor Clubs (CMC) Website.



## CALENDAR OF EVENTS

Please check the 'Affiliated Club + Links' page on this site to access individual club websites for more information on events

2009	Event	Venue
6 DECEMBER	TERRIBLY BRITISH DAY	PATRICK WHITE LAWNS, NEAR NATIONAL LIBRARY, CANBERRA
2010	Event	Venue
17 JANUARY	ALL AMERICAN DAY	CASTLE TOWERS, CASTLE HILL

26 JANUARY	NRMA MOTORFEST	SYDNEY CBD
7 FEBRUARY	BATHURST HISTORIC CAR CLUB 24TH ANNUAL SWAP MEET	BATHURST SHOWGROUND
20 & 21 FEBRUARY	HSRCA	WAKEFIELD PARK
21 FEBRUARY	SYDNEY SUPER SWAP	HAWKESBURY SHOWGROUND, CLARENDON
28 FEBRUARY	7TH ANNUAL CENTRAL COAST SHOW 'N' SHINE	TUGGERAH (WYONG)
13 MARCH	TEA GARDENS HAWKS NEST MOTORFEST 2010	HAWKS NEST OVAL
2, 3 & 4 APRIL	FoSC EASTER BATHURST	BATHURST
1 & 2 MAY	HSRCA	EASTERN CREEK
16 MAY	NATIONAL MOTORING HERITAGE DAY	VARIOUS LOCATIONS
24 & 25 JULY	ALL FORD SWAP & DISPLAY DAY	EASTERN CREEK RACEWAY
25 JULY	ALL FORD FAMILY DAY	EASTERN CREEK RACEWAY
6, 7 & 8 AUGUST	FoSC WINTER INVITATION	WAKEFIELD PARK
21 & 22 AUGUST	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
4 & 5 SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK
27 & 28 NOVEMBER	HSRCA	EASTERN CREEK

Note: The following was copied from the CAMS Website [www.cams.com.au](http://www.cams.com.au) and are also authorised events for the use of Club Plates

Ian Norman Editor

## Event Calendar

<a href="#"><u>project d drift school</u></a> From 09/01/2010 to 09/01/2010	Auto Test, Club oran park raceway, NSW
<a href="#"><u>supersprint</u></a> From 10/01/2010 to 10/01/2010	Speed, Multi-Club oran park raceway, NSW
<a href="#"><u>project d drift school</u></a> From 10/01/2010 to 10/01/2010	Auto Test, Club eastern creek raceway, NSW
<a href="#"><u>2010 cams nsw supersprint championship round 1</u></a> From 17/01/2010 to 17/01/2010	Speed, State oran park gp circuit, NSW
<a href="#"><u>project d drift school</u></a> From 17/01/2010 to 17/01/2010	Auto Test, Club oran park raceway, NSW
<a href="#"><u>the last ever race meeting</u></a> From 23/01/2010 to 24/01/2010	Race, Multi-Club oran park, NSW
<a href="#"><u>january nams club championship hillclimb</u></a> From 24/01/2010 to 24/01/2010	Speed, Multi-Club ringwood park balikera nsw, NSW
<a href="#"><u>jugiong interstate challenge</u></a> From 24/01/2010 to 24/01/2010	Auto Test, Multi-Club jugiong park jugiong, NSW
<a href="#"><u>project d drift school</u></a> From 24/01/2010 to 24/01/2010	Auto Test, Club eastern creek, NSW
<a href="#"><u>multiclub motorkhana</u></a> From 30/01/2010 to 31/01/2010	Auto Test, Multi-Club bendemeer recreational grounds, NSW
<a href="#"><u>carline mufflers powercruise #22</u></a> From 30/01/2010 to 31/01/2010	Race, Multi-Club symmons plains raceway, NSW
<a href="#"><u>midweek social run</u></a> From 02/02/2010 to 02/02/2010	Social, Club hornsby patonga, NSW
<a href="#"><u>club motorkhana training day</u></a>	Auto Test, Club



From <b>07/02/2010</b> to <b>07/02/2010</b>	riverstone, NSW
<a href="#"><u>annual show n shine</u></a> From <b>07/02/2010</b> to <b>07/02/2010</b>	Social, Club prince edward park road reserve, NSW
<a href="#"><u>2010 bathurst 12 hour</u></a> From <b>12/02/2010</b> to <b>14/02/2010</b>	Race, NATIONAL mount panorama, NSW
<a href="#"><u>motorkhana training</u></a> From <b>14/02/2010</b> to <b>14/02/2010</b>	Auto Test, Multi-Club eastern creek, NSW
<a href="#"><u>hsrca family training day</u></a> From <b>20/02/2010</b> to <b>20/02/2010</b>	Race, Multi-Club wakefield park, NSW
<a href="#"><u>state khanacross</u></a> From <b>20/02/2010</b> to <b>20/02/2010</b>	Auto Test, State hampton, NSW
<a href="#"><u>red mist rallysprint</u></a> From <b>20/02/2010</b> to <b>20/02/2010</b>	Rally Road, Club ringwood park, NSW
<a href="#"><u>spring all historic race meeting</u></a> From <b>20/02/2010</b> to <b>21/02/2010</b>	Race, Multi-Club wakefield park, NSW
<a href="#"><u>club practice lap dash</u></a> From <b>21/02/2010</b> to <b>21/02/2010</b>	Speed, Club oakburn park gunnedah road tamworth, NSW
<a href="#"><u>powercruise sydney</u></a> From <b>26/02/2010</b> to <b>28/02/2010</b>	Race, Multi-Club eastern creek raceway, NSW
<a href="#"><u>narooma booma</u></a> From <b>27/02/2010</b> to <b>27/02/2010</b>	Rally Road, Club narooma, NSW
<a href="#"><u>shannons sdma hillclimb round 1 nsw hillclimb championship</u></a> From <b>28/02/2010</b> to <b>28/02/2010</b>	Speed, State fairbairn canberra, NSW
<a href="#"><u>shannons sdma hillclimb</u></a> From <b>28/02/2010</b> to <b>28/02/2010</b>	Speed, State fairbairn park, NSW
<a href="#"><u>state motorkhana</u></a> From <b>28/02/2010</b> to <b>28/02/2010</b>	Auto Test, State nirimba, NSW
<a href="#"><u>ardc supersprint</u></a> From <b>07/03/2010</b> to <b>07/03/2010</b>	Speed, State eastern creek raceway, NSW
<a href="#"><u>nsw motor race championship</u></a> From <b>13/03/2010</b> to <b>14/03/2010</b>	Race, State eastern creek raceway, NSW
<a href="#"><u>shannons sdma hillclimb</u></a>	Speed, Club

From <b>14/03/2010</b> to <b>14/03/2010</b>	fairbairn park canberra, NSW
<a href="#"><u>2010 leyland p76 nationals</u></a> From <b>01/04/2010</b> to <b>05/04/2010</b>	Social, Multi-Club huntermullock nsw, NSW
<a href="#"><u>condohotel 750</u></a> From <b>02/04/2010</b> to <b>04/04/2010</b>	Rally Road, Multi-Club condobolin nsw, NSW
<a href="#"><u>easter at bathurst 2010</u></a> From <b>02/04/2010</b> to <b>08/04/2010</b>	Race, Multi-Club mount panorama bathurst, NSW
<a href="#"><u>powercruise</u></a> From <b>03/04/2010</b> to <b>04/04/2010</b>	Race, Multi-Club hidden valley raceway, NSW
<a href="#"><u>powercruise</u></a> From <b>08/05/2010</b> to <b>09/05/2010</b>	Race, Multi-Club hidden valley motor sports complex, darwin, nt, NSW
<a href="#"><u>ardc supersprint</u></a> From <b>16/05/2010</b> to <b>16/05/2010</b>	Race, State eastern creek raceway, NSW
<a href="#"><u>nsw motor race championship</u></a> From <b>19/06/2010</b> to <b>20/06/2010</b>	Race, State eastern creek, NSW
<a href="#"><u>shannons national racing series</u></a> From <b>17/07/2010</b> to <b>18/07/2010</b>	Race, NATIONAL eastern creek raceway, NSW
<a href="#"><u>victorian state race</u></a> From <b>23/07/2010</b> to <b>25/07/2010</b>	Race, State phillip island grand prix circuit, NSW
<a href="#"><u>ardc supersprint</u></a> From <b>08/08/2010</b> to <b>08/08/2010</b>	Race, State eastern creek raceway, NSW
<a href="#"><u>australian muscle car masters</u></a> From <b>04/09/2010</b> to <b>05/09/2010</b>	Race, NATIONAL eastern creek raceway, NSW
<a href="#"><u>shannons nationals racing series</u></a> From <b>11/09/2010</b> to <b>12/09/2010</b>	Race, NATIONAL eastern creek raceway, NSW
<a href="#"><u>nsw motor race championship</u></a> From <b>23/10/2010</b> to <b>24/10/2010</b>	Race, State eastern creek raceway, NSW

42 event(s) found

# THOROUGHBRED SPORTS CAR CLUB

## WEDNESDAY FUN RUN

### 2010 ROSTER

17 February	Barry & Carole-Anne Lunn
17 March	Roland & Stephanie Clark
21 April	Barry Farr & Dott Forrester
19 May	Keith & Carolyn Reynolds
16 June	Jack & Jennifer Jones
21 July	Vern & Wendy Kelly
18 August	John & Karma Watson
15 September	Brian & Barbara Marshall
20 October	Les & Roselee Johnson
17 November	John & Val Dixon

If the designated dates do not suit the specified organisers, then please make alternate arrangements with any of the other members listed for a change of dates that are mutually suitable. Please advise me of any changes.

Would each of the nominated organisers please forward a copy of their proposed activity to Peter Stefan (peter.stefan@beiersdorf.com) for electronic distribution to all members prior to the monthly club meeting. Please also have flyers available for distribution at the meeting prior to the run.

Peter Stefan

## **CHRISTMAS PARTY & PRESENTATION NIGHT**

The following photos were not able to be included with the article in the December Issue of Top Gear and are now presented here. Editor









## **MEMBERSHIP RENEWALS**

It is that time of the year again and this is a gentle reminder.

The renewal forms are available on the web site or in "Top Gear". It would be appreciated if you could include the form with you payment. If your details have not changed then all I need is the name.

Malcolm.

## **THE KURRAJONG GROUP**

**by Jeremy Braithwaite**

If you've had a look at the calender recently and wondered who or what the Kurrajong Group is, this will hopefully enlighten you....

It basically started with a couple of discussions with Ian Peard (TR8) and Chris & Deborah Hallam (XK120/Honda S2000); there seemed to be a number of people with interesting cars in the district and wouldn't it be a good idea if we could all get together occasionally.

So we organised a breakfast run up to the old Orient Hotel in Springwood before Xmas last year. In addition to the Braithwaite's and the Hallam's there were Graham & Carol Edds (MX5), Peter & Margaret Simms (M5), David & Carol Gregory (TR4) and Peter Landan (Ducati).

They have a lovely period outdoor setting at the hotel, which was actually designed by Graham Edds, and they served an excellent breakfast. Everybody seemed to get on really well and by the time we left we had agreed that we wanted to try to get together at least every couple of months and that we should approach the Thoroughbred Sports Car Club in order to provide a car club structure. The fact that the TSCC was non-marque makes it a great fit for our group. I had a chat to Terry Daly, the committee discussed it, and here we are!

The group is up to 17 (mainly couples) now. Some of the group have time commitments which make it hard to attend our events but I expect we will see them from time to time and we will gather a few more as word gets round. And I certainly hope that many in the group are active in the other events within the Thoroughbred club. Julie & I will attend as many events as we can and have pencilled in Terry's NZ run later in the year. Should be a good opportunity to also catch up with some pals over there we haven't seen for a few years.

We're planning a brunch run on March 28th returning to our place for a late BBQ lunch and then watch the Australian Grand Prix. Our run on June 6th will entail a visit to some or all of the old motorsport circuits in Sydney. There are many more than I remember! And on the 25th/26th September Tom & Ged Aczel are helping organise a weekend away at Walcha which means a run up Thunderbolt's Way. There's a bit of detail to be decided here but we may make it an optional long weekend and come back down the Sofala road.

So now you know!

## VALENTINES DAY LUNCH

I think that most of our men were suffering from guilt complexes because a large number responded to Bruce's suggestion of taking the Ladies out for Valentine's Day lunch. The couples who attended included;

Vicki and Greg Ball  
Stephenie and Roland Clarke  
Robyn and Terry Daly  
Maree and Lance Dowle  
Jan and Paul Goddard  
Vivyan and Bruce Griffiths  
Roselee and Les Johnson  
Robyn and Kevin Leggott  
Lisbeth and Ian Norman  
Marilyn and Graham Olliffe  
Carolyn and Keith Reynolds  
Eve and Peter Stefan  
Margaret and Malcolm Stephen  
Karma and John Watson  
Phillip and Kerri O'Loan

Apologies for any names I've overlooked but we did occupy 2 large banquet tables with the ladies all sitting enjoying the peaceful bush and water views. Although it was an overcast day, the ferry ride across the Hawkesbury and the lush bush setting added to the romance of the venue. (Jan and Paul remembered attending a venue at the same restaurant with the bushfires raging a few years ago.)

Mine Host, Phillip greeted all the ladies as we arrived with a long stemmed pink rose which made us feel rather special. The restaurant had been decorated with a Valentine's Day theme and although all the tables were full, the food and wine flowed at a leisurely pace.

Bruce presented each of the ladies with a box of Praline Chocolates. The men were certainly earning those Browne Points!! The lucky door prizes which were drawn by Master Zac were won by Margaret and Maree who incidentally, were both sitting at the same places on each table.

The food was excellent and plates kept being replenished. The baby octopus salad was especially tender and the other assorted seafood dishes were all healthy and delicious.

Everyone was delighted to see Roselee again who had made a sterling effort to attend. Congratulations to Roselee and Les for being amongst us once more and 'yes' Les, we have all noted your advice to 'ALWAYS TAKE OUT TRAVEL INSURANCE.'

It was around 4 O'clock as we drifted out of the Waterview Restaurant and headed either home via Dural or took the ferry again across the river and back to reality as we headed for home. A big thank you to Bruce for choosing such a romantic setting to give all us girls a memorable St Valentine's Day 2010.

Karma Watson









### WEDNESDAY RUN TO ST.ALBANS.

Wednesday, the 17<sup>th</sup>.February – awoke to a perfect summer's morning – great for a run with the car club. The old car hadn't been started for a month, but started first go, for the obligatory run around the block, a wash, and petrol.

Off to McDonalds at Dural, to link up with the rest of the group, and indulge in a cup of swill, which they call "coffee ". Carole-Anne and Barry Lunn, new members to the club, had organized a great roll-up of twenty-three, and a fine assortment of various classics, cars that is.

Promptly at eleven, we followed Barry's MG along New Line Road, and headed off to Wisemans Ferry .At the Webb Creek ferry, the group all managed to squeeze onto the same punt, which then slowly edged its way over the Hawkesbury to the far side.

Its twenty-one kilometers from here to the historic village of St.Albans, sitting beside the Macdonald River. The 'hidden valley', as the Macdonald is called, is a lush, green farmland area. The road passes many farmlets, with people still tending crops, and raising cattle. Anyone spot the ruins of an old Roman Catholic church, St.Joseph's? Partially built around 1839, its majestic walls loom next to the road, opposite Books Ferry. Apparently never consecrated, its bare shell has stood the test of time well. The road twists, and turns all the way to St.Albans, the road surface reasonable – certainly now tar-sealed all the way.

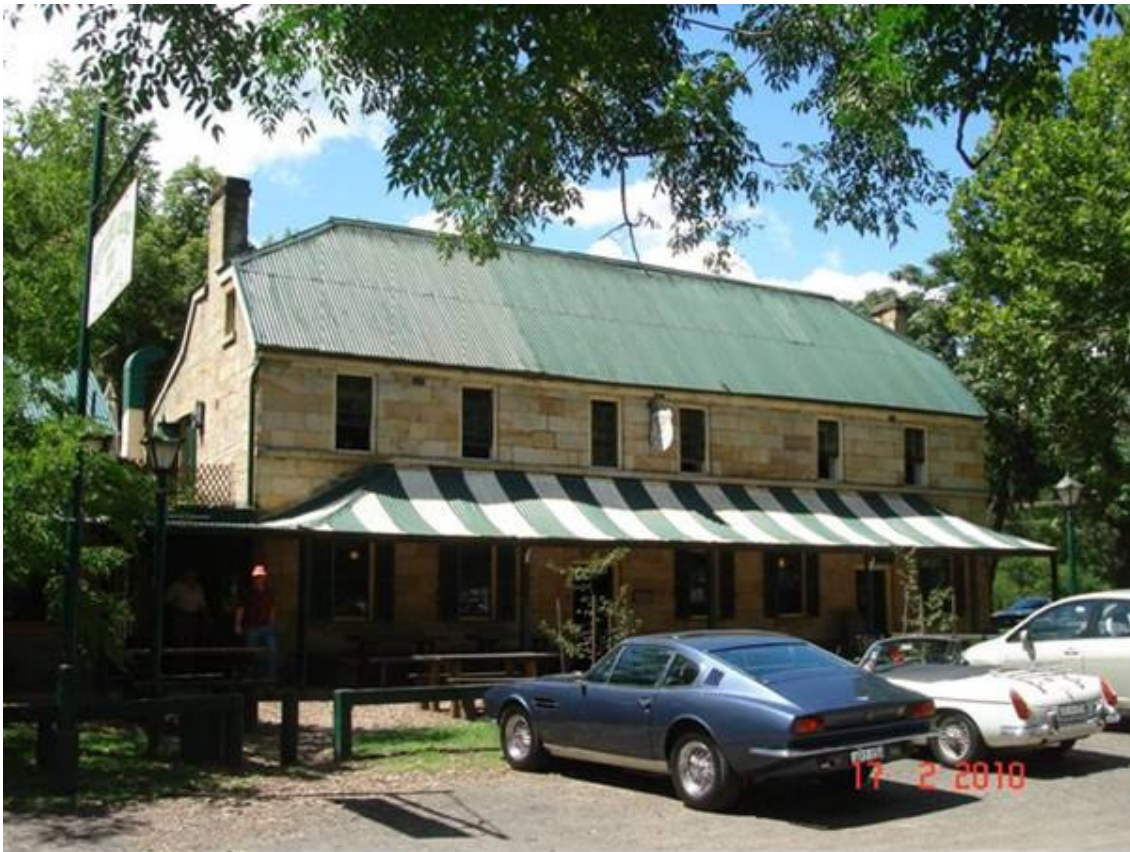
Lunch was organized at the Settlers Arms pub, a pretty English style hotel nestled alongside the river, on the far bank, traversed by an ugly new bridge. We parked around the front of the establishment, and created a deal of interest amongst the locals, one of whom was a former member, Ken Parsons. Forewarned, he had headed out to meet us on the road in his TR 8. Ken owns the Old Courthouse, a B & B opposite the pub, and kindly arranged a tour of the building, complete with his burnt-out E-type, courtesy of a bush fire! Lunch was enjoyed by most – the service a little erratic (due to our numbers), and the food generally deemed alright. You wouldn't drive all the way there for the meal alone .It was great to see Rosalee Johnson up and about, and after the meal she and Les were presented with numerous trophies they had accumulated last year, but were unable to collect due to the horrific accident they endured in Egypt. Les gave one of his classic, dry speeches for which he is renowned, but we could tell he was moved by the support he received from club members.

The lunch finished after much chatting, and the Smiths had to hurry off to the big smoke too soon – I'd have liked to linger longer. Great day out – thanks to the Lunn's – anyone better 15 minutes from the pub to the ferry on the way home????











## **Itinerary For TSCC Trip to New Zealand From Saturday the 13th November To Monday 22<sup>nd</sup> November**

### **DAY 1**

am Flight to Christchurch  
Clear Customs/Pick up Rent-a-Car etc by 1500

Drive Christchurch to Lake Tekapo. (DT (Driving time) 3h 20m,  
Distance 230k) Overnight Lake Tekapo

### **DAY 2**

Drive Lake Tekapo to Queenstown via Mount Cook (DT 4h 45m,  
Distance 334k) Overnight Queenstown

### **DAY 3**

Queenstown  
Overnight Queenstown

### **DAY 4**

Drive Queenstown to Te Anau (DT 2h 30m, Distance 174k)  
Overnight Te Anau

### **DAY 5**

Drive Te Anau to Milford Sound and return (DT 3h 20m,  
Distance 232k) Overnight Te Anau

### **DAY 6**

Drive Te Anau to Wanaka (DT 3h 25m, Distance 230k)  
Overnight Wanaka

### **DAY 7**

Drive Wanaka to Franz Josef (DT 4h 8m, Distance 285k)  
Overnight Franz Josef

### **DAY 8**

Drive Franz Josef to Christchurch (DT 5h 19m, Distance 388k)  
Overnight Christchurch

### **DAY 9**

Christchurch  
Overnight Christchurch

### **DAY 10**

Afternoon flight to Sydney

**Cut Off for expression of interest is 31/3/2010. Please advise Terry Daly by that date if interested.**





## **Kurrajong to Tarana to Oberon and onto Little Hartley (Or what happened to Adrian)**

Thanks to Jeremy for Organising the run.

This was TSCC's first run of the year, and the first with our friends from Kurrajong. A couple of the guys were anxious to bring their new toys (or newly restored toys) for a run. Adrian Walker his new E-type and Ross Brackenbury his newly restored Ferrari 328GTS, Sam Movizio from Currans did most of the work and Ross cannot speak more highly of the work.

The crews from downtown Sydney were going to meet at the Cafe opposite the Richmond Airbase for Coffee by 0930am and then proceed up to Kurrajong. Unfortunately the clouds opened up overnight and dumped just over 8 inches of rain in the Dural area. Ross thought better and decided the Ferrari should remain in the Garage, whilst Adrian swapped the E-type for an Astra.

At 0945 Adrian rang to say he had elected to go via Cattai and found the road flooded and had to detour and would now meet us in Kurrajong at 1015.. Come 1030, no Adrian, he would now meet us at the next stop, Mt Victoria. In the meantime, the group assemble in Kurrajong and despite the rain had a very pleasant drive to Mt Victoria along the Bells Line of Road. This group included Julie and Jeremy Braithwaite in his Jaguar XKR, Paul Samuels in his beautiful Bristol 410, Liz K and Geoff in a Series 1 XJ6, Ian Peard in a Concourse winning TR8 (Yes that's the one with the V8, Jeff Watson in an XJ12, Tom and Gerardine Aczel in a BMW and the Daly's in the Jaguar XKR.

All arrived at Mt. Victoria except Adrian and his lovely wife Lorraine. After waiting an appropriate time the group headed off to Tarana for Lunch. Surprisingly, once we got over the mountains the rain stopped and Tarana looked splendid in the sunshine.

Everyone ordered drinks and Lunch and settled down to a hearty meal when finally a smiling Adrian and Lorraine arrived. (They looked so much in love that we all started wondering why it had taken them so long to drive from Kurrajong to Tarana). A couple of speeches, some great conversation, and a few drinks and we were all off to Liz and Geoff's at Little Hartley for afternoon tea. Instructions were given out on the route to take and Adrian said he would follow me.

For the first 20 kilometres I kept a close eye on Adrian's Astra so we wouldn't lose him. Then a few kilometres later he's gone bush again. We waited in Oberon for a few minutes but still no Adrian, so we headed off to Little Hartley for tea.

Knowing he had the instructions, Liz waited for nearly an hour for Adrian and Lorraine to arrive. In the meantime, the boys enjoyed a look at the shed and the beautiful MGTC. We finally enjoyed a nice cup of coffee still wondering what happened to Adrian. I took the liberty to e-mail him to see if he arrived home alright..Answer....

"On the way home I was following you..came over crest...3 roads!!..all over the brow of a steep hill..so couldn't see any further than 20 metres. no TSCC cars in Sight..so turned left...was the wrong way !!!!"

Terry Daly



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Sizes:	S	M	L	XL	XXL	XXXL
Chest:	100	106	112	118	126	132
Length	74	76	78	80	82	83

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Sizes:	8	10	12	14	16	18
Bust:	88	93	98	103	108	113
Length:	60	62.5	65	67.5	70	72

## HARBOUR CRUISE ON THE STEAM TUG “WARATAH”



You are invited to join fellow members of the TSCC on a cruise around Sydney harbour on the historic steam tug “Waratah” c 1902 owned by the Sydney Heritage Fleet. What better way is there to spend a spring Saturday than cruising:

- on one of the world’s most spectacular harbours;
- on a world-wide recognised preserved ship;
- in the esteemed company of Thoroughbred Sports Car Club members.

Cruise Details	
Date	Saturday, 25 September, 2010
Boarding	The Heritage Shipyard on James Craig Road, Rozelle
Depart Wharf	11:00am (assemble at 10:30am)
Return to Wharf	3:00pm
Catering	Self catering – BYO food and drink
Parking	Free (near the shipyard)
Cost (pp)	To be confirmed ~\$40 - \$45 (depending on numbers)
Organiser	Malcolm Stephen

For those interested in joining us on what should be a beautiful day out, please contact me (preferably by E-mail) to reserve your place.

Regards

Malcolm Stephen

T 02 9717 3273 (w) 02 9543 2951 (h)

M 0413 171 806

E [malcolm.stephen@ansto.gov.au](mailto:malcolm.stephen@ansto.gov.au)

## WARATAH 1902



World's oldest operational coal-fired steam tug

### Vital Statistics

Overall length	108ft (32.9m)
Beam	20ft (6.1m)
Displacement	165 tons
Powered by	Two cylinder compound steam engine
Acquired by the Fleet	1968

*Waratah*, a coal-fired tug, was built at Cockatoo Island, Sydney and launched on the 21<sup>st</sup> May 1902. Originally named *Burunda*, her primary role was to tow dredges and barges between the various ports along the NSW coast.

She is the oldest tug in working order in Australia. She carried a crew of 14, including six officers who were accommodated in separate cabins aft.

With raked funnel and counter stern, *Waratah* has the graceful proportions of a vessel of her era.

Her sea-going days nearly ended in 1948 when, due to her age and condition, she was restricted to Newcastle Harbour. In 1968 it was announced that the old tug was beyond economical repair and was to be disposed of for scrap. The Sydney Heritage Fleet, realising her historical importance, acted to save her and proceeded to purchase the vessel from the Department of Public Works. After a subsequent five-year restoration program she is now, once again, fully operational.

The *Waratah's* authentic restoration has gained the Fleet world-wide recognition for historic ship preservation.

*Waratah* is available for charter and is suitable for corporate and private functions such as weddings, birthdays and other events. Operating times are 10:00am to 10:00pm, on Fridays, Saturdays, Sundays and Mondays. She carries 49 passengers on four-hour cruises of Sydney Harbour.

For further information, or to make a reservation, contact the Membership Co-ordinator on 02 9298 3841 or email: [mdalton@shf.org.au](mailto:mdalton@shf.org.au)



# EIGHT DAYS TO THE 2009 TRIUMPH SPORTS OWNERS NATIONAL MEETING - BUSSLETON, WA or "Trumping the Nullarbor"



Jill and I and our son Andrew drove my 1977 Triumph 2500S sedan which has an engine with Lucas Mk 2 mechanical fuel injection across Australia from the east coast to the west coast. Our companions Dave and Gail were in their restored 1974 Triumph Stag which has the Triumph 3 litre V8 engine. The trip was to attend the week long Triumph National Meeting in West Australia. Another group of five Triumphs left four days ahead of us – three Stags, a TR7 convertible and a TR8 convertible. Jill and I had done the trip previously in 1981 in a Triumph 2500S to visit her brother..... we noticed a few changes after 28 years.



We set out from Sydney early on the cool morning of 23 October 2009 and spent the first half a day on the Hume Hwy. Stopped for lunch at the 'Dog on the Tucker Box'. Not long after turning off at Gundagai for the cross country leg to our first overnight stop in Narrandera, we found ourselves face to face with wheat/sheep farming on the south west slopes of NSW after years of drought with the sheep being grazed on 'the long paddock'. The overdrive unit became intermittent so drove on in top gear for the rest of the trip. There had been a little rain recently but only providing for a green drought in that it looks green but there is no feed. 580km in 8 hours.



On leaving Narrandera we were soon on the Hay plain which is almost as treeless as the Nullarbor. This was our hottest day with temperatures in the mid 30s Celcius from late morning onwards. Our companion's Stag had a vapour lock when we stopped for lunch at Mildura which was traced later in the day to a blocked vent line for the carburetors. This region has a lot of irrigated citrus farming supplied from the Murray River which is the border between NSW and Victoria. Then on to our overnight stop in Waikerie, South Australia. We had been in NSW, Victoria and then SA in 80km of driving. Adjusted the front wheel bearings at Waikerie after doing 685km in 10 hours.








Another cool morning as we departed Waikerie and drove across mallee country and then into the grain belt of South Australia from Burra to Melrose. We crested the Stirling Range and there before us were the blue waters of Spencer Gulf and a short distance to travel to Port Augusta at the head of the gulf. After windy lunch stop in Port Augusta we headed west on the Eyre Hwy toward the Iron Knob mine and then on to our turn off and refuel point at Poochera. Sign in the servo "Shower \$4" for the cost of transporting the necessary water. No water on the driveway either. Then on to the very pleasant town of Streaky Bay. A largely cool day with 719km in 9.5 hours.



The weather gods are smiling on us as we start another cool day which saw us cross the Nullarbor Plain and negotiate the 90 mile straight, the longest straight piece of road in the Southern Hemisphere. We stopped at the Head of Bight whale observatory for lunch. The whales come to rest their young and wean them on their journey from the north west of Australia breeding grounds to Antarctica. It is apparently not unusual to see mother whales on their backs with their flippers in the air to stop calves from suckling. There were eight there two days before we were. Then on across the WA border after quarantine inspection to overnight at Eucla. 607km in 9 hours.



Eucla is a roadhouse with motel/hotel and its own local time zone three quarters of an hour ahead of Perth. Between Eucla and the coast are the ruins of one of the repeater stations on the overland telegraph line established in 1877. Frost on car roof this morning. Leaving Eucla, the Eyre Hwy drops down the escarpment before climbing back up via the Madura Pass after 180 km. We had morning tea alongside "Brumby's Run", a par 3 hole on the Nullarbor Golf Course, the longest golf course in the world. The pin is centre right in the photo and playing into the rough seems ..... Our overnight was at Norseman a mining town where the mine has run out. 704km in 9 hours.

	<p>At last a short day as we decided not to see Kalgoorlie this trip....good thing too as it was 39 Celsius up there and would have added 400km to the day. We turned left and went down to the port of Esperance at the eastern end of the WA southern wheat belt. It was quite warm until we got near to the coast but the air conditioning worked well all trip. Our companions were a bit hot on a couple of the days as their air con was a yet to be completed part of their restoration. We had plenty of time to walk and drive around Esperance which has a population of 6,500 people. There are only 14,000 in the shire which has an area of 45,000 square km. 204km in 2.75 hours.</p>
	<p>Another pleasantly cool day across to Albany via the South Coast Hwy. We had morning tea in Ravensthorpe where BHP Billiton has just closed their nickel mine until the price of nickel improves, which is very hard on the town. Then on to Albany through mainly wheat country as the road is inland away from the coast. We found the other group of Triumphs straight away and sorted ourselves out before touring the town by car and on foot. Albany has a spectacular port and coast with a population of around 25,000. Wheat and woodchips are exported. In times past Albany was a whaling port and the whaling station is now a museum. 480km in 6.5 hours.</p>
<p>The complete NSW driving contingent with an additional black TR8 convertible from Victoria ready to leave Albany for Pemberton via Denmark with a stop at the Valley of the Giants.</p>	
	<p>Albany was the first English settlement in WA being established from Sydney in 1826. After leaving Albany we stopped at Denmark for morning tea which is famous for its arts and crafts and cake shops. Then on to the Valley of the Giants tree top walk 38 metres above ground amongst the canopy of the tingle forest and a walk through the glade nearby. Later in the day one injector played up for a while but a spirited drive through the forest saw it gradually improve until it was seated again. We got 'bushed' when we missed a turn at Northcliffe and found ourselves at Windy Harbour rather than at Pemberton. Nothing else for it but a spirited drive back through the forest.</p>
	<p>Near Pemberton is the Gloucester Tree which is one of a number of trees that were converted into forest lookouts so that fires could be quickly located and extinguished. Andrew climbed the 58 metre Gloucester Tree to the observation post at the top using the steel pins driven into the trunk and was a bit stiff and sore for a few days after this ultimate step class. We then moved on to Beedelup Falls and then the light house at Cape Leeuwin which is the most SW point of Australia. Lunch in Augusta, then a leisurely drive up through the Margaret River wine region to our final destination at Bussleton where we arrived in convoy to be met by our WA National Meeting hosts.</p>
	<p>Our odometer had just ticked over 5,000 km since leaving home eight days before and we had crossed Australia from east to west. None of the Triumphs had any serious mechanical or electrical problems perhaps a combination of good design and some tender loving car before leaving home. I later discovered that my overdrive was intermittent because the exhaust pipe was too close to it. Something to do with the exhaust having an interview with a speed bump in a shopping centre car park last year. We spent a week in the Margaret River area during the National Meeting then had a week with Jill's brother Alan and his family before putting the car on a truck and flying home on Friday the 13<sup>th</sup>. We had run out of holidays so it was back to work for all.</p>

Lindsay Day

## Australia's Toughest E-Type ?

Lurking in a Shed in the central Victorian town of Milawa (home of Brown Bros Wines) is probably Australia's toughest E-Typ. This two owner 1967 Series 1 and 1/2 FHC has 330000 miles on the clock and most of these have miles have been done on dirt roads and paddocks. It's Bernie's everyday Transport and used as any other farmer would use a ute, rounding up cattle, carrying hay, and driven the 30k to Wangaratta for supplies etc.

Bernie has owned this E-type for over 25 years and in that time has made extensive modifications to toughen the "old girl up". It's on it's first engine rebuild and just about everything else has had at least one rebuild and modified for better use in the country.

The body has never been touched (see the photos) but other modifications are quite extensive and sometimes unique. They include:-

- Twin Mazda 626 fuel pumps
- Land Cruiser Radiator with 12 extra tubes
- Diesel Air filter with no canister
- Two stabiliser links of the Diff to the Chassis
- Volvo 4 spot Disc / Brake setup
- Heavier sway bar at the front
- Adjustable shocks at both the front and rear
- Solid mounted steering rack
- BMW Wheels. Better strength and less weight
- Modified Ford electronic distributor
- Mitsubishi Coil and driver
- Computerised Ignition management system (Good for an extra 50 bhp)

The E-Type sits about 1 inch higher than normal and produces just over 300 bhp.

So what's it like to drive?

On Tarmac it feels like a very solid car, somewhat noisy due to the 2 Inch Exhaust system. However, once on dirt it really handles with tremendous acceleration out of corners and can snap sideways in any gear. Yes it still has the Jaguar 4 speed gearbox but runs a hand built Aluminium Flywheel.

However, when Bernie isn't out enjoying his E-type, he's restoring a Series 1 convertible not to Concourse specifications but to a Specification that would make it a very pleasant country E-type. Also waiting work is a couple of Mark 2's (one to have a V12 with a 6 speed box) and the other to country specs and all this work is carried out in a good old Australian country shed..



For those Concourse folk, Bernie's E-type gets a yearly wash...

Terry Daly









## Aston Martin project DP215

{Specification for the 1963 Le Man's}

DP215 recorded in 1963 a speed of **198.6 Miles per Hour** at Le Mans



Aston Martin Project DP215

<b>Manufacturer</b>	Aston Martin Limited
<b>Production</b>	1963 {only 1 produced}
<b>Predecessor</b>	Aston Martin DP214
<b>Class</b>	Grand Tourer
<b>Body style</b>	2-Door Coupe
<b>Layout</b>	FR layout
<b>Engine</b>	Originally 3,996 cc Tadek Marek
<b>Related</b>	Aston Martin DP212/ Aston Martin DB4

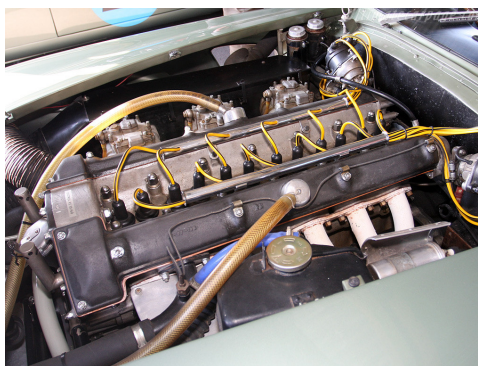
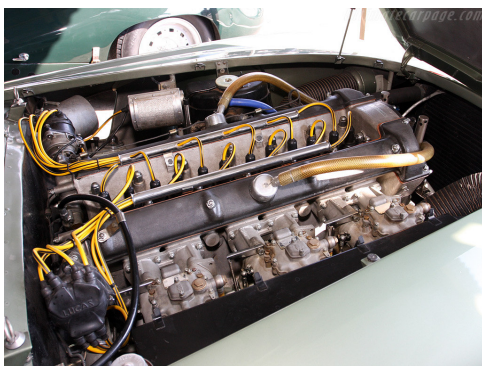
The 1963 Aston Martin DP215 was a prototype sports car built by Aston Martin for grand touring style racing in 1963; it was built along side the similar DP214, both of which replaced the previous DP212, Only a single example was built, which survives today.

Again using a DB4GT chassis, the DP215 was stylistically similar to DP214, but had the advantage of not only slightly lighter, but also using the larger 4 litre Tadek Marek in line 6 cylinder engine which had previously powered DP212.

Even though the car was also intended to carry the Tadek Marek designed 5 litre V8 engines which later appeared in the Lola Aston T70 MK III. Even so with this increase power and decreased weight, the DP215 was seen as a better suited to Le Man's Mulsannes straight than DP214.

### Racing History

The car never had the {planned } V8 fitted and it made do with a dry sump 4 litre version of the well proven 6 cylinder, with twin plug head. More contentiously, it was also fitted with the weakest link from the older and slower powered DBR1, its CG537 -5 speed transaxle; clearly a big mistake and one admitted by John Wyer. Visually, and dimensionally, the body was the same as the DP214's but with bonnet line, only 1.5 inches lower, enabled by the dry sump engine. The car was initially fitted with engine No 400/215/1.



## Le Mans 24 Hour 1963

Debuting at the 1963 24 Hours of Le Mans, the lone DP215, driven by Lucien Bianchi and Phil Hill, started alongside the two DP214's. During practice the DP215 set a time of 3mins 57.2 secs with Hill. During the race the DP215 was intended to be the {hare} for the DP214's trying to break the Ferrari's, lapping a 4mins -05 secs. Hill lead away at the start but was passed by a Maserati on the Mulsanne straight. On the sixth lap Hill was in fifth place, but unavoidably ran over debris from an accident of a car. Who was about to be lapped. Hill pitted so the mechanics could see if any damage had been caused to the under carriage, but no damage was found and Phil Hill was sent out again.

However during the third hour {2hr 12 mins} after 29 laps, DP215 retired from the race whilst running ninth. The transmission had broken and the teeth on the input bevel failed; it was assumed that the extra torque of the 4 litre engine was responsible, as this had never happened to the DBR cars. Both DP214 cars would also suffer problems and be forced to retire. However both DP214 and DP215 were first cars officially recorded as exceeding 300 kph { 186 mph} down Mulsanne. But DP215 was the quickest of all. Phil Hill, in practice recorded 319.6kph { 198.6 mph } and Ted Cutting, the Aston Martin designer, is certain DP215 had, in fact Exceeded 200mph since the timing was recorded before the cars had reached their maximum speed or the braking area. The car still remains the fastest front engine Aston Martin ever made, Phil Hill describing the car as light and controllable at such speeds down the straight.

## After Le Mans 24 hour

Following Le Mans, the DP215 would appear at the 12 hours of Reims {a race accompanying the French GP}, driven by Jo Schlesser. Th car should have won easily, due to no serious opposition in the field. But after leading, Schlesser was having more trouble with the repaired CG537 transmission. Having difficulty changing gear, and missing gears, which caused over- revving of the engine, unfortunately leading to bending all the valves, forcing the car to retire on lap 4.

At the Guards Trophy at Brands Hatch, the car only completed a demonstration lap {driven by Bill Kimberley }, due to financial/tax reasons, Shortly after DP215 was rebuilt with more conventional transmission which allowed the fitting of the David Brown S532 5-speed box, which was also fitted in the DP212. The car was soon retired from factory use as the DP214's proved more reliable.



One of the Aston Martin DP214's {very similar in appearance to DP215}



In 1966, while being driven/tested on the M1 Motorway. Driven by Peter Austin Smith DP215 was involved in an accident which badly damaged the car {at the time carried reg. No 'ENP 246B'. Whilst travelling at about 100 mph on the motorway a slower Dormobile wandered into the outside lane, with the Aston Martin unable to avoid a collision. Both vehicles were severely damaged but all occupants were OK.

I meet Peter Smith on a few occasions he had a small mechanical workshop in Olney, how could I ever forget his premises, may have been an old fire station at one stage he had mechanical and body parts stored on a mezzanine floor and it had a bow in it due to the weight above , but still parked new Astons underneath it, Peter was very good on all those early cars , but a bit of a character to go along with it , he was not very popular at the factory after the accident on the M1

Aston Martin not wishing to gain publicity over the accident quickly sold the damaged engine and parted with the remains of the car, with the engineless car being bought for scrap value, by Malcolm Calvert, from the Isle of Wight, Calvert then set about restoring the car.



## During the 1960's

The car was rebuilt using a spare DP214/DP215 body and dash. Brought from the factory, with a DB6 engine planned to be installed, as the original engine had by then fitted to DP214 { DB4GT/0194/R }. The rare S532 gearbox had gone missing { possibly back as a spare to DP212} so, at this time a ZF box, similar to those fitted to the V8 road cars was used to keep the car running. However the car was badly constructed, with the chassis still bent and the body shell being fitted to match the bent chassis. More inaccuracies were that the headlight openings were in correct and the dry sump was put in the wrong place. Finally, the car was fitted with cobra wire wheels {not original Borrani} and not to mention the DB6 Engine used.

## Restoration Period

The repaired car was then acquired by Nigel Dawes at Sotheby's auction at Donnington in April 1978. Dawes left the car as it was for several years, but had hoped to get hold of the original engine which was sold on after the crash, but this had ended up being a spare for DP214 and converted to a wet sump. Dawes then brought a 12 plug head, like the original and by luck obtained a 4.2 litre engine {1293/420/2}

Taken from the Indianapolis Cooper Aston in America. Forward engineering then restored the engine remaking the dry sump system as close to the original. Rubery Owen repaired the chassis based on the original drawings. Both the chassis and engine were then sent to Andy Chapman of Chapman and Spooner who completed the restored the engine to its former glory. With the engine producing 345 bhp at 5.750 rpm {330lb/ft of torque} and three Weber carburettors were sourced and added at great expense. Also, a lighter version of a 5 speed gearbox was fitted in the place of the foreign ZF gearbox. The body shell was restored by Dawes with the help of the



The Kamm tail design on the DP215

Original designer of the Le Mans series cars, Ted Cutting .With a new roll cage being incorporated and a new fuel tank made as a copy of the original.

The interior was restored similar to the original, but this time there were a few differences. The gearbox was insulated and covered in leather, pockets had been built into doors and a speedometer and electric fan was added for legality. Also Dawes bought another set of seats from the DP215 and matched the faded original cloth: he was none the wiser where the second set of seats came from.

In June of 1985 I visited Andy Chapman a very interested and a wealth of knowledge regarding the Aston Martin mechanical side of things .Later along with Bob Rusk we visited Nigel Dawes and inspected the project car DP215 under restoration at Nigel Dawes Castle, I can always remember the shape of the car so out standing in the flesh. Hard to say which car I had seen that looked the most desirable as we had inspected the DBR2 as well only a dream then. But so pleased that eventually I did go a head with my DBR2 project.



## During the 1990's

The 11 year restoration was complete in May 1991 and the car reappeared at a number of public events but not raced. It was then that the car acquired the registration number {XMO 88}. Soon after the car took part in the Ecurie Eccosse tour. The car was entered into the Louis Vuitton Concours at the Hurlingham Club, in London by Dawes and won first in class and second overall. In June the car went to Le Mans and took part in the Historic Parade. The car was then

paraded around the Goodwood circuit by Roy Salvadori and Willie Green. DP215 then went to Italy and took part in the Motoring Tour with 40 other exotic cars. Later the project car was placed on the Aston Martin Owners Club {AMOC} exhibit at NEC in Birmingham at the Classic Car Show.



In 1995 Dawes entered DP215 in the Goodwood Festival of Speed, which was the last outing of the car with Nigel Dawes. In 1996 the car was acquired by Anthony {Tony} J. Smith and again appeared at the Goodwood Festival of Speed. In 1997 Smith then entered at Pebble Beach Concours d'Elegance in California. DP215 was entered again at the Goodwood Festival of Speed, this time with the earl of Arundel at the wheel, and the car recorded the fastest time in the 24 Hour Heroes Part 2. Later that year DP215 went to the Silverstone Coy's Festival but crashed during the practice session with Smith driving.



## During the 2000's

In 2000 at the Goodwood TT Revival the car finished 15<sup>th</sup> in the R.A.C. 1 hour event with drivers Tony Smith and Joachim Folch. Around 2002, the project was acquired by Neil Corner, who swapped a precious F1 car in a deal for DP215. Corner then went to a great deal of expense of having a brand new S532 gearbox built from scratch by Crosthwaite and Gardner, using the box from DP212 as the basis. As only 6 of the original S532 were ever made, with two going into the DBR2's two into the works racing Lagonda's, one to DP212 and the missing one, which miraculously disappeared after the crash on the M1.

Corner consulted Ted Cutting throughout and with the help of Richard Williams, who also looks after DP212. Williams got consent from the owner of DP212 to clone the gearbox, but with over 1000 parts in the gearbox it was not an easy task for Crosthwaite and Gardner. However, the task was quickly completed and the gearbox was fitted with some alteration to the car, as this had been altered to accommodate the ZF gearbox. It was not without a few problems with the new gearbox, with the synchromesh not being perfect, sometimes dropping out of third gear on the overrun and once locking in fifth gear. But these problems were not serious and the cloning of the box was a success.

In 2006 DP215 reappeared at Goodwood Revival as part of the tribute to Phil Hill, in the Phil Hill Commemoration Demonstration driven by Neil Corner.

### Aston Martin DP215/1 {Specification for the 1963 Le Mans}

Wheelbase	7ft- 10in {239 cm}
Overall Length	14ft- 6in {442 cm}
Height	4ft-0 in {122 cm}

Clearance	5in {13 cm}
Width	5ft- 6in {13 cm}
Track	Front 4ft-7in {168 cm} Rear 4 ft- 5in {135 cm}
Dry Weight	2,219 lb {1007 kg}
Chassis	Separate steel platform type with tubular steel frame 4 in deep x 2in wide 17 SWG, very light steel box section with alloy floor panels.
Body	Magnesium and aluminium alloy bodied coupe, NACA ducts by Front headlights, Plexiglass side windows and rear quarters {with Air ducts}, Front screen the same as the DB4GT Zagato.
Steering	Rack and pinion with extended DB4 steering rack.
Engine	3,996 cc six cylinder twin overhead camshaft, Aluminium Head and cylinder block, 1.5'' back further than the DP214's, later changed to 4,164 cc Engine {98mm bore x 92 mm stroke} 10.5 compression rate.
Max. Power	323 bhp at 6.000 rpm {although John Wyer quotes 343 bhp for The 1963 Le Mans.
Max Speed	198.6 mph {319.6 kmh}
Carburettors	Three Weber 50 DCO
Compression	9.0
Bore/Stroke	96 mm x 92mm
Transmission	David Brown CG537 5 speed Synchromesh manual gearbox in Magnesium alloy casting. Final drive consisting of David Brown 8.25in spiral bevel.
Brakes	12 in Girling discs at the front and 11in at the back {CR/ORR}
Front Suspension	Fully adjustable unequal wishbones and coil springs Back to front lower wishbones {shorter than DP214's}
Rear Suspension	Fully independent wide based unequal length wishbones, double Wishbones layout.
Wheels	Borrani 15 in centre lock wire wheels {However, to avoid Confusion 16in wheels were used. As these were the same as the DP214's}
Tyres	5.50 in x 16in Front and 6.50 in x16in on the rear.



Light weight Chassis

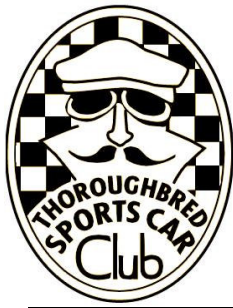


Light weight Body

This small part of history of the Aston Martin DP215 { 1963 } ,was taken from the internet and my memory from my visits to England a few times in the 1980's , as I am very keen on Aston Martin' s . I thought some of the members may have been interested in this small part of early motoring history of one of the most outstanding looking and performance cars of the early sixties.

Les Johnson





# Thoroughbred Sports Car Club

## 2010 Membership Form

**Membership Year: 1 March 2010 to 28 February 2011**

Mail form and cheque to the Treasurer,

Mr. Malcolm Ireland, 9 Lyle Avenue, Lindfield NSW 2070

<input type="checkbox"/> Renewal	Surname	<b>OFFICE USE ONLY</b>  Date Joined  M'ship No.  CAMS No.  TSCC Plate No.  Amount Paid  Cash / Cheque  Receipt Number
	Given Names	
Address		
Post Code		
<input type="checkbox"/> New Member	Birth Date / DAY / MONTH (Year not required)	
	Telephone (Home) (Work)	
	Fax (Home or Work)	
	Mobile Phone	
	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

MEMBERSHIP CATEGORY	ANNUAL FEE
<input type="checkbox"/> Single	<b>\$50</b>
<input type="checkbox"/> Family	<b>\$60</b>

### ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES

- (i) Eligible to attend and/or compete in all listed TSCC calendar events
- (ii) Receive all printed matter issued by the Club

This category covers ONE ADDITIONAL person (ie Member plus one)  
Spouse / partner is eligible for (i) above

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Articles are invited and should be sent, faxed or emailed to the Editor for publication, showing the name and address of the author.