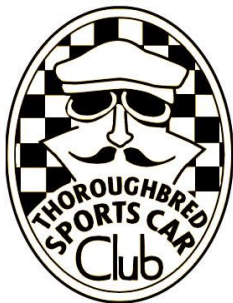


# *top* *gear*



New member Bob Fulop's BMW M3 on the Wednesday run to Mt.Kembla



## 2011 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	Les Johnson	9412 1838 (H)
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 April 2011

Amazingly , we are already on the second report for 2011.

Firstly, if you haven't renewed your subscription this is the last Top Gear you will receive. Since the last report we have had two Wednesday runs, the first (Organised by the Clark's) to the central coast for a Jazz session on the beach , while the second run was in the opposite direction to Mount Kembla for lunch . This run was organised by Dot and Barry Farr. The South Coast is an area the club doesn't venture to very much which is a pity as there is some breathtaking scenery down Bulli way. It took Robyn and I one and a half hours just to get to the start. Sydney traffic stinks!!!

On the 10<sup>th</sup> April Roger Morgan and Jeremy Braithwaite organised a Sunday run with a little difference. Two hours in a shed with a lot of Indians followed by lunch. Read ' all about it' inside this issue.

Personally, I seem as busy as ever, attending both the National Rolls Royce Rally and the National Jaguar both held in Canberra. In between the two I shot up to Lightning Ridge for a day just to see what it was all about. I've added a few photos of the XKR near some mines.

In one week of driving I saw 22 Radar's in Action. Not one, in a position I would consider in a Black Spot !!! I wonder if the new NSW Govt will live up to it's promise and look into this. The Easter weekend was pretty much the same...Radar's everywhere ! One very nice Highway patrol man pointed his Radar gun at me and simply loved the look of my E-type so he thought he would pull me over for a look.. What's the motor look like, how much does it cost, etc etc. Because of the slope of the E-type bonnet he couldn't see the number plate in the Radar gun and did you know they can read 6 number plates a second and know almost instantly whether the car is Registered , Stolen , owned by an unlicensed driver etc. Amazing how the Technology has evolved. Anyhow , after a half hour chat about cars I was on my way knowing a lot more about how the Highway Patrol works and the Police knowing a lot more about the most beautiful car in the world.....the E-type .

Looking into May we have "Opera in the Park" on the 1<sup>st</sup> May.. Currently , we have very few starters for this event which is a pity as it looks very interesting. We have the Multi car display day at Glenleigh Estate at Regentville (More details later) and the 30<sup>th</sup> Anniversary diner / weekend on the 28<sup>th</sup> May at Sutton Forest. A detailed invitation is enclosed in this issue. We still have one or two spots available for this weekend. By the way, I'm still looking for any Memorabilia for display on this day.

Finally, Les and Roselee are again organising the Brass Monkey run..see flyer. I can't make it but the overnight spot Les has chosen is a real Gem. I do hope you can make it to one of the many events on offer.

Terry

## **VALE: GRAHAM OLLIFFE**

It was with great sadness that club members learned of Graham's death on Wednesday 9<sup>th</sup> February 2011 at the age of 67 years.

Graham was an active member and served as Public Officer and committee member. He and Marilyn were always ready to help with weekends away and Wednesday runs. One of the most memorable of these was the Thoroughbreds & Fillies weekend to Scone via Hunter Valley Gardens and ending at "Belltrees". Graham's excellent organising abilities always ensured that we enjoyed a wonderful weekend away and every detail was taken care of. Another of his weekend runs was the club's second visit to Temora Aviation Museum – extremely well organised and a lot of fun.

Graham always had a love for cars. He was forever buying cars and restoring them. They ranged from Minis to Jaguars. He always needed a project. This passion led to his membership of various car clubs over the years, including the Triumph Sports Owners Association where he became President. Although he owned many cars over the years, his favourite was a red Porsche 911 – it was his pride and joy. He later updated to a Porsche Boxster and then his Peugeot 407 coupe. He chose to give up his sports cars in favour of the Peugeot for more suitable transport for the grandkids, even though it was more practical it still had to have sporty lines.

After finishing school Graham completed an apprenticeship as a toolmaker, and he went on to do TAFE courses and became a draftsman. Designing and drawing was his passion. Throughout his career he had many occupations. He was a designer of plastic products and a sales rep. for a while for the plastics industry. Then a complete change of direction as the Divisional Manager of Dairy Farmers Refrigeration Truck Body Division. Because of his expertise with fibreglass he was then head-hunted to be one of the directors of SPV (Special Purpose Vehicles) where he managed the limousine division. This enabled him to utilise his designing talents, specialising in one-off designs and the production of stretch limousines and disabled taxis, which were sold throughout Australia and Singapore. In 1989 Graham with a business partner started his own Motor Body Repair/Vehicle Building business, called Royale Coach Builders. His employees affectionately called him the "Old Toolie" because they knew if anything went wrong he could fix it.

At the end of 2001 Graham happily retired and never looked back. He had a minor set-back with heart by-pass surgery in 2004 but that didn't stop him. He was determined always to make the most of every day. He took up golf and pistol shooting. He caught the travel bug and together with Marilyn, went to Egypt, many parts of USA and Italy (5 times), making sure he visited the Ferrari, Porsche & Mercedes museums as well as the Monaco Formula One Grand Prix. Every January he went with friends to Tamworth for the Country Music Festival which he thoroughly enjoyed again this year.

Graham is survived by his wife Marilyn, son Clint, daughter Michelle, daughter-in-law Melissa, son-in-law Jason and grandchildren Joshua, Ben, Stephanie & Jessica.

## CALENDAR 2011

	DATE		EVENT	ORGANISER	PHONE
JAN	Tue 26	S	NRMA Motorfest		
FEB	Wed 9	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 16	F	Wednesday Run	Les & Roselee Johnson	9412 1838
	S/S 26/27	S	Thunderbolts Way Run	Tom Aczel	4567 7445
MARCH	Wed 10	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 16	F	Wednesday Run	Roland & Stephanie Clark	9653 2866
	Sun 27	S	Breakfast Run	Les & Roselee Johnson	9412 1838
APRIL	Sun 10	R	Eastern Creek	NSWRRC	
	Sun 10	S	Sunday Lunch Run	Jeremy Braithwaite	4573 2575
	Wed 13	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 20	F	Wednesday Run	Barry Farr & Dot Forrester	9416 6260
MAY	Sun 1	S	Opera At Fagan Park	Brian & Barbara Marshall	9651 2821
	Sun 8	R	Wakefield Park	MX-5 Club	
	Wed 11	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Sun 15	S	Multi Club Display	Terry Daly	9651 6175
	Wed 18	F	Wednesday Run	Keith & Carolyn Reynolds	9634 6342
	Sun 22	R	Eastern Creek	ARDC	
	Sun 28	S	30 <sup>th</sup> Anniversary Dinner	Sub Committee	
JUNE	Sun 5	S	AHOC "Brass Monkey" Run	Les Johnson	9412 1838
	Wed 8	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 15	F	Wednesday Run	Jack & Jennifer Jones	9654 1129
	Sun 19	R	Wakefield Park	Mini Car Club	
JULY	Wed 13	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 20	F	Wednesday Run	Vern & Wendy Kelly	9651 2770
	Sat 23	S	Restaurant Night	Peter & Eve Stefan	9624 8331
	Subn 30	R	Wakefield Park	NSWRRC	
AUG.	Wed 10	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Sun 14	R	Eastern Creek	ARDC	
	Wed 17	F	Wednesday Run	John & Karma Watson	9875 3080
	Sun 21	S	Shannons Eastern Crk	Adrian Walker	9987 4299
	Sun 28	S	All British Day Kings School	Ian Norman	9799 2521
SEP.	Sun 11	S	Sunday Lunch Run	Jeremy Braithwaite	4573 2575
	Wed 14	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 21	F	Wednesday Run	Brian & Barbara Marshall	9416 3031
	Sun 25	R	Eastern Creek	NSWRRC TBC	
	Fri 16/	S	Tour South	Farr/Reynolds	9416 6260
	Wed 28				9634 6342
OCT	Wed 12	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Sun 16	R	Wakefield Park	Mini Car Club	
	Wed 18	F	Wednesday Run	Colin Watts	9624 8202
	Sun 30	S	Pride Of Ownership Day	Terry Daly	9651 6175
NOV	Wed 9	M	Monthly Meeting/AGM	Lisbeth Allen	9799 2521
	Sun 13	S	Sunday Lunch Run	Jeremy Braithwaite	4573 2575
	Wed 16	F	Wednesday Run	John & Val Dixon	9403 6905
	Sat 19/Sun 20	S	Weekend Away (West)	Les & Roselee Johnson	9412 1838
	Fri/Sat/Sun		Australian Championship –	SASCC	
	n	R	Mallala SA		
DEC.	Sat 4	S	Christmas Dinner & Presentation Night (Away)	Peter Stefan	9624 8331

### 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)

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.

## CMC (COUNCIL OF MOTOR CLUBS) Coming Events

### December 2010

Tuesday 7th	Oasis Run - Dural Country Club - Dural
Wednesday 8th	G.E.A.R. MOTORSPORT WAKEFIELD PARK - GOULBURN
Friday 17th	Memories of "The Farm " at The Austrian Club - 20 Grattan Cres. Frenchs Forest Anniversary Lunch - Tickets \$85 pp

### February 2011

Sunday 6th	BATHURST HISTORIC CAR CLUB 25th ANNUAL SWAP MEET Note: This is a one day only swap meet Bathurst Showground. Gates open 6.00am. Entry \$3.00 per person. Outdoor sites free, indoor sites (by prior arrangement) \$25.00 per day. Set up from 3.00pm on Saturday. NO ACCESS TO SHOWGROUND PRIOR TO THIS TIME. Camping \$10 per night unpowered, \$15.00 per night powered. Catering from 6am. Enquiries Terry Mahony 02 6331 1995 or 0412 541 396 or John Hodges 02 6332 6304 or 0412 814 590
Friday 11th - Saturday 12th	Gnoo Blas Classic Orange
Friday 11th to Sunday 13th	FoSC - Wakefield Park
Friday 11th - Saturday 12th - Sunday 13th	The 3rd Highland Steam & Vintage Fair - 2011

"Friends of Oran Park Motor Racing" & "The New South Wales Road Racing Club"

Are pleased to announce details of the next:-ORAN PARK REUNION

It's on again, only bigger and better this time!

To be held at the St George Masonic Club at 7-00pm

86 Roberts Ave., Mortdale

An opportunity to share experiences of 48 years of Motor Racing at the Circuit, with Drivers, Riders, Pit Crew, Officials, Media & Enthusiasts. Driver and Rider Forum including John Leffler and Don Holland representing the Cars, and Len Atlee and Tony Hatton (Bikes) Films, Slide Shows, & Memorabilia of the Great Circuit

A short tribute will be held for the late George Murray, a former Club President and one of the enthusiasts who founded the Oran Park circuit

Saturday 12th

The night will be held in a private function room of this modern Club, which is equipped with Sound and Video equipment plus a private bar with refreshments at Club prices. Cost of the night, including a comprehensive variety of Finger Food is \$25-00 per head.

An early bird discount of \$20-00 per head for Bookings prior to Dec 31st.

Bookings can be made via EFT to Bank A/C. 491874713 - BSB112-879

or by Cheque made payable to "Friends of Oran Park Motor Racing" and mailed to :- 51 McGirr Street Padstow NSW 2211

Enquiries to the following FOOPMR Committee Members:-

Nev. Beyer 0438160140

Ted De Lissa 0412740549

Darrylyn Huitt

Kerry Butchers 0412718135 Dianne Lacey 0428238608

Organise your groups now as numbers are limited!

Saturday 12th -

Berrima District Historical Vehicle Club's

Sunday 13th

36th Berrima Rally at Mittagong

Contact: Rally Secretary

Jenny Harkness 02 4677 3404 or Rally Director: 02 4868 1252

## March 2011

Friday 4th to

Yeegah - Bathurst

Sunday 6th

## April 2011

Friday 22nd to

FoSC - Eastern Creek

Monday 25th

## May 2011

Saturday 14th -

3rd Hunter Valley Truck Masters

Sunday 15th

Commercial Vehicle Show

Richmond Vale Railway Museum

Sunday 15th

National Motoring Heritage Day

Various Locations

## June 2011

Friday 24th to      HSRCA - Eastern Creek  
Saturday 26th

## August 2011

Saturday 20th -      Shannon's Eastern Creek Classic  
Sunday 21st      Eastern Creek Raceway

## September 2011

Friday 2nd to      Muscle Car Masters - Easter Creek  
Sunday 4th

Friday 23rd to      HSRCA - Wakefield Park  
Sunday 25th

## November 2011

Friday 11th to      FoSC - Wakefield Park  
Sunday 13th

Friday 25th to      HSRCA \_ Eastern Creek  
Sunday 27th



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

**Cams Event Calendar**

**12 event(s) found**

**Page(s): 1**

<a href="#"><u>SYDNEY TELSTRA 500</u></a> From 03/12/2010 to 05/12/2010	Race, , National homebush, NSW
<a href="#"><u>Multi-Club Supersprint</u></a> From 04/12/2010 to 04/12/2010	Speed, , Multi-Club conrod straight, mt panorama, NSW
<a href="#"><u>RAY VESTY MEMORIAL CHRISTMAS CUP</u></a> From 04/12/2010 to 05/12/2010	Off Road, , Club crookwell, NSW
<a href="#"><u>Z CAR CLUB XMAS CRUIZE</u></a> From 05/12/2010 to 05/12/2010	Social, , Club glenbrook bowling club, NSW
<a href="#"><u>BORIS VW PICNIC DAY</u></a> From 05/12/2010 to 05/12/2010	Social, , Multi-Club cook park "the pines", dolls point, NSW
<a href="#"><u>Multi-Club Hillclimb</u></a> From 05/12/2010 to 05/12/2010	Speed, , Multi-Club mountain straight, mt panorama, NSW
<a href="#"><u>8 HOUR PRODUCTION CAR RACE</u></a> From 11/12/2010 to 12/12/2010	Race, , Multi-Club , NSW
<a href="#"><u>ROSS' RAUCOUS RALLY &amp; CLASSIC RALLY CLUB CHRISTMAS PARTY</u></a> From 12/12/2010 to 12/12/2010	Social, , Club rosehill, pleasure point, sydney, NSW
<a href="#"><u>SOUTHERN HIGHLANDS SOCIAL RUN</u></a> From 18/12/2010 to 18/12/2010	Social, , Club pheasants nest to austinmeer, NSW
<a href="#"><u>2011 ARMOR ALL BATHURST 12 HOUR</u></a> From 04/02/2011 to 06/02/2011	Race, , National mount panorama, NSW
<a href="#"><u>0Z50 MINI CARNIVAL</u></a> From 27/02/2011 to 06/03/2011	Social, , Club bathurst, NSW
<a href="#"><u>MORRIS MINOR CC OF AUS 15TH NATIONAL RALLY</u></a> From 22/04/2011 to 25/04/2011	Social, , Multi-Club westport park, port macquarie & hastings, NSW

THOROUGHBRED SPORTS CAR CLUB

Wednesday Runs

2011 Roster

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

If the designated dates do not suit the specified organizers, 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 Ian Norman 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.

If you need to email me please do so on:

[peter.stefan@beiersdorf.com](mailto:peter.stefan@beiersdorf.com)

Peter Stefan

### WEDNESDAY RUN FROM MT COLAH TO MACMASTERS BEACH 16.03.11

We awoke a beautiful sunny Wednesday and after driving up to Jack Jones's place we accompanied him in his lovely XJ6 Series 111 Jaguar up to McDonalds, where we met up with everyone else.

We left McDonalds at about 10.30am on to the Pacific Highway through Brooklyn on to the Wisemans Ferry Road then on to the Central Coast Highway. The drive through these roads was very enjoyable, and the scenery was quiet picturesque. We did not see a great deal of cars, but were amazed at the number of motor bikes and bicycles on the road for a Wednesday. There was a considerable number of motor bikes at a roadhouse, it was almost as if they were on a Wednesday run also.

We arrived at the Surf Club at about 12noon and after parking the cars proceeded to the Surf Club. The local Jazz Group was in full swing playing to a reasonable crowd and everybody was enjoying themselves. The Jazz Group apparently play there every Wednesday between 10.30am to 1pm and it was well worth the run as we all enjoyed the group.

The Surf Club has outdoor seating, a picture perfect view overlooking the beach which was at it's best, as the day was just glorious. The food was reasonably priced from fish and chips, hamburgers, hot dogs, vegetarian burgers tea coffee and etc. Wendy and the rest of the table enjoyed her chicken nuggets. The food was very good and the staff was very pleasant.

Nobody ventured into the surf for a swim but Roselee and Lisbeth went for a stroll on the beach.

Jack, John and myself had a pleasant surprise, when we met up with an old friend at the Surf Club by chance, who used to live at Kenthurst and moved away 19 years ago to McMasters Beach.

We would like to thank Roland and Stephanie for organizing such a great day as everybody had a fantastic time.

#### Attendees

Roland & Stephanie Clark  
Vern & Wendy Kelly  
Terry & Robyn Daly  
Malcolm & Toni Ireland  
Les & Roselee Johnson  
Barry & Dot Farr-Forester  
Ian Norman & Lisbeth Allen  
Jack Jones  
Bruce Griffith  
John & Margaret Moody

John & Margaret Moody.







## Wednesday Run to Mt Kembla - April 2011

Those attending:

Vic Andrews	Volvo Amazon 123 GT
Jeremy & Julie Braithwaite	Jaguar XKR
Terry & Robyn Daly	Jaguar XK8
Barry Farr & Dott Forrester	Ferrari Mondial QV
Rob & Kay Finney	Porsche Boxster
Bob Fulop	BMW M3
Chris & Joan Johnson	BMW 335i
Les Johnson	Aston Martin DBR2
Keith & Carolyn Reynolds & Kiara	Triumph Stag
Malcolm & Margaret Stephen	Subaru WRX STI R

The stars aligned for Margaret and me on Wednesday the 20<sup>th</sup> April 2011. We were both on holiday with a free calendar and the opportunity of a run on the south side – let's go!

In contrast with Terry & Robin's hour and a half plus battle with cross-town traffic including dodging 2 police speed traps, we had a nice sleep in and tootle over to Macca's at Taren Point to meet up. After the obligatory coffees, we headed towards the Royal National Park to rendezvous with the remainder of those from the Sydney region.

The run through National Park is always beautiful and it didn't disappoint. The only exception was a green Pulsar towards the end which acted as pace car for all but a lucky few able to pass on one of the few spots without double lines. Out of the leafed-in Park into open skies at Otford and some of the group pulled over to take in the magnificent view from Bald Hill. At that point, Keith and Carol's granddaughter Kiara took up Les' offer of a ride to lunch in the DBR2. As expected, Kiara had a grin from ear to ear.

Now locked in behind the Pulsar at a pace optimising the taking in of scenery, we headed down the Stanwell Park hill (as I write, remembering losing my bicycle's brakes as a boy there – lucky to be here to tell the tale) and along the coast to the spectacular Sea Cliff Bridge. Barry was already there half way along the bridge to greet and photograph us. Luckily, we all snagged a parking spot at the bridge – some talked and others walked (although its not quite right to say we gawked, it does rhyme) while a large Sea Eagle majestically cruised by only 5 metres from our group.

It was the first time most of us had seen (new member) Bob's yellow M3, which is in pristine condition; it was cleaner under the guards than mine was on the shiny side! Nearly time to head off again and 2 senior ladies asked Les "Can we have a ride (in the DBR)?" with Les having to diplomatically decline them as he was already chauffeuring Kiara – how is an aluminium car so magnetic?

We then headed off past more beautiful coastline towards Bulli, bypassing Wollongong and up to Mt Kembla. That green Pulsar re-appears chugging past in slow traffic to cut in several times – I know how Mr Bean felt with his nemesis the 3 wheeled Reliant. Then, through lush country to arrive at the rustic Mt Kembla Hotel built in 1896, where we met up with the Johnsons and the Finneys.

The hotel is staffed by Head Chef Dane Tobias who has worked alongside celebrity chefs Jamie Oliver and Rick Stein in Britain. Their menu is both comprehensive and reasonably priced, with generous servings and efficient service to boot – Bob's damper entrée was enough to feed three of us with leftovers. It's a place Margaret and I plan to go back to.

As is tradition, we wiled away a couple of hours with good company and conversation. On behalf of us all, Terry thanked Barry and Dott for organising such an excellent Wednesday Run.

When it was time to go, we hung on with the stragglers to see and hear the DBR roar off. Margaret and I took a different route home following the Sat Nav and heading up the mountain through some very interesting back roads with great glimpses of the Gong.

Thanks again to Barry and Dott for putting the run together (and the sleep in).

Written by        Malcolm Stephen  
Photos by        Barry Farr & Bob Fulop



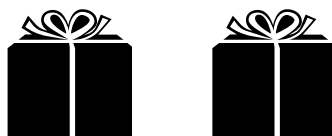








**30<sup>TH</sup> ANNIVERSARY LADIES SHOPPING EXCURSION  
SATURDAY 28 MAY 2011**



Terry has suggested that I, now being a resident of the Southern Highlands, might like to organise a Saturday shopping excursion for all the ladies (and gentlemen if so inclined) who are arriving on the Friday night, and some who I believe are arriving early on the Saturday, so their “men-folk” can get in a game of golf!!

Owing to the wide diversity of interests of the ladies some of you may already have individual plans for shopping or sightseeing with partners. If however you would like to be part of a shopping excursion to Bowral on the Saturday I would appreciate it if you would contact me by Saturday 14 May (email: [robfin@tpg.com.au](mailto:robfin@tpg.com.au)) to indicate your participation and also whether you might be interested in a morning; lunch time or early afternoon excursion.

Following receipt of this information I will see what I can plan. I need to organise as few cars as possible to get us there as parking in Bowral can be a nightmare.

Alternatively, I can provide a list of where to find what types of shops in the various areas, depending on your interests, and leave it up to you to do your own thing.

Your feedback would be greatly appreciated.

*Many thanks*

*Kay Finney*

## Tour South/South-West - 16-28 September 2011 – Update

14 couples have so far registered for the Tour. All accommodation, lunch & dinner venues, sight-seeing attractions & some surprise activities have now been locked in with deposits having been paid. A number of participants will be undertaking the Tour in their classic cars, many of which will qualify (1956-1977) for the Bay to Birdwood Run on Sunday 25 September 2011. Tour registration remains open for any other members contemplating the event with most motels/hotels holding additional rooms at this stage. All roads are sealed & the pace of the event has deliberately been planned to cater for everyone, with free times being built in & no pressure on anyone to exceed nominated speed limits.

So if you are thinking about joining the Tour, please let me know ([barry.farr09@gmail.com/0420-982-250](mailto:barry.farr09@gmail.com/0420-982-250)) & we will do everything possible to accommodate you.

Regards

Barry

## NEW MEMBERS

We are pleased to welcome the following Members to the Club.

Theo Demopoulos  
Robert Losurda  
Peter & Judy Dowrick  
Bob Fulop  
Geoff Lane  
Ivan & Noreen Lim  
Danny Ryke  
Chris Armstrong.

Cheers

Malcolm.



*Wilbur Gunn the founder of Lagonda Company?*

The Lagonda make was founded by an expatriate American, Wilbur Adams Gunn who was born in Troy, Ohio, in 1859, the second son of the Rev. J.W. Gunn. He was brought up in Springfield Ohio where Lagonda is the name of a district which grew up on the banks of Lagonda Creek, itself a corruption of the local Indian name for the river.

### *Lagonda's History*



*1907 Lagonda Tricar*

*1927 Lagonda 2 litre KC*

Wilbur Gunn built a reputation by constructing reliable motor cycles during the early 1900's. They were built in England and the engines powered the front wheel. Some of the bikes were driven to victories at the race track.

By 1907 he had built his first automobile which was powered by a six -cylinder engine which produced about 20 horsepower.

This combination was enough for his "Torpedo " vehicle to be place first in a few prominent races. One of those races was the Moscow to St. Petersburg reliability trials. With his racing success came the escalation of popularity of the vehicles. Many of his 20 hp and 30 hp, vehicles were exported to Moscow.

The Lagonda 11/1 was powered by a four cylinder 1000 cc engine. It quickly gained a reputation for its advanced design and exceptional build quality. It featured a fly-off handbrake which was the first of its kind. During the war Lagonda manufactured military machinery for the Royal Navy. At the close of the World War 1 the engine of the 11/1 was enlarged to 1400 cc. This was also a slide time for the Lagonda Company as Wilbur Gunn passed away in 1919.

The 16/65 was produced from 1926 through 1930 and was powered by a 2.4 litre, six cylinder engine. Sitting on an enlarged chassis, it provided additional room and enough power to carry a family of passengers.

In the mid 1920's, the Arthur Davidson designed vehicle was introduced. It was a sporty model with a four-cylinder engine with hemispherical combustion chambers. It was dubbed the 14/60. A more powerful version was introduced two years later. By 1930 it was available with a supercharger.

By the early 1930's, a 2 litre Crossley could be found under the bonnet of the 16/80. A smaller version with 1087 cc, engine was introduced in 1934. The 4.5 litre Meadows engine M45 was at the top of the line offered by the Lagonda Company during this time.



*Lagonda T-3 Tourer*



*1938 Lagonda LG-6 Drophead*

• 1933



*1939 V12 Lagonda Drophead*

## • *Lagonda's Fortunes Bounce Back*

Lagonda's fortunes bounced up and down in 1935. The company was on the verge of bankruptcy, yet a Lagonda managed to win the 24 Hours of Le Mans Race.



*Le Mans 1935 Lagonda No 14*

Two months later the company's immediate future was secure thanks to a capital injection of the company's new chairman, the 30 year old Alan Good. He had great plans for Lagonda and to realize them he hired none other than Walter Owen Bentley, who had recently been released by Rolls Royce. The assignment of the company's new technical director was straight forward, but by no means easy; build the best car in the world. This meant taking on the likes of Rolls Royce and Hispano Suiza. If anyone was up to that daunting task it was Bentley.

Lagonda's existing line-up of several six cylinder engined cars, which were formidable machines, but not anywhere near the level of the latest V12 engined Rolls-Royces and Hispanos. The V12 engine was synonymous for excellence and luxury; exactly what Lagonda needed. Compared to the competition, Lagonda's brand new V12 engine was relatively small with a displacement of "just" 4.5 litre. The engine was designed by Stuart Tresilian, who had come from Rolls-Royce with Bentley. Constructed from aluminium, it featured single overhead cam shafts. At the engines launch an out put figure of 180 bhp was quoted although 155-160 bhp was closer. That was still considerably more than the Rolls Royce V12.

In good Bentley tradition the chassis was a sturdy affair with boxed steel ladder frame and a substantial X-shaped reinforcement. A break with tradition was the adoption of independent front suspension, through two equal length wishbones and torsion bars. The rear suspension featured a more traditional live axle. The brakes were highly advanced with two independent master cylinders for the hydraulic system. Other high-tech features included four built in hydraulic jacks. To achieve a better weight balance, the four-speed gearbox was mounted separately from the engine in the centre of the chassis simply dubbed the "V12", the new Lagonda was available as rolling chassis or with factory designed and built coachwork. Production commenced within two years after Alan Good took over.

### *1939 Lagonda's Assault at Le Mans*



*1939 V12 Le Mans Team Car*

Towards the end of 1938 Good and Bentley had brought Lagonda back to a much healthier condition. Particularly the V12 Lagonda's were among the very finest and fastest road cars available. It was clearly time for a new challenge. Much to the surprise and dismay of Bentley, Good suggested that it might be a good idea to take two of the V12's to Le Mans. The V12 had never been designed with racing in mind and was above all too heavy for racing. Reluctantly Bentley agreed to develop the V12 into a racing car, under the condition that the first outing would be a "toe in the water" test in preparation for an all out assault in 1940. Bentley's machines had won the 24 Hours of Le Mans five times, so he was well aware that the six months he had before the race had to be spent well.



Not surprising much of the work concentrated on shedding weight on the shortest of the three V12 wheelbases. Where ever possible holes were drilled in the frame and covered by thin aluminium shields. Even the smallest parts were drilled to make sure that the racing car carried no excess ballast. The engine was also lightened by using different alloys. By using higher compression heads and four instead of two Carburettors, the power was quoted to a 220 bhp [actually 206 bhp]. The finishing touch was given by designer Frank Feeley, who penned a cycle-fender body. The extensive diet had brought the weight down to 1370 kg for the completed machine, which was less than the rolling chassis of the production car alone. Only one of the V12 Le Mans was ready in time for some pre –race testing, while the other had to be tested on the road to Le Mans from the factory. The cars were driven by Arthur Dobson and Charles Blackenberry {No 5} and Lord Seisdon and Lord Waleran {No 6}. Bentley gave them strict instructions about the pace they were supposed to run to make sure they reach the finish. Both did so handsomely and eventually finished in third and forth place, beaten by a supercharged Bugatti and Delage. It was not a bad first try and there clearly was more to come. Unfortunately the Second World War intervened , ending the V12 Le Mans career before the very last race at Brooklands, clocking very fast times.

The War also ended the production run of the V12 road car, but not before some racing components became available on the high performance, short chassis ‘Rapide’ model. Several of these were later converted to ‘Le Mans Replicas’ by third parties, which are still raced in historic events to this day. It is estimated that between 1937 and 1940 Lagonda built less than 200 V12’s.

For the 1940 24 Hour of Le Mans race, Lagonda had planned to run a coupe bodied car, in search of even higher top speeds.



*V12 Lagonda Lancefield Coupe*

A light weight V12 chassis was sent to local coachbuilder Lancefield. Here a very sleek coupe body was fitted. Unfortunately the car was never raced with war raging over Europe. The unique machine eventually ended up in Peter Kaus’ Rosso Bianco collection where it is picture above. Today the V12 Lancefield Coupe is on display in the excellent Louwman Collection museum together with the No 5 Le Mans V12 and the Le Mans winning six cylinders Lagonda.



*1940 - V12 Lagonda Drophead*



*Mark discusses the restoration of the Lagonda V12 Engines.*

*David Brown's purchase of Lagonda*



After the war the company was bought by David Brown in 1948, who also owned Aston Martin and the Lagonda engines were being of great interest for the sporting bodied cars of Aston Martin. Lagonda production continued though in very small numbers with the Rapide again was introduced in 1961 using the Aston Martin 4 litre DHOC engine.



1961 6 Cylinder Lagonda Rapide

1989 V8 Lagonda Series 4

A press release had been sent to me on the 17th-November 1993 by Walter Hayes, regarding the one off production exercise of a {Elegance and Design concept car} the LAGONDA VIGNALE.



LAGONDA VIGNALE



LAGONDA VIGNALE



I thought as being new to Lagonda's and introduced by the way of, shall we, say a Barn find on our recent tour near Tamworth NSW, it may be of interest to know how the Lagonda car came to be, as Lagonda has always been unusual and always controversial in design, and as other cars have fallen by the way-side. Lagonda has survived probably because of the risk and challenge of the unknown.





*Tamworth Area F.S.C.C. Barn Shed Tour February 2011*

## The big question always asked what is a car worth?

*{What ever anyone is prepared to pay on the day I guess}*

<b>Lagonda V12 Drophead Coupe</b>	<b>Apr-2011</b>	<b>£ 99,995-00</b>
<b>Lagonda V12 Drophead Coupe</b>	<b>Sep-2010</b>	<b>£ 186,399-00</b>
<b>Lagonda V12 Drop head Coupe</b>	<b>Dec-2009</b>	<b>£ 157,825-00</b>
<b>Lagonda V12 by Trupp&amp; Maberley</b>	<b>Oct-2008</b>	<b>£ 172,560-00</b>
<b>Lagonda V12 Le Mans Recreation</b>	<b>Jul- 2007</b>	<b>£ 140,000-00</b>
<b>Lagonda V12 Drophead Coupe</b>	<b>Jun-2007</b>	<b>£ 451,000-00</b>
<b>Lagonda V12 Saloon De Ville</b>	<b>Mar- 2007</b>	<b>£ 38,900-00</b>
<b>Lagonda V12 Saloon De Ville</b>	<b>Mar-2007</b>	<b>£ 22,500-00</b>
<b>Lagonda V12 Drophead Coupe</b>	<b>Mar-2007</b>	<b>£ 47, 000-00</b>
<b>Lagonda V12 Drophead Coupe</b>	<b>Jul-2006</b>	<b>£ 76,000 -00</b>
<b>Lagonda V12 Saloon</b>	<b>Mar -2004</b>	<b>£ 24,700-00</b>
<b>Lagonda V12 Le Mans Team Car</b>	<b>Sep-2002</b>	<b>£ 782,500-00</b>
<b>Lagonda V12 Drophead</b>	<b>Sep- 2002</b>	<b>£ 139,000-00</b>
<b>Lagonda V12 Sports Saloon</b>	<b>Sep-2002</b>	<b>£ 49,900-00</b>
<b>Lagonda V12 Drophead Coupe</b>	<b>Sep-2002</b>	<b>£ 67,500-00</b>
<b>Lagonda V12 Rapide</b>	<b>Sep-2002</b>	<b>£ 144,500-00</b>
<b>Lagonda V12 Drophead Coupe</b>	<b>May-2000</b>	<b>£1,555,000-00</b>
<b>Lagonda V12 Saloon</b>	<b>Mar-2000</b>	<b>£ 45,100-00</b>
<b>Lagonda V12 Saloon De Ville</b>	<b>Jul-1997</b>	<b>£ 23,575-00</b>
<b>Lagonda V12 Drophead Coupe</b>	<b>Dec-1996</b>	<b>£ 40,000-00</b>
<b>Lagonda V12 Sports Coupe</b>	<b>Dec -1994</b>	<b>£ 57,000-00</b>
<b>Lagonda V12 Rapide</b>	<b>Jun- 1994</b>	<b>£ 90,000-00</b>
<b>Lagonda V12 {1939}</b>	<b>Oct – 1993</b>	<b>£ 9,350-00</b>

The above list taken from internet as an indicator, but condition is everything and in these above cases not disclosed.



2011 Aston Martin LAGONDA SUV

Les Johnson

## **Jaguar National Rally Canberra 22-25 April 2011**

Jaguar's 2011 Rally celebrated 50 years of the E-type Jaguar, and 108 of these absolutely glorious cars turned out in perfect weather.

T.S.C.C.'s John Moody's 1973 E-type cleaned up just about every award except Best of Show, and that went to a very late model XJV8. Those on our table were some what vocal about the award but until the National Jaguar Committee changes the rules of the Concourse, these newer cars will always stand a better chance of winning.

John's Awards were:-

1. Gold Award in Concourse Class.
2. ACJC Best in Class E-type.
3. Sir Nick Scheele Trophy for the best entry during the lifetime of Sir William Lyons ( 1901-1985 ).
4. Bryons Concourse Team Trophy (Highest 3 scores from a State).

John shared this award with a XK150S Drophead and a XJS Convertible.

Unfortunately, John couldn't secure tickets for the presentation night diner so yours truly was asked to accept any awards that may come John's way.

People were still congratulating me the next morning at Breakfast despite my claim that John was taller, older and uglier than me !!

Congratulations to John (and his lovely offsider Margaret) on his many awards.

Also attending from the T.S.C.C. were other E-type owners, Norm & Pam Johnson, Peter & Eve Stefan whilst ex E-type owner Vern & Wendy Kelly and ex XK150 Owner Malcolm & Toni Ireland were also enjoying the occasion.

Lionel and Gael Walker also attended in their freshly restored Jaguar XK140 DHC. It looked great and won a GOLD award. Lionel has owned this car since 1963.

Terry Daly



## Rolls Royce “Centenary of the Spirit of Ecstasy Rally” April ..

The Rolls Royce Owners Club of Australia held their Annual Rally in Canberra from the 6-11 April 2011. The theme of Rally was the Centenary of that very important symbol found on most Rolls Royce's since 2011. For all those who attended the Club night where Barrie Gillings talked of Charles Sykes designed Mascot you would know how important that “Flying Lady” is to the RR crowd.

My own Rolls Royce, a 20/25, was still waiting some new tyres from the USA, so Les Johnson kindly loaned me his beautiful 1963 Silver Cloud 111. You can see it sitting in my garage next to the 20/25. I spent just on a week cleaning and polishing Les's Rolls in preparation for the big event.

The drive to Canberra was pretty uneventful except for two things.. Radars and fuel consumption. I saw at least 4 radars carefully hidden in bushes on both the outside and on the centre areas of the highway. In case you don't know they no longer have to pursue you, they simply point the gun at the car and if your speeding they then point it at the Rego and the next thing you have a fine in the mail. Lovely eh ! and they don't call that Revenue raising ! Talk about Revenue raising, the Government also makes considerable GST revenue on every litre of petrol you buy and when you buy petrol for a RR you have to buy plenty, ie about 20l/100k.

The actual event itself was very well organised with the various Registers having their own diners on the Thursday night, a very scenic drive in the country on the Friday, a welcome cocktail party on the Friday night, the main Concourse and Display on the Saturday, a “G” for George diner on the Saturday night, another Drive in the country on the Sunday, the Presentation diner on the Sunday night and finally a farewell brunch on the Monday. (It's just as well we had a large Rolls Royce as Robyn wouldn't have fitted all the clothes /shoes/crap that women seem to need to go to all these functions).

The two highlights for me in what was a very enjoyable weekend were, the Concourse and Display day and the “G” for George diner.

The Display day was held in perfect weather with over 200 RR's participating. I'll mention a few of the notable cars..

1. Chassis 1122 , a 1909 Silver Ghost , that is the oldest in Australia and the 17 oldest in the world. It was found derelict on a property in Queensland in 1956 (purchase for 100 pounds ) and restored to it's former glory. What's it worth now ? Upwards of \$1000000 but the owner is selling.
2. Chassis 1404, a 1910 Silver Ghost , the first car to have the famous Mascot fitted to her. The Original owner was Lord Montague and it's current owner and the car live in ACT.

3. Chassis 1425, a 1910 Silver Ghost, owned by a John Kennedy from the UK. This is one of three Ghosts he owns plus he also owns a Light 20. What's that you asked? I didn't know either! It's the forerunner to the Silver Ghost. Robyn sat next to him at the presentation diner so she found out a lot about old Rolls that night. (John is a self made Millionaire having made his money out of designing software for Banking systems)
4. Chassis 1 AU, a 1924 Silver Ghost owned by Les and Roselee Johnson. This is the Cream and Purple car in the photos. It has it's own cocktail cabinet and a Gramophone in concealed departments behind the front seats.

Total number of Rolls Royce Silver Ghost's on display was 39.

The display itself was amazing. The cars were placed in a very specific and unusual position. For Instance the Silver Cloud 111 was placed in a row between Silver Ghosts and old Phantom's facing a 1963 Bentley S3.

The reason for the exact placements was for some photos shoots from a helicopter. The layout represented the Flying Lady Mascot. No doubt we will see it in various publications over the next few months.

The second highlight was the "G" for George diner. This was held in the War Memorial and Robyn and I sat under the wing of that famous Lancaster WW2 Bomber. It has four Rolls Royce Merlin motors and was the mostly highly decorated Australian Bomber plane from the second World War. (No Oil leaks from this English Masterpiece).

Besides a fabulous diner we were entertained by a light and sound show of actual war footage of the Bomber in action. We also had a presentation from the Grandson of the actual pilot (who is still alive, in his late 80's and living on the far NSW north Coast ) Furthermore, we had a very interesting presentation from the Granddaughter of Charles Sykes who actually lives in Canberra. She told of her memories of her late Grandparents and his fondness for that famous "flying lady" creation.

Overall, it was a great experience for Robyn and I and we thank Les for the use of his beautiful Rolls Royce handed back in as new condition with only three speeding tickets as a bonus!



Les , thanks for paying them and thanks for keeping the points !!!

Terry Daly







# CLASSIC RALLIES

Another way to spend your weekends .... by Jeremy Braithwaite

Julie and I had a lot of encouragement when we decided rallying was something we should have a go at. There is considerable interest in rallying within our TSCC offshoot at Kurrajong. Gary and Wendy Maher organise the Jaguar Mountain Rally; they and the Hallam's are regulars in [Sydney Classic Rally](#) events and Michael Corbett ran an Alfa in the London Sydney - as did Terry Daly.

In the early 1990's we'd done a couple of John Blanden's Grand Prix Rallies - between Melbourne and



Adelaide - in an Esprit Turbo, and had at least worked out that we were compatible in the car together. Rallying is said to be a prime source of divorce - so if you can't work together don't even bother!

You can run in a modern car in the Classic Rally Club, but only a 30 year old car model is eligible for their pointscore, so after a bit of research we decided to search for a Starion Turbo. We'd owned one from the first batch to come to Australia ... Chassis # 0000000034 (alright - I can't really remember how many '0's!)

and really enjoyed the car. It was traded on a Lotus 7 + 21 Escort - but that's another story.

Last November we found a very original Starion on the Sunshine Coast and flew up to retrieve it before the floods. It had been 'owner maintained' so we worked on the assumption that we needed to do a 'bumper to bumper' and in the first instance replaced all fluids, brakes, starter motor, water pump, intake manifold - which was corroded - and timing belt plus a complete overhaul of the aircon. The last item was almost as expensive as all of the other items put together.

The next decision was which make of rally computer to use. The Jaguar Mountain Rally - which we had done in the XKR last year - proved to us the standard odometer was completely unworkable if you are trying to navigate to the nearest meter. After a lot of reading we decided on a Monit which we purchased from Stuart Wilkins of SW Motorsport - who also did a couple of London Sydney rallies with Terry. The Monit is much more modern and simple to use than the traditional Halda/Terratrip and, considering how easy Julie found it to use, we both believe the decision to have been the correct one.

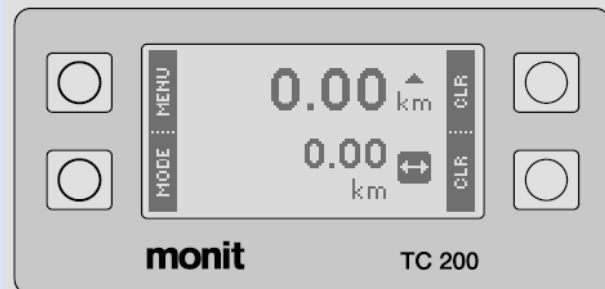
Most of the Classic Rallies are organised into three categories:

- **Masters**  
You receive minimal instructions. This is 100 on the severity scale
- **Apprentices**  
You work on the Masters instructions plus they give you some useful tips. 75 on the scale
- **Tour**  
They tell you where to go - maybe 30 on the scale

In addition to the issues of navigation you also have to answer questions along the route and pass through passage controls in the correct direction. Some of these are manned where your route card is stamped; others simply display a board with a letter or numbers on it which are noted on the route card.

The questions are mainly straightforward, such as 'name the property at 34.99km', hence the need for a rally computer which is accurate to the meter. Each question and route instruction confirms you are on the right road and headed in the right direction.

The Monit is as easy to use as mobile phone. The unit looks like this:



The upper half of the display is generally used for the odometer and the lower half can be cycled through a number of other different functions including a second odometer, speed, average speed, maximum speed, stopwatch, clock and fuel level. You can turn off the functions you don't want to use.

We have also had two programmable switches mounted on the dash. We use the first to reverse the two odometers if we suffer a navigational malfunction and the second to do what Monit calls S/S Control. It is used at the start of a section and simultaneously clears both odometers and the stop watch. It's easy to calibrate and if you get it wrong you can manually enter the exact mileage at the next known point on the route.

When you get it wrong and have to backtrack it's a simple matter to reverse the odometer on the rally computer and it counts backwards until you return to the last known correct point on the route.

It's fair to say Julie approached the whole thing with a degree of trepidation. Classic Rallying is very much a navigator sport with the driver having to do what he or she is told. Good husband training I hear you say? Anyway there is some pressure and a fair potential for friction, hence the dictum 'what goes on in the car stays in the car'.

The best example of this we saw was on the GP Rally. A car arrived in the control, the (female) navigator jumped out, slammed the door and said, "That's it. I've had enough. I'm going back to Sydney!" The retort from within the car: "Darling, the way you navigate you won't even find the place". We didn't see this couple at the next year's rally!



*Chris Hallam and Phillip Stead in the XK120 at last year's Penrith Pas de Deux Rally. Julie & I manned a passage control as did Terry Daly who took the GT40 out for the day.*

The best advice when you are not certain if you have it right is to stop the car and work it through together. Better than having to retrace your steps or having a shouting match.

So on to our first rally of the year, the Jeff West organised Riverina Run in March. For those that do not know Jeff, he is the navigational guru in NSW and has an awesome reputation. The Run started at Goulburn and travelled through the lovely country around Binalong and Harden to Wagga Wagga where we spent Saturday night. Everybody stayed at the same motel so we ended up with a good social on the Friday and Saturday nights, and enjoyed driving on some lovely and typically deserted roads that you would not otherwise have a good excuse to enjoy.

We entered in the Tour category and almost clean sheeted; a distraction at the wrong time meant one passage control was not entered on the route card and this bumped us down the order. Importantly we were learning lots and were gathering the confidence that only comes from experience in the way in which the rally works and the way in which we needed to work together in the car.

The next event on the calendar was the Classic Capital Caper in mid-April, a one day rally starting in Mittagong and finishing in Canberra organised by Bob Morey and family who we knew from Historic Formula Ford days. We decided to take the plunge and enter the Apprentice category. It was really a case of this is a bridge we needed to cross - so the sooner we got started the better. The organisers offered a sealed envelope option for people in the Apprentice category. Essentially it meant if we got hopelessly lost we could open the envelope - for the loss of some points - and revert to the Tour category enjoying a fully mapped route.

The morning didn't start too well. Apart from travelling a long way further down the Hume than we were meant to and then having to backtrack, we did not realise the need to read the map symbols and use them to interpret directions. For example the instruction to travel within 1km of a picnic table on the Hume required us to identify a really tiny P. We found it only with the aid

of a magnifying glass when we got home! Well - the good news was that we correctly found the lunch spot and then succeeded in clean sheeting the afternoon.



*Bo Morey and daughter Teresa in the Alfetta GT and Darren Taylor and Lui MacLennan in the Lancia Fulvia. Lui is a Past President of the Classic Rally Club; the Morey's organised this year's Canberra Rally.*

On Sunday morning in Canberra we had a leisurely breakfast and then went to Auto Italia where we met up with Bob Smith, whose Maserati was unfortunately *hors de combat*. Lunch in the apartment watching the V8 race in Hamilton was followed by a walk around the lake and we then went to the Ainslie Sporting Club to watch the GP; everybody in the place knew the Webber family and the local station even had a [Mark Webber milk ad](#) which you can see on YouTube and is quite hilarious.

The next rally is a Scatter Rally in May. To quote from the excellent article in the Classic Rally newsletter:

“A Scatter Rally differs from our usual Navigation Rallies in that there is no correct route set by the Director to be followed. At the start the crew will get a map with a number of locations marked on it, or descriptions or grid references on where to plot these locations. At each location there will be a question to answer. The points awarded for answering these questions varies, those at locations far from the start or finish, or tricky to find, are worth more than those close in. The navigator has to pick a route that visits locations that will earn the highest number of points, taking into account the distance allowed and any time restrictions. There will NOT be enough distance allowed or time to visit them all. The navigator is setting his/her own rally. The skill factor comes in choosing an efficient route, navigating the driver round the route plotted within distance and time constraints and answering the correct question at the location and writing it in the correct space on the answer sheet.”

The [Jaguar Mountain Rally](#) in July is a two day event and there are another three one day events held during the year. Enough to really see some of the best driving roads in this state.

Later in the year is the Alpine Classic which is the only one where an average speed needs to be maintained. We think we will revert to the Tour category for this one as there will be little or no opportunity to stop and map the route while maintaining a high average speed.

If you'd like to participate in a Classic Rally you can start straight away in whatever car you are currently running. You can get through the Tour without a rally computer and you don't even have to join the Classic Rally Club as one month's membership is generally included in the event entry fee. Some events may require a basic CAMS licence, but the majority do not. It's also a great excuse to add another car to your stable. We paid \$7,500 for the Starion and we'll probably double that by the time we've got it the way we want. There's a real raft of interesting machinery that you can have a look at - and much of it is yet to be really discovered by the collector market:

- Alfetta GT's start at \$4k
- BMW 635 for under \$10k
- Datsun 240Z's are starting to appreciate - maybe \$20k for a rust free one and there's a bloke in Victoria asking \$90k!
- Ford prices are on the up. Can't believe what good RS Escorts are getting these days; also Capri's, Mustangs and Cortina's are a good drive
- Mercedes SL's are still a good buy
- Porsche's both 911, 924, 944 and 928 are all eligible or becoming so and make great rally cars



- and so on....

As it says in the heading ... another way to spend your weekends! For us a very enjoyable way.



*Garth Taylor & Adrian Kinslor in the Mk II; Shane Navin & Glenn Evans in the 928 with the Raul Amor/Brad Dopper 260Z queued behind it; Steve Maher & James Garrod in the P76 and Jaguar legend Graham Lord in the 1800. Graham was acting as sweep for the event.*

Sunday 20 February 2011 was forecast to be “possible showers” which was a sense of rather déjà vu from our last track day. We arose before dawn so as to be at Wakefield by 7am, and it was slightly overcast but dry. Lea and I left Canberra in the Black NSX and Silver S2000 respectively to be at Wakefield at 7am for the usual pre race scrutineering etc. We drove along, enjoying a glorious dawn at Lake George as the sun lit up the clouds in a profusion of reds. Eventually arriving at Wakefield, we did the necessary paperwork signed on and I had a brief look at the track. Looked good, clean and dry. Ray had arrived earlier then realised he had left his wallet in his motel so raced back and fetched that, arriving as Lea and I headed the scrutineering queue, so the 3 Hondas were at the front, impressing the MX5 team no end!

I was second in Group 2, which suited fine, so off I went. There was a blue race MX5 ahead, and he set a good pace, so when we looked at times, mid 13s were there. I was determined to break my PB of 1.13.1 today, and felt I knew where it was to be found.

Ray was next out (in our shared red S2000) and was equally determined, having previously posted a 1.22, and turned in a 21 straight off the bat. Looked good but mentioned there was a bit of tyre squealing. I should have had my thinking cap on, but didn't until much later. We had set up the S2000s with road tyres at 30 psi cold, and the NSX at 29.

Lea was next and straight away was on the pace, equaling her previous time and looking smooth. Then she started to carve chunks off her 1.30 and was into the twenties for the rest of the day.

I stayed second fastest in group 2, but in the third session immediately caught the blue MX5 racer while he warmed his tyres and a mighty tussle ensued. (in the second session, he had a huge off while holding me out, at Turn 1, and a colossal cloud of dust obscured the view of the track ahead!) I finally got by, and thought we would have dropped our times, but was rather surprised to find we were both in the low 14s! Then, reflecting on this, I realised he was so busy holding me out initially and I so busy racing him, we were attacking too much, and when I went by, the process was reversed. We talked about this, and he suggested I go out first as his tyres were taking a long time to warm up and if I gapped him we would each have clear track as we were way faster than the rest of the group. The organizers were happy with this, and I was into the low 13s straight away, but the 12s were eluding me. I worked out I needed to be smoother through the top loop and try to carry more corner speed through there.

Ray was chipping away and was into the low 20s, determined to break into the 19s. Looked good, smooth as ever and fast. Had a couple of guys ahead he was using as targets to pull him closer, and passed those 2.

Lea had sorted the kink in the straight, not braking until nice and deep into turn one, so a positive outcome in terms of stated mission, and was now working on the exit on to the straight from the tight right hander, and the double right at the end of the hill (“horrible corner”). It was paying dividends as she was now constantly in the 28s and did a PB of 1.27.7. All this while staying ultra smooth and no mistakes. She was now faster than 10 other cars, and was moving up her group nicely. Indeed another girl was regarding Lea as her role model, which was nice. A couple of guys were heard remarking on how good the “Honda Girl” looked out of the car as well as in! On one lap Lea pulled a great pass on the straight and we cheered.

For what turned out to be my last session in the NSX, I decided at the last minute to drop my tyre pressures 1 psi all round, and this may have worked as I discovered I went 1.13 and then 1.12.95 on the first 2 laps and was on a great third lap when I started lapping cars and the slowies would not move over for me, so bugged 3 good laps, a point I made to the officials and asked to go to the back of group 1 for the next session only to discover they had to finish at 4pm (not sure why when they book the track for a whole day!) and Mike said that was a fair request as the blue and I were so obviously far faster than the rest of the group.

Ray had set a 19 so was happy and had had his first spin so asked me to do his last session, which I was happy to do, nearly causing a bit of trouble as I neglected to tell the organizers so had to sort that out on the grid! No problem, so went out and did a 20 dead, first lap, then after 2 laps had her stop revving at 5k on straight, thought “oh shit” what was going on?, she came clear in the corner, then again fluffed on the straight and was clearly not a happy girl! Lea had been promoted to this group and I caught her but was unable to pass (good girl, she was driving really well) then sneaked past on to back straight and also lapped a ute, only to have the red S nearly die right in front of him! He must have thought “what a wanker” or such! Certainly Lea was wondering what on earth I was up to! Returned to pits, mentioned to Ray and Lea, and then started the car, running fine. Wondered if fuel starvation could be an issue, and then Ray’s eyes lit up, he remembered what Charles had told us about the fuel gauge being optimistic that when showing 25% she was empty! So THAT was it. Ray tried to start her and no result, confirming our suspicions. We found a race team with spare fuel we could buy, and that restored her. Phew!

I reflected on how nervous she had seemed and afterwards thought I should have also dropped the pressures in the two S2000s as the day was pretty warm. Lea had one nice controlled drift which added greatly to her confidence as she now knows she can control that nicely.

All up a good and enjoyable day in warm, dry and mostly sunny conditions although quite a strong wind sprang up and stayed up. Dust everywhere.

Back to Canberra to replace wheels on NSX (to her road ones) while Lea gave her Silver a thorough clean! Ray found the BP at Marulan closed so very lucky we had obtained enough fuel for him to make the next servo!

PBs all round and each of us achieved our stated aims so all happy and a relaxing evening and early to bed, nicely tired.

Nigel Bryan





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**If you would like to purchase any of the above items or have any queries, please contact:**

Colin Watts 96248202



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At a cost of \$10.00 each

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Name:

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\$\_\_\_\_\_ Enclosed

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# THOROUGHbred SPORTS CAR CLUB

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SHIRTS ARE \$30.00 EACH

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OR  
GIVE ME AN ORDER AT THE NEXT MEETING

# TSCC Club Polo Shirts

Listed below are the sizes for the club Polo Shirts.

Chest/Bust and Length measurements are in centimetres.

## MENS:

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

## WOMENS:

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



This Newsletter is published by:  
THE THOROUGHBRED SPORTS CAR CLUB INC

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