



top



gear

APRIL 2013

THE ALFA ISSUE





ABOUT OUR CLUB

Calender

The [Official Calender](#) is published on our web site. Print a copy to keep in your historic log booked vehicle.

Club Meetings

[Club meetings](#) are held on the 2nd Wednesday of every month except December & January at Carlingford Bowling Club.

Club Objectives

- To foster 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

Club Shoppe

Visit the [Club Shoppe](#) and make sure you are dressed properly for the next event.

Correspondence

All correspondence to The Secretary, TSCC

P.O. Box 1318, Mona Vale, NSW 1660

Email: secretary@thoroughbredssportscarclub.asn.au

Incorporation

TSCC is incorporated as an association; Registered No. Y15083-35

Affiliation

TSCC is affiliated with CAMS Limited

Committee

The contact details of the [Committee](#) are published on the web site.

Membership Forms

[Membership Forms](#) can be downloaded from our web site. All new members must be proposed and seconded by financial members.

Website

www.thoroughbredssportscarclub.asn.au

Contributions to the Webmaster:

webmaster@thoroughbredssportscarclub.asn.au

Top Gear

All contributions to:

Jeremy Braithwaite, PO Box 207, Kurrajong 2758

M: 0416 222 112 Email:

editor@thoroughbredssportscarclub.asn.au

Guest Editors

Alfa Editor: [Barry Farr](#)

Lotus Editor: [Roger Morgan](#)

Disclaimer:

Any opinions published in the Newsletter should not be regarded as being the opinion of the Club, of the Committee, or of the Editor.

No responsibility is accepted for the accuracy of any information in the Newsletter, which has been published in good faith as supplied to the editor.

Articles are invited and should be mailed to the Editor for publication showing the name and address of the author.





EDITORIAL

JEREMY BRAITHWAITE



Top Gear Festival

Based on the feedback from the girls, the Top Gear Festival was much more a day out for the boys than the fairer sex.

Read Theo's [great report](#) on the event. He certainly had a ball and managed to get on to most of the rides while the rest of us were either enjoying a natter or watching the drift cars, which were sensational!

A lot of credit must go to Adrian Walker who organised the event. He has promoted himself to 'Special Events Co-ordinator' and has certainly earned the title. Our club's display was by far the best there, and would have to be one of the best displays the club has put on for the public.

The biggest issue was parking. People who had booked reserved parking in the drag strip area had a two hour wait to get into the place. I secured a park in a 'secret location' which served a much better lunch than the Garage from which even ARDC members were barred, notwithstanding the fact that it was advertised on the event map, and they had told me on the Friday that they would be open to all over the weekend. (Left hand... Right hand...)

The 'security' people were obnoxious – and a far cry from Joe and his mate in white coats on the gate at Amaroo that used to manage all the 'security'!! I even had one trying to tell me I couldn't walk beside the track to watch the drift cars. He hadn't been long in the country and had failed to understand he was placed where he was to stop people Climbing over the fence beside the circuit. We left him talking on his radio....

Michael Stahl

Who did we bump into on the way to Audley Weir but none other than Wheels correspondent and general good guy – Michael Stahl. We had two Volvo's with us... Vic Andrew's 122 and the Maher P1800 and Michael was hooked. His Dad, Max, had run one for years and Michael's article on the topic can be found in the April edition of Wheels.



Like the rest of us he is into his toys – see the pic below – and was enjoying a ride with Kris Matich, who is GM of the company that imports Moto Guzzi and Aprilia. Yes... that Matich.

Graham Howard

Michael's Dad Max was Editor of Racing Car News for a few decades; he started the Targa Tasmania and he used to race a Humpy Holden. He is one of a group of us who is interested in preserving some of our motorsport history.

The loss of well respected motoring journalist Graham Howard may prove to be the catalyst for an increase in focus in this area. Graham had a stupendous motoring library. I know because I acquired some of his excess stock many years ago – decades of Motorsport magazines from the 50's... and so on.

His entire collection will be housed by the [Australian Motorlife Museum](#) – and will become I hope the foundation of a much larger collection.

Graham was a lovely guy. He was owner of the earliest Lotus in Australia – a Lotus 6. He also worked with Julie at Perkin-Elmer – his greatest claim to fame?? And he was a strong advocate for aural history, which means sticking a microphone under the nose of some of our greats before they go to that big circuit in the sky.

Enthusiasts Conference

Our house move has been very time consuming and I didn't get to the Enthusiast's Conference at Eastern Creek in February and find out why Duncan Gay hadn't delivered on all his promises from last year. Since then I have had a chance to review the video of the event and talk to some of the players. Clearly we need to be proactive and informed if we are not to lose our motoring freedoms; I think we can do better. But that's not to say there hasn't been quite a lot of progress in the last year. Read the story inside this issue.

In this Issue of Top Gear

Our Vice President, Barry Farr, regales us with tales of the first 50 years of Alfa Romeo; he still finds time to write a short piece on Roland Garros' Black Bess. Plus all the usual event reports and I've added a story about the Lowndes/Davidson foray to Monte Carlo for the Historic Rally in a FX. Also look out for Laurie Bromley's account of our run down the South Coast with the Country Gents.

We'll be in Europe until mid June so please have all your contributions to the June issue ready for our return!

Jeremy



CONTENTS

[About Our Club](#)

Lots of details and about the club, its corporate information, committee etc.

[Editorial](#)

Jeremy's comments

[Presidents Report](#)

Terry Daly's report on the last couple of months, plus what's planned

COMING EVENTS

[Diary Update](#)

Bring your diary up to date with all our planned events

Wednesday Runs

Run to [Tizzana Winery](#) at Ebenezer organised by Jelly Van Dyk

[Weekend in Noosa](#)

A quiet trip to Queensland with lots to see there and on the way. Organised by Terry & Robyn Daly

[Warbirds Weekend](#)

The Temora Warbirds Downunder Airshow plus a visit to the Binalong Motor Museum and a tour of Keith & Sandra Berryman's sheds. Numbers are strictly limited by the availability of accommodation. Call Jeremy Braithwaite.

REPORT ON EVENTS

[Top Gear Festival](#)

Fun and games with Jeremy Clarkson, James May & Mark Webber. TSCC is part of the show

Lovely article by Theo

Seen at the Festival [Richard Ferlazzo](#), the [Drift Cars](#), [Casey Stoner & Craig Lowndes](#)

Run to the [Weir Cafe in the Royal National Park](#). Carole-Anne Lunn reports

Run to the [Norman Lindsay Gallery & Museum](#) organised by Peter & Robyn Wards

The [Jaguar 44th National Rally](#) was well attended by our members; Terry reports on the event

[South Coast Sunday](#). Lunch run with the Country Gents

[South Coast Monday](#). An extra couple of nights at Mollymook. Dinner at Rick Stein's.

TOP GEAR ARTICLES

[Roland Garros & Black Bess](#). Lovely story by Barry Farr

The [Enthusiasts Conference](#). Has any progress been made? Jeremy brings us up to date.

A GREAT READ

[FX to Monte Carlo](#). Craig Lowndes and Richard Davison re-enact the 1953 event.

[Gerard Hartmann's](#) web site provides a potted history of French aviation and motoring from the very early days. With Microsoft's web translator installed on your computer you can read this material in English.

CLASSIFIEDS

Buy yourself that Boxster you always wanted

TERRY DALY'S JOKES PAGE

The first in a new series. In this issue Terry shares some vintage Spike Milligan with us.

PARTING SHOT

An astonishing example of plagiarism

BARRY FARR'S ALFA LIFTOUT

It's so big it's got its own contents page!

Barry details the first 50 years of Alfa's glorious history and has found some superb photos to illustrate his story.

OFFICE OF THE PRESIDENT

TERRY DALY



With the European / US summer season on the horizon , we see many of our members heading overseas to as Les Johnson says “Adventure before Dementia“. Some are going to the USA , some Turkey and the Greek Isles, some France and Italy, some up into the Nordic countries, while Les and his son Ricky will be driving Les Aston Martin DB2R in the 100 years of Aston Martin Rally through the Alps of Switzerland and Italy. We will expect a full report from Les.

Talking of travel the TSCC trip to the North Island of New Zealand is now fully subscribed with 20 couples adventuring before dementuring . (I’m not sure that’s even a proper word!) and apologizes to those on the trip who never forget anything. It is shaping up to be a really wonderful trip. If any member is still keen to do this trip let me know ..we just maybe able to fit another one or two on it.

And still talking of travel , several members have talked about attending Pebble Beach USA in the not too distant future, let’s say in 2014. I’m thinking of a 21 day trip, starting in Phoenix, then a few days in Sedona, Las Vegas, Yosemite National Park, Napa Wine Valley, San Francisco, Pebble Beach for five days ,and then down to Los Angeles by the coast road.

I’ll do some more homework and see what it may cost. Stay turned, but in the meantime, if you are interested ,let me have your ideas on an itinerary etc.

I’m (with Jeremy’s assistance) just completing all the details for the run to Noosa in June . Once again we have a full book with over 60 attending. We have two couples who are only doing the Armidale section, so if you’re interested in doing that section only please let me know before 4th May.

Several of our members are also members of the Jaguar Club and that Club held it’s 44th National Rally in Wollongong over Easter. I’m proud to say that the TSCC Pride of Ownership winning “E” Type Jaguar of John Moody also won the Outright award at Jaguar’s National Rally. Congratulations to John and his able assistant Margaret on a great win.

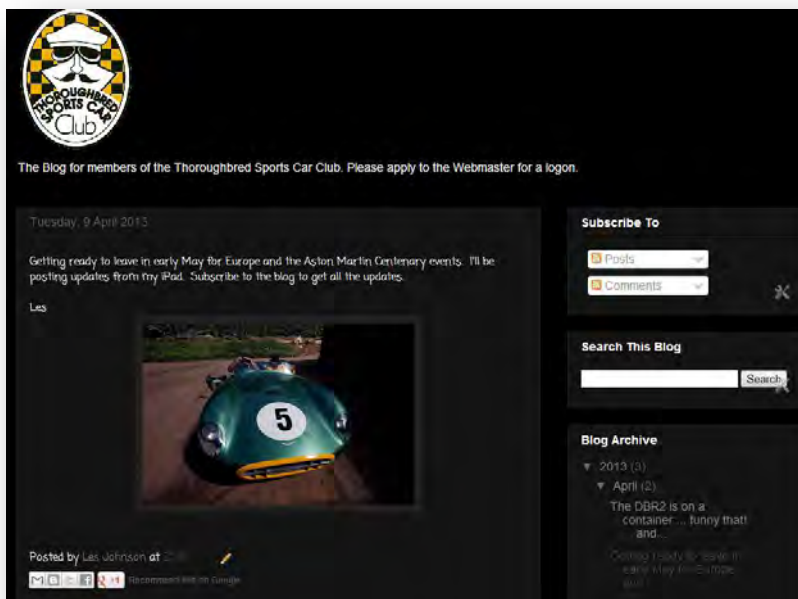
And if you hadn’t already noticed this Top Gear edition has a very Italian flavor with Barry Farr writing several articles on Alfa Romeo’s. I have owned two Alfa’s in my life , a 2000 GTV and an Alfetta 2000 GTV . Both were fabulous cars to drive but with the first sprinkle of rain, rust appeared. I believe it was something to do with the grade of steel they were using producing the car bodies.

Finally, we have 23 members who are still to renew their membership. Can you please do ASAP and, for whatever reason you don’t intend to renew, can you let Ian Norman know so that we can welcome a few new members who are currently on the wait list.

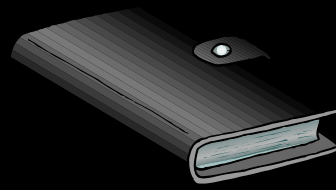
Terry.

Follow Les adventures on the club’s blog page:

<http://thoroughbredsportsblog.blogspot.com.au/>



COMING EVENTS: DIARY UPDATE



2013 DIARY

The official diary of the club is published on our web page:

http://www.thoroughbredssportscarclub.asn.au/events/index_files/Calender.htm

These are the events planned for the next couple of months:

8 th May	Club Meeting at the Carlingford Bowling Club
15 th May	Wednesday Run - Peter & Jelly van Dyk
26 th May	Breakfast Run
June 20 th – 25 th	Terry Daly's Noosa Weekend

The Wednesday run organisers for the balance of the year are:

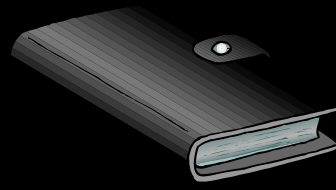
July 17	Chris Hallam
August 21	Jack & Jenny Jones
September 18	Malcolm & Toni Ireland
October 16	Robyn & Kevin Leggott
November 20	Lionel & Gayle Walker

If you would like to organise an event for the club please discuss it with Terry Daly or any member of the Committee

Check out the [Members Cars](#) gallery on the club's website



COMING EVENTS: **WEDNESDAY RUN** PETER & JELLY VAN DYK



TSCC lunch at Tizzana Winery Ebenezer



Wednesday 15th May 2013.

Meet at Jelly and Peter's place 35 Douglas Road Kurrajong Heights for morning tea between 10:30 and 11:00 am

Leave Kurrajong Heights at about 12:15 pm for drive to Tizzana Winery located at 518 Tizzana Road Ebenezer.

Lunch \$40.00 per person includes free wine tasting, hot buffet, deserts, free wine with lunch and history talk on Tizzana winery.

Could you please advise Jelly or Peter on 45677461 or email: jelly@engrd.com.au by 10th May to enable bookings for lunch.



ASTON MARTIN OWNERS CLUB

WEEKEND IN NOOSA



20th to 25th JUNE 2013

Leaving Windsor at 0800 on 20th June 2013 with an overnight in Armidale visiting 2 car collections including Aston Martin DB5 & DBS

Three nights at the Montpellier luxury resort at Noosaville. One day of activities including a visit to the Bowden collection, the other day free

ALLAN MOFFAT'S XY GTHO



FORD PHASE III 1971

ALLAN MOFFAT'S TRANS AM BOSS302



FORD MUSTANG 1969

NORM BEECHY'S HT GTS 350



HOLDEN MONARO 1970

IAN 'PETE' GEORGHEGAN'S GTHO



FORD SUPER FALCON 1970

Back down the Pacific Highway overnighting at Coffs Harbour, and visiting Will Hagon's Kew Pitstop and the National Motorcycle Museum at Nabyac. Budget \$500 per couple for accommodation



Limited numbers. Reserve your place by replying to Terry Daly on M: 0418 675 253, H: 02 96516175 or terry.daly@live.com.au



WARBIRDS WEEKEND

1ST TO 3RD November 2013

Limited Numbers – Book Early!



- *Warbirds Downunder Airshow*
- *Binalong Motor Museum*
- *Berryman Shed Tour*

Friday 1st November

- Scenic drive to Binalong on some superb driving roads
- Lunch at the Historic Taralga Hotel, est. 1876
- Book into the Royal Tara Motel
- Champagne reception at the Binalong Motor Museum
- Dinner at the Binalong Hotel

Saturday 2nd November

- Drive to Temora
- Warbirds Downunder Airshow
- Dinner at the Black Swan Restaurant

Sunday 3rd November

- Shed Tour hosted by Keith and Sandra Berryman at Stockinbingal
- See the D Type and the Match
- Choose your own route home ... or take a few more days to explore

RSVP to Jeremy Braithwaite on 0416 222 112 or atroz@bigpond.com



EVENT REPORT

TOP GEAR FESTIVAL/1

THEO DEMOPOULOS



"Mr HSV 1 & 2"

WEEKEND AT THE RACES

This summer has been one of the wettest summers since 2008-09 according to the Bureau of Metereology. A lot of rain and wind and so as the Top Gear Festival was approaching we, the participants of the display organised by our esteem co-ordinator Adrian Walker were all feeling quite nervous. Is it going to rain or not?

We were blessed however and the weather was absolutely glorious. In actual fact it was so good I was overwhelmed by the radiant rays of sunlight, and my face ended up glowing like a red tail light.

I left work early and with the help of my lovely wife Tammy she followed in her car, while I drove the HSV Coupe 4 to Eastern Creek. For the last week or so there were lots of emails coming and going giving us instructions on how to get there without getting lost or confused.

We arrive at gate D without getting lost or confused and I recognised a few cars on the front row including Adrian Walkers E type convertible and John Baileys Mustang. I remember during the shed tour back in Feb 2012, John mentioned that he had ordered this particular Mustang GT 500 Supersnake and in this bright blue colour, I think it's called Grabber Blue that he likes so much, and how it was not at the shed at that time, but I knew straight away that, that car was his.

I drove to the back of that first row and took my position, said hello to Adrian who in turn gave me my tickets for Saturday and Sunday and then I returned back home ready to just give the Maloo a wash ready to do it all over again the next morning for car number two, and be there as promised before the gate closes at 7.00am.

This attempt by the organisers of this festival to bring Jeremy Clarkson and James May to co-host this event has never been done before in this scale before. There was a lot of challenging, drifting, racing, flying, records broken, and then there was eating, walking, buying, selling, talking, galking, and then some more drifting.

We had best vantage point, and we could see the best part of the circuit, we could see the people arriving in droves on the Saturday and we could also see the helicopters coming and going landing just a few hundred metres up the hill behind us.

When I arrived with Maloo on the Saturday morning, I thought to myself how can I fill the two days I was going to be here, it was going to be a long long weekend, but as I found out and experienced later, it was a completely fulfilling and a very enjoyable weekend. I especially bonded with Peter the other Greek Stefan.

EVENT REPORT

TOP GEAR FESTIVAL/2

THEO DEMOPOULOS



"Peter – the other Greek – Stefan"



He arrived in his E Type Jag with his brother-in-law Ron. I am not sure whether its because he is Greek and I am of Greek heritage or whether we love V8 Australian muscle or maybe because he is just a really lovely guy.

Apart from sitting and talking with Roger, Terry, Lester, Jack, Greg and a few other boys, about all things car related, I made sure that I made most of the festivities. In the past I have been to a few V8 Supercar races in Bathurst and Homebush, but I have never sat at any length of time at the grandstands to see the races. I just like to wonder at the back of the pits and just look at what is for sale or on display and just do a lot of bonding.

On Saturday once the cars were all set up clean and proud ready for the onslaught, together with Peter and Ron we walked down the straight, under the bridge and into the enormous crowd that was coming and going left right and center. We decide to have some coffee and then we wandered around the exhibits.

I have been looking to buy a dash camera, and a second set of wheels for the Maloo and I love the prospect and anticipation of buying a new toy or a new accessory for my cars. Also it also pays to have good company and Peter the other Greek Stefan makes sure of that.

I took part in some of the activities and first one off the rank was flying in a helicopter around the Eastern Creek circuit for 10 minutes. I had never been in a helicopter so this was something of a milestone in my life although it felt very unnerving and very uncomfortable to say the least. I am writing this article three weeks after the Top Gear event and a few days ago there was an unfortunate accident involving the same model helicopter a Robinson 44, at Panorama House at Bulli Tops.

It sent shivers up my spine and after hearing details of the accident, I cannot for the life of me understand why you would fly a flying machine that has a well-known defect the whole world knows about. But I digress and so going back to my Top Gear adventure the second activity I took part in was a ride in the new Range Rover over 4WD obstacle course with two other passengers.

If I ever was in the market of a 4WD my top choice would be the Range Rover. This particular model was the Range Rover Sport SDV6 Advanced Sequential Turbo Diesel. It's just amazing all that luxury and interior sumptuousness, with its exterior rugged but extremely good looks, it can perform such amazing feats of driving over some very rough terrain. I know for a fact that it can drive over some rougher terrain than what we drove over that day.

EVENT REPORT

TOP GEAR FESTIVAL/3

THEO DEMOPOULOS



"The Stig behind the wheel of Theo's V8"

I will never forget as a 14 year old back in Greece in the early 70's, I just happen to walk into a demonstration of a Range Rover the Police were looking into acquiring for their police force back then. I cannot remember the exact height of the ridge it was driving over but it was high and it definitely left an impression on me and it's the same pedigree that has evolved and continued on for over 40 years into the current series. I am starting to sound like a car salesman. All I can say is that if I was in the market for a upmarket SUV, I would definitely choose the Range Rover in its V8 supercharged version.

My third activity was the chance to drive the Volvo V40 T5 R Design. Now I am not a fan of Volvos, and you cannot blame me after all the bad publicity it got apart from its great safety over the years and the fact it was mainly chosen by accountants, geeks and Asian middle aged men in funny little hats.

However, in the last few years Volvo have tried to change that awful image and they have done a pretty good job. The V40 T5 is a very good example. It's a good looking car packed with features and of course with its previous history of pioneering safety equipment, it now boasts the world first pedestrian airbag. An airbag pops up between the bonnet and windscreen once it senses a body hitting the front of the car to soften the blow of the pedestrians head.

It has a 2.5 litre five cylinder 187KW turbocharged engine and has a price tag of \$50000.00. I drove it and to be quite honest I was trying to beat the figure 8 lap of around 40 seconds, so I really don't remember much about the features or how it drove because I was concentrating so much on how to get close to the 40 second record. I managed a meagre 45 seconds, but hey it was an experience and I waited for close to an hour in queue to get the chance to drive it so I ticked another box on the to do list at the 2013 Top Gear Festival.

My best man Petro turned up around 1.00pm on the 2nd day of the event to assist me with driving the Maloo back home at the end of the day. I was pretty tired at that stage so I gave him permission to hook up with Jeremy to go and take some pictures of the cars that were drifting on the track with their respective professional cameras while I rested for a while.

We then took another walk down the main drag had a bite to eat then we headed to the Holden stand and took some really great photos with the boys by the lovely girls at the Holden stand using the WHEELS logo.

So all in all the Top Gear Festival, was a great experience for me personally except for an unfortunate incident involving my Coupe, after I had left Saturday afternoon, but other than that I enjoyed the festival very much, and hope to do it again next time the boys from Top Gear rock up in Sydney.

Theo Demopoulos

EVENT REPORT

TOP GEAR FESTIVAL/4

THEO DEMOPOULOS



TOP GEAR ROLL CALL

Adrian Walker
Colin Allerdice
David Slater
Dennis Parrish
Gary Maher
Greg Edwards
Jack Jones
Jeremy Braithwaite
John Bailey
John Burton
John Moody
John Slater
Len Fardell
Les Johnson/David Dowling
Lester Gough
Theo Demopoulos
Norm Johnson
Paul Byrne
Paul Wellington-Clark
Peter Stefan
Phillip O'Loan
Ricky Johnson
Roger Korte
Ross Marshall
Stephen Knox
Terry Daly
Theo Demopoulos
Tom Aczel

Jaguar E-Type 3.8 Series1 Convertible
BMW Z3 Convertible
BMW M3 Coupe
1967 SHELBY 500 Super Snake "Eleanor"
Volvo P1800S Sports Coupe
Mazda MX5 Convertible
Jaguar XJS 5.3 V12 Convertible
Jaguar XKR Supercharged V8 Convertible
SHELBY 500 Super Snake Supercharged
AMAROO Clubman twin cam
Jaguar E-Type V12 Convertible
Alfa Romeo GT1300 Junior
MG TF Roadster
De Tomaso Longchamps
Mercedes AMG CL55 V8
Maloo R8 & HSV bike
Jaguar XKSS convertible
Aston Martin Volante Convertible
2012 Aston Martin Vanquish V12
Jaguar E-TYPE 3.8 Series 1 Coupe
Ford Falcon GT XB 351 Coupe
Ford GT40 Le mans
Porsche 944 Coupe
Mercedes 350SLK Cabriolet
Jensen 541R V8 coupe
Aston Martin Vanquish V12 coupe
HSV Coupe 4 Manual
MGA 1600 Mk II Convertible Black



EVENT REPORT
TOP GEAR FESTIVAL/5
THEO DEMOPOULOS



EVENT REPORT
TOP GEAR FESTIVAL/6
THEO DEMOPOULOS



EVENT REPORT
TOP GEAR FESTIVAL/7
THEO DEMOPOULOS



SEEN AT THE FESTIVAL.....

RICHARD FERLAZZO – EFIJY

JEREMY BRAITHWAITE



Richard Ferlazzo's GMH business card says simply 'Chief Designer'. He's one of a rare band of professionals with the dream job of running an international design studio.

So it was a real treat to find the man with his creation – Efigy - and time to chat at the Top Gear Festival. You can watch some of this chat [here](#)..

Efigy was created to mark 50 years since the launch of the FJ in 1953, but was not in fact actually released until the Sydney Motor Show of 2005. It created huge interest and the car went on the motor show circuit internationally. There's a 645 b.h.p. supercharged six-litre V8 engine up front sitting on a Corvette chassis. Other features include adjustable air shock absorbers, a touch control LCD screen and fan-cooled LED headlamps.

There's some very nice studio shots of the car [here](#).

I asked Richard why the tail was kicked up a bit – as opposed to having a single line to the back of the car like a Bentley Continental. He explained that he wanted to bring the line around from the waist to the back of the car... see the pic on the right.

As nobody else was bothering him too much I chatted on. He said that he can think in 3D – all designers do – which I would have thought was a very rare skill. He also said that the investment in a new car is so big these days that one design failure can kill a brand. The AU Falcon is a good example; Ford's fortunes have been on the wane since. But interestingly GMH are dependent on Ford for continued support of the supplier industry, without which local manufacture would not be possible.



SEEN AT THE FESTIVAL..... THE DRIFT CARS JEREMY BRAITHWAITE



You need cameras like these to capture the tyres exploding... some cars have 3 or 4... and they shoot at 300 frames per second for super slo mo.

Three cars completely sideways well before what we would think of as the apex of the corner... wild paint.... huge revs... and tyre shredding action. Wow!
I'd never seen these guys in action before and was very impressed with the show they put on. This was a display day.
In competition you run against one other car and have to follow as close as you can. The other guy makes it hard for you... and then you reverse positions.
I imagine the judging gives lots of cause for complaints!
Talk to the guys – and gals – in the pits and they are just like we were all those years ago... out there having a ball in a motor car.



Can't see this helmet making it past your average friendly CAMS scrutineer, can you?



SEEN AT THE FESTIVAL..... CASEY STONER & CRAIG LOWNDES JEREMY BRAITHWAITE



Craig Lowndes on a motorbike?
At Eastern Creek?? Keeping up
with Casey Stoner???

Yup!

Have a look at the pics and you
can see how animated Craig
Lowndes is after quite a few laps
in hot pursuit of the World
Champ.

I believe the bikes were supplied
by John Moody's brother Ray.
Get yours from his business in
Penrith, Western Motorcycles



SEEN AT THE FESTIVAL.....
CASEY STONER & CRAIG LOWNDES
JEREMY BRAITHWAITE



EVENT REPORT

RUN TO AUDLEY WEIR

CAROLE-ANNE LUNN



Eighteen members of the TSCC met at McDonalds Café Heathcote for the start of this run. Two visitors, John and Janice Ratter, from the Country Gentleman's car Club met us later in the run at Bald Hill together with Jeremy and Julie Braithwaite, Robyn and Terry Daley, and Lionel walker who had been earlier that morning taking photographs in Wollongong for the upcoming Jaguar Car Club Event.

The group departed at approx. 11.15am and travelled a short distance to the Bald Hill Headland Lookout on Lady Wakehurst Drive. This Lookout provides a magnificent panorama south to Wollongong and beyond. As an aside, we counted 23 vessels moored at sea awaiting loading at Port Kembla.

Leaving the lookout at 12pm, we drove along Lady Wakehurst drive to the Audley Weir Café. This is the first time Barry and I have travelled this route for very many years and we had forgotten what a brilliant drive it is. Barry remarking that he should have been on the Beemer.

Lunch at the Weir Café was a most pleasant surprise where an enjoyable lunch was had by all. The venue is one that should be considered for future runs.



All the pics supplied by Kay Finney

There are more pics at:

<http://jbraithwaite.smugmuq.com/ThoroughbredSports/Events-2013>

EVENT REPORT

NORMAN LINDSAY GALLERY/1

COLIN ALLERDICE



RUN DATE : WEDNESDAY 17 APRIL 2013

It seems like only yesterday when my car was the most important thing that I had.

Certainly there was a time in my life when a car was all that I owned.

But life, as we are constantly reminded, is a journey and along the way cars come and go, and we acquire many other things things like – family, friends, assets, debts, bad habits, and great memories are but a few.

It was this last category that attracted me to the “Norman Lindsay” mid week run.

My aunt and uncle for a short time lived opposite Norman Lindsay.

He had been transferred from Lithgow with his work and they rented a spare cottage on a chicken farm whilst their own house was being built on Grose Road.

This was in the late 1950’s.

At that time Lindsay was living on his own and my aunt, when baking cakes, used to do a few extra and either she or her children would take them over to him.

In those days it was a dirt road all the way to Norman Lindsay’s house and there were only three houses between there and the Great Western Highway.

Like most city born & raised children I enjoyed the opportunity to spend the Christmas School Holidays with my aunt and uncle “in the country”.

And so it was during one such holiday that I met Norman Lindsay.

My brother and I, together with my cousin, Narelle, and her friend Pam Day, went over one day to deliver some cakes.

My memory of Norman Lindsay was of him being a kind and sensitive “old” guy.

He showed us into his house and took time to do a “show and tell” to an impressionable 10 year old boy on the background to his fine collection of hand carved ships and ships in bottles.

That collection remains on display in the Gallery today.

As you can see, he even allowed us the opportunity of a photograph.

There were no nudes on the walls in those days .. at least in those sections of the house where we were allowed to go.

Your keen eye will probably have already picked up some differences in the fountain shown in the accompanying photographs. Some years after the National Trust acquired the property, the main fountain was relocated to a position behind the main building and a new bronze fountain installed.

But who would know today?

The run itself was a great success.

Good weather, a good roll up of TSCC members, and a very well organised drive all resulted in an extremely enjoyable day .. more great memories!

Peter and Robyn Wards please take a bow.



c1958: Colin Allerdice, Norm Lindsay, Narelle Hunter & Pan Day



EVENT REPORT
NORMAN LINDSAY GALLERY/2
COLIN ALLERDICE



The full list of attendees and their cars (where known) is shown below:

Gary and Wendy Maher
Julie and Jeremy Braithwaite
Laurie and Fran Bromley
Peter and Jelly Van Dyk
John and Val Dixon
Peter and Robyn Wards
Neil and Joy Hood
Colin and Maria Allerdice
Derek Scott
ML Howard
Terry and Robyn Daly
Les and Roselee Johnson
Ian Norman and Lisbeth
Peter Canavan
Kumiko Yamamoto
Kaye Stevens
Lionel Walker
Adrian and Lorraine Walker
John and Wendy Slater
Darryl and Andria Pike
Colin Allerdice

Volvo 1800S
Lexus LS460
Triumph TR8
Porsche 911
BMW 318i
Mercedes 230SLK
Jowett Jupiter
BMW Z3
Triumph Stag

Jaguar XKR
Subaru Impreza
Jaguar 2.4 Sedan
Morgan +8
Porsche Boxster
Honda NSX
Mazda 6 (Red one)
Jaguar XJR
Alfa Romeo GTV6
Mercedes 180



EVENT REPORT
NORMAN LINDSAY GALLERY/3
COLIN ALLERDICE



EVENT REPORT
NORMAN LINDSAY GALLERY/4
COLIN ALLERDICE



EVENT REPORT

SOUTH COAST SUNDAY/1

LAURIE BROMLEY



Lunch and South Coast Run, Sunday 21st April 2013

Saturday 20th April brought terrible weather with wind heavy rain and cold. Luckily our run to the south coast didn't start till Sunday, which was a perfect autumn day. A bit chilly to start with, but we set off with our roof down and met the other travellers at Eling Forest winery, about two hours south of Sydney on the Hume highway.

The coffee shop provided lots of coffee and sundry other snacks to start us off on our three day adventure.

We were joined by cars from the Country Gentlemen's club, a small club of 30 gentlemen and their partners. A wander around the car park showed us some very fine machinery, with two Alfas, Aston Martin, MGB, a huge Buick Riviera to name but a few. Some chose to bring their other cars! All in all forty people attended.

Jeremy had prepared a fantastic drive down through Kangaroo Valley to the coast.



EVENT REPORT

SOUTH COAST SUNDAY/2

LAURIE BROMLEY



We stopped at Tony Strachan's house for a tour of this extraordinary home. He has been there about 25 years.

The home is a kind of Spanish Villa set on many acres of fine lawn nestled in a fold of the hills. Tony's passions extend to ceramics, paintings and art deco furniture. The house is designed to be eco friendly with solar heating.

His garage houses two pre war Bentleys. The black and maroon sedan he uses as a daily driver, but the tourer is a work of art. He has restored it over five years from a total wreck, sparing no expense, the interior woodwork is a fine blend of Huon pine and Silky Oak.

After the break we set off (Tony in his Bentley tourer included) down the hill to Pyree (between Nowra and the coast) for lunch at the Butter Factory.

The lunch was very good but the staff were a bit overwhelmed by our numbers and we left so late that we cancelled our proposed visit to the aviation museum at HMAS Albatross.

Some things can be left for another time. Jeremy had lost his voice but John relayed the information so perfectly and you could hardly see Jeremy's lips move!

Some turned for home whilst the rest of us took the scenic drive to Mollymook arriving in time for a change and drinks at the golf club across the road. The golf club backed on the sea so the view was very appealing. The menu was good but unfortunately most of our first choices were off!

Most chose an early night after a big day of driving.



EVENT REPORT
SOUTH COAST SUNDAY/3
LAURIE BROMLEY



EVENT REPORT
SOUTH COAST SUNDAY/4
LAURIE BROMLEY



EVENT REPORT
SOUTH COAST SUNDAY/5
LAURIE BROMLEY



EVENT REPORT

SOUTH COAST MONDAY/1

LAURIE BROMLEY



Planning the day. Julie paid a visit to the Tourist Information office and liberated a few maps.

The arrangement was to meet at the Boardwalk cafe in Ulladulla at nine for breakfast.

Most made it, but ML blaming her navigator, sat in magnificent isolation at the Breakers Cafe around the corner.

More arrangements were made for a drive to Mogo and a visit to the zoo.

The Hallam's elected to go for a very long walk.

Panorama of the very beautiful harbour at Ulladulla



EVENT REPORT

SOUTH COAST MONDAY/2

LAURIE BROMLEY



When I arrived at the zoo the only other tourists were M-L and Maree, no idea what happened to the others. Never mind, the animals were very interesting; Mogo concentrates on breeding rare and endangered species. It has a pair of snow leopards, Sumatran tigers and a pride of white lions. Other exhibits included the more usual deer, monkeys and lemurs. Well worth a visit if you're down that way.

We were home in the mid afternoon in time for a nap, (or a walk along the beach.)

We assembled again at 7.30 for the highlight of the trip, a dinner at the internationally famous Banisters restaurant with the signature of Rick Stein as the creator of the menus.

We were welcomed into the bar for a few reds whilst waiting for our 8 o'clock booking.

After perusing the menu, most people chose lobster of varying size (and expense). But the other offerings, mainly seafood, were exceptional.

The service was all you could expect from one of Australia's top restaurants and we left very replete and a bit poorer at 11pm

Next morning we had a farewell breakfast at the Boardwalk cafe before the run for home.

Thank you to Jeremy and Julie for planning this splendid three days away.

Laurie Bromley



EVENT REPORT
SOUTH COAST MONDAY/3
LAURIE BROMLEY



Greg & Elizabeth Sanderson enjoyed their first run with the club. Greg brought his immaculate Series 1 E Type.



And this little piggie went all the way home to Kurrajong Heights with Peter & Jelly Van Dyk. His two mates came along for the ride. Oink oink!

EVENT REPORT

JAGUAR 44TH NATIONAL RALLY/1

TERRY DALY



The NSW Branch of the Jaguar Car Club of Australia (JDCA) organized and hosted the 44th National Jaguar Rally in Wollongong over the March Easter weekend. The four day event had something for everybody. A Jaguar sponsored Reception / Cocktail party on the Friday night, a Concour /Show day on Flagstaff Hill and a fashion parade in the hotel on the Saturday, a beach party on the Saturday night, a Motorkana or tour on the Sunday followed by a Black tie presentation diner on the Sunday night and finally a farewell brunch on the Monday morning. Overall a very busy schedule for the 330 Jaguar lovers who registered for the rally. Many members of the Thoroughbred Sports Car Club (TSCC) are also members of the Jaguar club, so there was many a gathering and drink which contained just TSCC people. The highlight of the weekend was the National Jaguar Concour where the very best Jaguars in Australia compete for the honor of " Best in Show ". It was great to see TSCC member John Moody take out this prestigious award with his lovely Series 3 Jaguar "E" type. John also collected many other awards for best "E" type, best in etc etc etc. You may remember John won TSCC's Pride of Ownership award in 2012 with that same car. Personally, I had a very busy schedule with my main role being responsible for the Marketing and Promoting of the Rally. It started with Photo shoots for the local newspaper's, The Advertiser and the Illawarra Mercury, Flyer's for the local radio station's, Flyer's for 2CH / 2GB and meeting's with a locally based TV production company that was commissioned by Tourism Wollongong to make a promotional film about the event. And to top this off the local TV channel also wanted interviews and footage for their "local" news. Unannounced GEM TV arrived and the ABC rang wanting to do a radio interview with the Rally Director Bob Adby. The event was extremely well organized with the only worry being the possibility of bad weather on the Saturday ... The event didn't have a back up plan in case of severe weather. Luckily the weather gods were on our side and we had perfect weather. Then at the last minute Chanel 7's Sunrise program decided to do their six weather crossing from Flagstaff Hill from 0600am on the Saturday. You see Jaguar Australia had flown in a new "F" type Jaguar especially for the event and that created even further interest. We now had the opportunity to have a "C" type (Fabulous Replica), a genuine "D" type (Keith Berryman's, and the TSCC will be visiting Keith's property when we do the Temora airshow in November, so don't miss that event) an "E" type and of course the new "F" type all together for the first time in Australia. What a photo opportunity that turned out to be with Jaguar getting at least 15 minutes of footage and interviews on the Sunrise program.



EVENT REPORT

JAGUAR 44TH NATIONAL RALLY/2

TERRY DALY



Throughout Saturday and Sunday the various film crews keep me busy asking for various cars to be moved to better locations or finding “different” people to interview. Why I say different is because, they wanted stories that just weren’t about Jaguar’s specifically. Two interviews of interest that received a lot of attention were Boyd from W A who had driven his XK150 all the way from Perth to Wollongong in both rain and heat. For those who don’t know, this is a 1959 Jaguar without Air Conditioning / Power Steering / etc. The other being Gina from Paris, France. She is a great friend of TSCC members Liz Kornhabor and Geoff Scott.

One of the events I had to organize was a drive by Jaguars across the famous Seacliff bridge early on the Sunday morning. About 50 turned up for the procession that ended up at Bald Hill in Stanwell Park. It has a magnificent view of the Seacliff bridge with Wollongong in the background. I parked my “chick magnet” (it doesn’t work for me) primrose yellow S1 convertible “E” type Jaguar on the hill with the front facing Wollongong. Shortly after I arrived a bride and her bridesmaid rush up to the car seeking wedding photos with the car. A minute later the photographer arrived. Photo shoots across the bonnet, photo shoots in the passenger seat and then a request for photos leaning on the Boot (this way they got the Seacliff Bridge and Wollongong in the background) and I suggested that wouldn’t be a good idea because of the two hot exhaust pipes that come up under the boot. They either didn’t listen or didn’t understand as they sat on the boot for the photographer. As I suspected the wind blew the wedding train under the car right onto the hot exhaust. I immediately thought it would catch fire and I would become a hero as I either ripped the bride’s wedding dress off or rolled with her on the ground in an attempt to extinguish the fire. Luckily it didn’t catch fire but as she walked away the back of the wedding dress had two “E” exhaust marks on her backside. After that it was time for some more filming and then back to the hotel for lunch. But the “E” type suddenly wouldn’t start ! A clutch start got her going but she died again in 10 k. Chris and Di Haigh, new TSCC members, were following in their 1958 Mark 7 Jaguar and stopped to help. We got it going again but she stopped again in another 10 k. The battery was completely dead. A call to the NRMA got the car going again (using an additional battery) and I made it back to the hotel. Keith Reynolds, John Moody, Malcolm Ireland and Jack Jones all had a suggestion or two as to what the problem was.... a dead alternator !! I borrowed a battery from John’s “E” type and drove the car to Graeme Lord’s workshop so the problem could be rectified !

Robyn and I got a lift back to Dural with John and Margaret Moody and I caught the train back to Wollongong on Wednesday to retrieve the car. Problem was very simple. The alternator earth wire wasn’t reconnected after it’s recent service !!

Overall a great event enjoyed by many members of the TSCC.

Terry Daly



EVENT REPORT

JAGUAR 44TH NATIONAL RALLY/3

TERRY DALY



EVENT REPORT

JAGUAR 44TH NATIONAL RALLY/4

TERRY DALY



EVENT REPORT JAGUAR 44TH NATIONAL RALLY/5 TERRY DALY



Wollongong

Wednesday, March 27, 2013

Advertiser

Iconic Jags will grace the streets

By ANTONY FIELD

Thousands of car lovers are expected to flock to Flagstaff Hill this Saturday to see an amazing collection of Jaguars, including a new F-Type Jag, yet to be released in Australia.

The Jaguar Drivers Club of Australia NSW branch is holding the 44th National Jaguar Rally in Wollongong this Easter weekend, pumping welcome tourism dollars into the local economy. The national rally in Canberra in 2011 drew a crowd of 15,000.

More than 250 Jaguar cars from all over Australia, including about 30 from the



Jag owners: Back left, John Ratter (MKII 1963), David Passlow (E-Type 1970), Terry Daly (XKR 2008), front, Barry Anderson (MKIV 1947), John Forest (XK120 1953), Lionel Walker (XK140 1955) and Geoff Cuthbert (XK150). Picture: GREG TOTMAN

Continued on page 2

Thanks to Lionel Walker for a copy of the local paper.
John Ratter joined us for lunch at Audley Weir after this photo was taken.

TOP GEAR ARTICLE

ROLAND GARROS & BLACK BESS

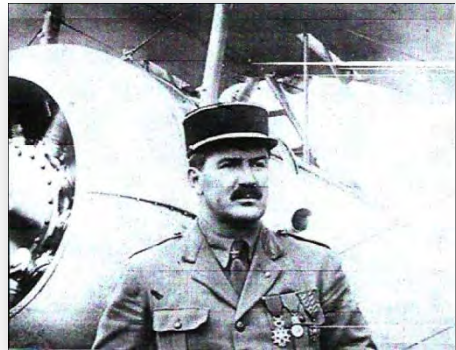
BARRY FARR



Even if you are not a tennis player, nor interested in the sport of tennis, you are probably aware that the four major tournaments are the Australian, French, Wimbledon & the US at Flushing Meadow but do you know that the French is played at Roland Garros & do you know why it is called that? Now, before you decide that this piece has nothing to do with motoring, bear with me as a fascinating story is about to unfold.

Roland Garros was born in 1888 on the French island of La Reunion just off the African east coast. His family moved to Saigon however he was educated largely in Paris & after graduating, he worked for the car manufacturer Gregoire & participated in motor sports. He then became a dealer for Gregoire in Paris. At the age of 21 he went to an air show near Riems & immediately decided to be a pilot. He bought a light plane & taught himself to fly & whilst still 21 obtained his pilot's licence from the Aero Club de France. He was then asked to take part in an aviation festival in New York where in turn he was asked to join the Moisant Flying Circus giving exhibitions throughout America, Mexico & Cuba. Upon returning to France, he entered three prestigious air races – the Paris-Madrid, the Paris-Rome & the Circuit European as well as the First Altitude record flight at which he broke all previous climbing records. He then became test pilot for Raymond Saulnier's airline & became the first to fly solo from Africa to Europe & the first to fly directly across the Mediterranean Sea. At the outbreak of WWI he joined the French Air force & with Raymond Saulnier developed & tested how to shoot a machine gun through a turning propeller. In 1915 he was shot down during a mission over Germany & taken prisoner but after 3 years being moved from one POW camp to another, he escaped & made it back to Paris. Though not fully recovered from the ordeal, he rejoined his squadron but just a month before the Armistice & on the eve of his 30th birthday, he was shot down & killed.

Now for the motor- enthusiast bit. A fellow pioneer aircraft pilot, who had bought one of Bugatti's first small cars, introduced Roland Garros to Ettore Bugatti. When Garros visited Bugatti in Molsheim, they soon discovered a common interest in fast cars & fine machinery. Bugatti admired the courageous aviator & Garros admired Bugatti's technical genius. After a short drive in a 5litre/4cylinder prototype, Garros placed an order & had coach builder Jean- Henri Labourdette fit a sporting two –seater body.



TOP GEAR ARTICLE

ROLAND GARROS & BLACK BESS

BARRY FARR



With the war intervening & his POW internment for 3 years, Garros did not have the opportunity to use the T18 regularly & at some time prior to his death, Garros gave the car to one of his friends who, after Garros was killed, sold chassis # 474 to Louis Coatalen, the Chief Engineer at Sunbeam, Talbot & Durracq (STD). The following year, a London car dealer, Sidney Cummins, purchased the car for his daughter Ivy who raced it successfully in speed events & hill climbs & named it "Black Bess". Another Londoner, L H Preston, acquired the car in 1925 & raced it at Brooklands & in other events before selling it in 1931 to a journalist/actor James Justice, who soon after was posted to Canada & left the car at McEvoy's in Derby for a complete restoration. Needless to say, the restoration never got going & in 1933 Bill Boddy discovered it gathering dust at McEvoy's & decided it was too an important car to lie idle which resulted in Colonel G M Giles purchasing it. He raced it for 5 years during which time a restoration was undertaken then sold it in 1938 to Rodney Clarke who participated in many historic races. A decade later, it was acquired by Peter Hampton who effected an engine overhaul before entering historic race meetings with it. Forty years later, David Heimann acquired it & also used it competitively. Then in 2009 Bonham's sold it for £2.4M & now "Black Bess" resides in the Louwman Museum at The Hague, Netherlands.

Now for the link with tennis. To host the 1928 Davis Cup Final between France & the USA, the French decided to build a new stadium. The Stade Français was prepared to donate 7.4 acres it owned close to the Porte d'Auteuil on the sole condition that the new stadium would be named after Roland Garros, a much admired friend of the Club's President.

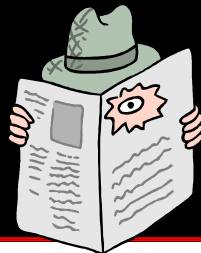
Thus Roland Garros, though having lived just 30 years, left behind two world renowned legacies – France's most prestigious tennis courts complex & one of the world's most memorable automobiles, the Bugatti T18 "Black Bess" on display in the Louwman Museum.



TOP GEAR ARTICLE

2013 ENTHUSIAST'S CONFERENCE/1

JEREMY BRAITHWAITE



BACKGROUND

It is over 12 months since the original Enthusiast's Conference at Eastern Creek which was well attended by this club.

At the time the RTA – as it was then called – had made some drastic changes to the regulations relating to the modification of vehicles. These basically threatened our freedoms as motoring enthusiasts, and I worked with a senior engineer, Trevor Booth, to document the issues on a website:

[No2VSCCS](#)

By way of background the TSCC is a member of the Council of Motor Clubs or [CMC](#). This organisation represents us and a large number of the traditional [motoring clubs](#) in this state. Once the extent of the changes to our rights became apparent the CMC joined with a number of other mainly hot rod associations to provide a united front. The ACMC was formed and headed by CMC man, Tony O'Donnell. Their first initiative was the 'Enthusiasts Conference' at Eastern Creek.

MINISTERS PROMISES 2012

The initial conference was a success, and the Minister, Duncan Gay, made a number of announcements:

- Section 55A of the 'Road Transport (Vehicle Registration) Regulation 2007' reinstating the relevance of ancillary documents and alternative options to meet compliance.
- A respected member of the Motor Enthusiast Community to be appointed to the Safety Board that reports to the Minister

- A new working group is to be formed in order to review outstanding issues pertaining to standards, legislation and implementation and reporting to the Safety Board. The Working Group is to have representation from the Motor Enthusiast Community, Signatories, RMS, Transport for NSW and NSW Police.
- The 'abridged' break test is not to be mandatory but at the discretion of the Certifier
- The 'abridged' break test is to be forwarded to the new working group for review; the Minister insists that any resolution must be safe, practical and affordable.
- It is not intended that electronic stability control be mandatory on vehicles that do not already have an ESC.
- When a dispute arises over the originality of pre ADR components a panel incorporating the Motor Enthusiast Community will be formed to report their findings to the RMS
- VSI 50 will be forwarded to the new working group for resolution
- VSB14 and VSI 59 will be forwarded to the new working group for resolution
- Following 8+ years of stagnation the 'National Guidelines for Street-Rod Modification & Construction' will be forwarded to the new working group for resolution

Below: Duncan Gay (l) announces US style number plates in NSW. ACMC Patron Alan Hay holds up the plates.



TOP GEAR ARTICLE

2013 ENTHUSIAST'S CONFERENCE/2

JEREMY BRAITHWAITE



MINISTERS PROMISES 2013

Over 12 months has passed and the 2nd Enthusiasts Conference has been held. This is what Duncan Gay had to say:

- There was a poisonous relationship, the worst in country between the department and the community. It is now the best in the country
- The working group has been formed with the RMS' Margaret Pendergast & the CMC's Terry Thompson heading it up
- We are finalising & publishing the ADR Manual
- We are finalising the Gazettal List
- We are amending Nat Street Rods Guidelines
- We are amending Road Transport Vehicle Registration Regulation 2007 Clause 55a; this was circulated to working group late last year
- The new brake test is very close. It used a new procedure using roller tester; if road tests are required 80kph not 160 kph

For the next 12 months the focus will be on:

- Track width & suspension
- Product type approvals
- Simplified emissions testing
- Individually constructed vehicles

See the entire 2013 event on [YouTube](#)

HAVE THEY ACHIEVED ANYTHING AT ALL?

It would be easy to say that there seems like there have been a lot of promises made, but nothing has actually happened. My understanding is as follows:

- The RTA/RMS really dragged their feet producing the required amendments for Clause 55a. The first draft was produced very late and was rejected by the ACMC. They are waiting on a revised draft.
- The Vehicle Standards Working Group has been successfully formed
- VSI50 has still not been forwarded to the Working Group. This deals with suspension lifts – mainly 4WD
- The ADR Manual has essentially been completed
- TVSB14 has not been discussed in detail. Note that it mandates the 31/01 Abridged Brake Test and is at odds with the Ministers 2013 announcements.

- Believe the National Street Rod Guidelines are close to finalisation.

The brake test appears to have become very political. I received an email from the Jaguar Club and their CMC delegate, Ian Anderson, basically asking everyone to rise up against the Minister and the RMS because the full ADR brake test was to be fully enforced. I believe this to be factually incorrect, but as it was issued by a CMC delegate did it represent the position of the CMC Committee?

This issue appears to remain in a state of some flux.

It seems likely that the ADR Manual will be published but not legislated. The purpose of the document is to provide an alternative means of demonstrating compliance with the ADR's. If it is not legislated the Certifier may have a potential liability in the event of a failure on a vehicle they certified.

POLITICISING THE ACMC

The ACMC has appointed Alan Hay as its Patron. He is a Senate Candidate elect for the National Party and appears to very much have the ear of Duncan Gay.

I received in an email from Alan Hay the following:

"...the Nationals pre-selecting myself for the Senate on a Motor Enthusiast Lifestyle and Road Safety Platform. I will be travelling the State and Australia to promote the positive aspects of our lifestyle and to make 2013 the year of the Motor Enthusiast."

I have copied the banner advertising this from the ACMC web site below.

Is this a good thing?

I'm not sure. I like what I've seen of Alan Hay. I believe he has very much been a force for good and has acted as a catalyst to create positive change.

But I also find it hard to believe that every motoring enthusiast in NSW will want to sign up for the Nationals!

SABOTAGING THE ACMC WEBSITE?

At the time of initially writing this article every link on the ACMC web site was broken:

<http://www.confederationofmotorclubs.org.au/>

These have since been fixed. However, no newsletters or other information has been published, and we haven't any idea what the Working Group is doing as minutes are not provided.

Alan HAY

"Driving our Future"



Patron of the
Australian Confederation of Motor Clubs

CANDIDATE FOR THE SENATE

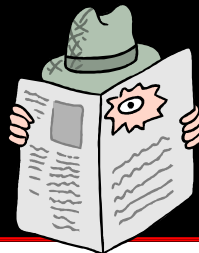


THE NATIONALS

TOP GEAR ARTICLE

2013 ENTHUSIAST'S CONFERENCE/3

JEREMY BRAITHWAITE



This media release was sent to me by Alan Hay:

Media Release



"Driving our Future"

With our disciplines united through the Australian Confederation of Motor Clubs; the Motor Enthusiast community has a voice of more than 300,000 in NSW alone. Over the last 12 months and through the direction and support of our Patron – Alan Hay; we have made tremendous gains towards the sustainability of our Motor Enthusiast Lifestyle.

As President of the ACMC and on behalf of the leaders of our community, we are delighted to announce that our Patron – Alan Hay has been pre-selected by the National Party for the Senate on a Motor Enthusiast Lifestyle platform. This is an historic opportunity for our community to elect one of our own to the Senate.

Alan's contribution to our community is unparalleled; he assisted in our unification, halted legislation that threatened the very viability of our lifestyle, secured our direct involvement in the formulation of standards and testing procedures, helped deliver cultural change in the RTA (now RMS & Transport for NSW) and has given a voice to thousands of Motor Enthusiasts.

The fight continues but with our community being represented across the State by our Senate Candidate Alan Hay the future is brighter than it has been for many decades.

Regardless of our political beliefs we must encourage the Motoring Community to get behind Alan Hay and the Nationals for the sustainability and prosperity of our lifestyle well into the future.

"As a community we shouldn't have to face crisis after crisis; there is a better way with Alan Hay"

###Ends

Mr Tony O'Donnell

President - Australian Confederation of Motor Clubs - 0417 127 503

Terry Thompson OAM, Council of Motor Clubs, President - 0409 992 971

Garry Warnes, Australian National Street Machine Assoc., President - 0439 336 585

Craig Thomas, 4WD NSW & ACT Inc, Vice President - 0438 120 657

Kim Fetherston, Australian Street Rod Federation Inc., NSW State Director - 0404 481 084

John McClelland, Australian Street Rod Federation Inc delegate to the ACMC Inc - 0400 855 784

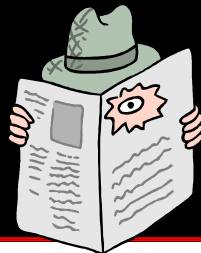
Andrew McClelland, Drag-Ens Hot Rod Club, President - 0414 429 302

Mr Tony O'Donnell, President-Australian Confederation of Motor Clubs Inc
40 Hillcrest Road, Emu Heights NSW 2750

TOP GEAR ARTICLE

2013 ENTHUSIAST'S CONFERENCE/4

JEREMY BRAITHWAITE



WHERE DOES ALL THIS LEAVE US AND THE CMC?

If you look at the [Council of Motor Clubs](#) web site, you will find that the complete Constitution is published. This tells us the formal objectives of the Association:

3. Objects

The principal object of the Association is to provide a forum and meeting point for Motor Vehicle Clubs in New South Wales for the dissemination of information to the public and, more particularly, but without limiting the generality of the foregoing:

- a) *to promote interest in and encourage the hobby and sport of restoration, preservation, display and use of historic vehicles of all ages;*
- b) *to educate the public to a fuller appreciation of and the need for the benefits of suitable exhibition of the VEHICULAR heritage of the State of New South Wales*
- c) *to promote and to conduct investigation and research and the dissemination of advice and information concerning preservation of vehicles and their use and display*
- d) *to encourage Government, its departments and instrumentalities regarding the preservation and display of the vehicles and the acquisition of further vehicles and the provision of suitable museum buildings and facilities*

- a) *to confer and liaise with and arrange for the participation of other organisations and persons with the object of supporting the Historic Vehicle Movement in New South Wales*
- b) *to arrange the preservation of technical publications and material and memorabilia generally in respect of vehicles*
- c) *to engage in activities related generally to the above objects or any of them.*

When in the past I've discussed with President Terry Thompson the question of the CMC being our political representative, he has always mentioned the Constitution and said that that is not really the role of the CMC.

But essentially the CMC, via the ACMC and the VSWG, has become our political voice. I'm not sure how it can represent us as it has never asked us what we want. There is ZERO communication in relation to the ACMC on the CMC web site, and this is clearly a very unsatisfactory state of affairs.

So it seems that while good progress is being made through the ACMC, there is quite a lot to be done to tidy up the shop in the CMC and the ACMC to provide proper communications to all constituents.



FX TO MONTE CARLO

REVIEW: JEREMY BRAITHWAITE

**A
Great
Read**



AUSTRALIAN TEAM RETURN TO MONTE CARLO RALLY



In 1953, Tony Gaze, Lex Davison and Stan Jones successfully completed the 1953 Monte Carlo Rally in a Holden FX. Tony was Australia's first Grand Prix driver, and later married Lex's widow, Diana. Stan Jones was Alan's Dad. Sixty years later Lex's son Richard, together with Craig Lowndes and Gary Poole re-created history with an entry in the Historic Monte Carlo Rally, and were the oldest car to finish. They had their fair share of dramas with numerous wheel bearing failures en route. These are fully documented on the projects Facebook page:

<http://www.facebook.com/MonteCarloProject>



FX TO MONTE CARLO

REVIEW: JEREMY BRAITHWAITE

A
Great
Read



The event started from Glasgow on 26th January. But first the boys needed to learn how to drive on snow and ice, something they don't get too much practice on in Australia. The Rauno Aaltonen rally school on the ice in Finland proved to be the answer. Richard even got to drive Rauno's Monte winning Mini! It's great value – 3 days from 1390 eur. More at:

<http://www.aaltonenmotorsport.com/home>

The Facebook page is a lovely way to document the story as you can follow it as it happened on the timeline.

A great read!



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GÉRARD HARTMANN'S WORK REVIEW: JEREMY BRAITHWAITE

**A
Great
Read**



I was researching some of the history of Les Johnson's Clement-Bayard and came across this fascinating site that publishes the work of Gerard Hartmann.

<http://www.hydroretro.net/etudegh/index.php>

You need to either be able to read the original French manuscripts or use the excellent translators that are available from [Google](#) or [Bing](#).

Even better you can add a [Microsoft Bookmarklet](#) to your Bookmarks toolbar and translate whole web pages *in situ*. It even works with Japanese – which is might impressive!!

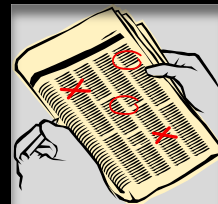
I've got Gerard's permission to translate the Clement Bayard article into English. Haven't got round to it yet.

If you have a troll through the site the really interesting thing is the close ties between the aviation and the motor industries in France. Check out the stories on [Hispano Suiza](#), [Renault](#), [Panhard & Levassor](#) and [Salmson](#).



TOP GEAR CLASSIFIEDS

FREE FOR MEMBERS



FOR SALE - 1999 PORSCHE BOXSTER

This car was the most expensive Boxster sold in Australia (over \$180,000) with many, many extras factory fitted. Bought from original owner the mileage is a genuine 44,360 km and regular Porsche or specialist services have been maintained regardless. Condition is immaculate with as new Yokohama tyres. Nothing else needed for many years of enjoyment in one of the best driving cars of today.

The car is truly unique in specification, condition and low kms, hence the reasonable asking price.

Additional photos are available on request. Responses by email are requested.

\$35,000

Contact Rob on robfin@tpg.com.au





Clean Fun with Spike Milligan

- Money couldn't buy you friends, but you get a better class of enemy.
- My Father had a profound influence on me, he was a lunatic.
- A sure cure for seasickness is to sit under a tree.
- How long was I in the army? Five foot eleven.
- Money can't buy you happiness but it does bring you a more pleasant form of misery.
- Is there anything worn under the kilt? No, it's all in perfect working order.
- Chopsticks are one of the reasons the Chinese never invented custard.
- What would you rather have: a boring truth, or an exciting lie?
- After five days in hospital I took a turn for the nurse.
- Many people die of thirst but the Irish are born with one.
- The cliché is the handrail of the crippled mind.
- One day the "Don't Knows" will get in and then where will we be?
- We haven't got a plan so nothing can go wrong!
- A physicist is an atom's way of knowing about atoms.
- Apéritif: French for a set of dentures.
- You can fool some of the people all of the time, and all the people some of the time, which is just long enough to be President of the United States.
- All men are cremated equal.
- Bureaucracy was the counterpart of cancer, it grew bigger and destroyed everything except itself
- We were making love in the back of a truck and we got carried away.
- Clifford had a sister, but she had departed, that is, she caught the ten-twenty from Victoria.
- Her mother was a cultivated woman - she was born in a greenhouse.
- Horizontal, this was Lady Chatterley's position in society.
- Contraceptives should be used on every conceivable occasion.
- I'm a hero with coward's legs.
- And God said, 'Let there be light' and there was light, but the Electricity Board said He would have to wait until Thursday to be connected.

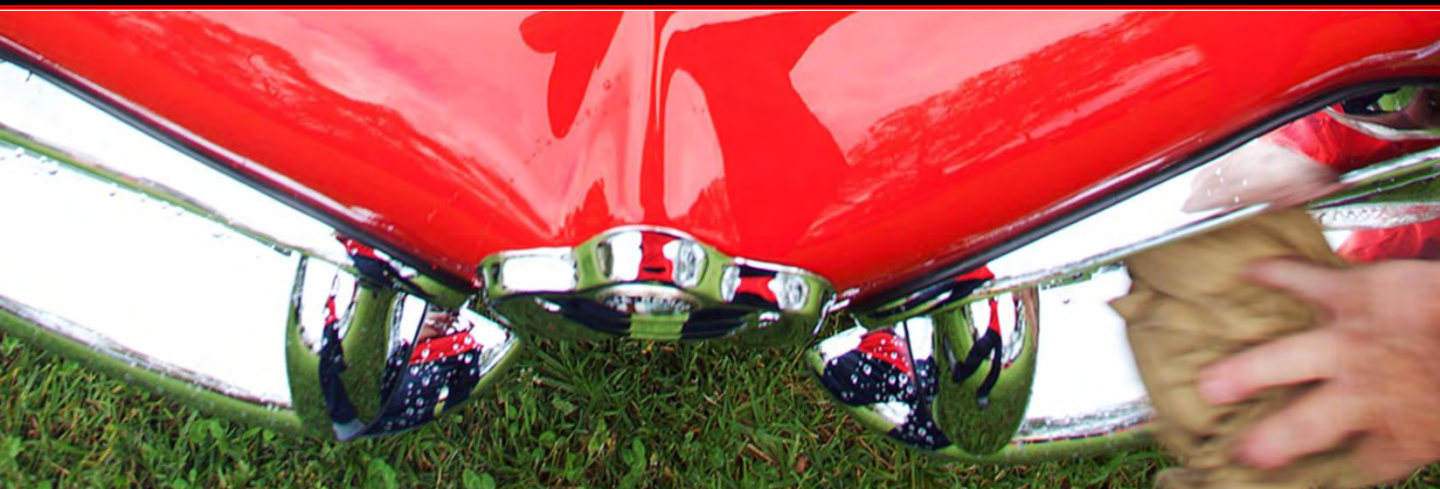
PARTING SHOT

How many Car Companies can use the same ad?





Alfa – The First 50 Years



CONTENTS

[INTRODUCTION](#)

The First 50 Years

[ALFA](#)

Anonima Lombarda Fabbrica Automobili

[ALFA ROMEO](#)

Nicola Romeo

[RACING SUCCESS](#)

Vittorio Jano & the master manipulator of men, Enzo Ferrari

[ENZO FERRARI](#)

Racing Driver

[SCUDERIA FERRARI](#)

The Racing Team

[THE VICTORIOUS 158/159](#)

Pre-War cars, Post-War Winners

[MASS PRODUCTION](#)

From bombed out buildings to a volume manufacturer

[GUILIETTA SPIDERS](#)

The different Spider models

[GUILIETTA SPIDER VELOCE](#)

The very rare 750F Veloce

[750F RESTORATION](#)

The story of 750F chassis #1495F04691

[ON THE ROAD AT LAST](#)

November 5 2008

[ACCOLADES](#)

Alfas in the Movies



INTRODUCTION

Alfa Romeo celebrated its 100 year anniversary on 24 June 2010. Not many motor vehicle manufacturers can match that. However, I want to tell the story of the first 50 years during which Alfa experienced different owners, financial crises, glory years, two world wars, were in & out of motor racing, manufactured the most prolific race car ever built & finally came up with the Giulietta series of cars that were the company's salvation & which laid the foundation for the next 50 years. This also leads into the story of the acquisition, restoration & enjoyment of our own little piece of Alfa Romeo history.



Is this Dott in her younger days?

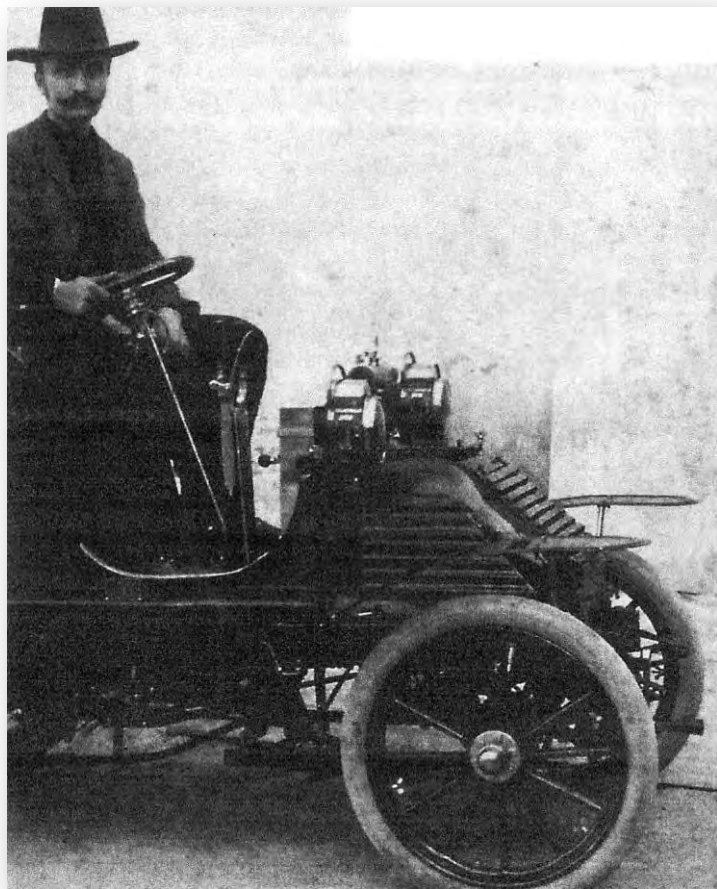


ALFA/1

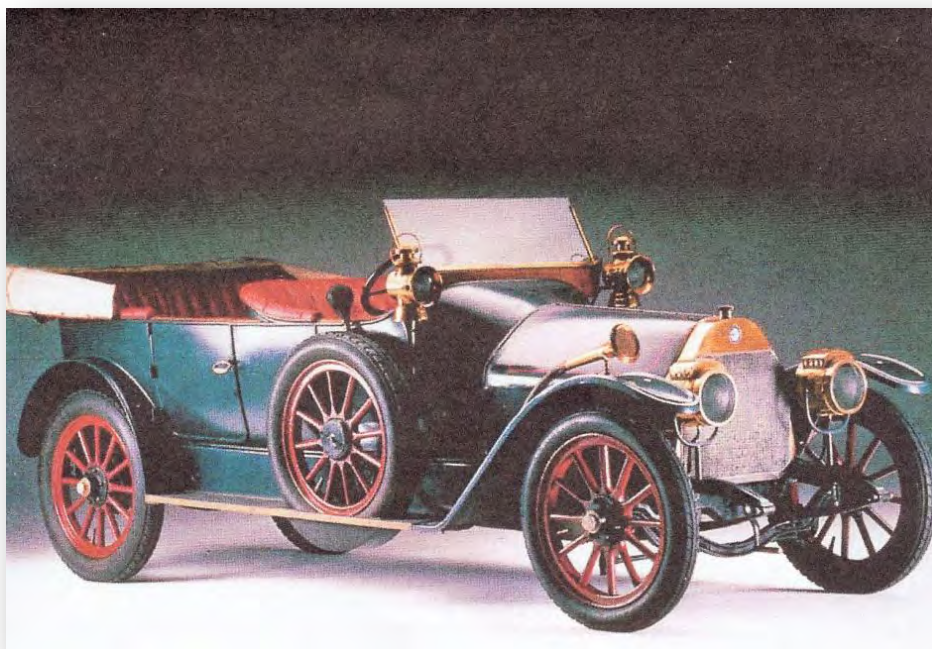
Soon after the Durracq Car Company expanded into Italy in 1907, through the establishment of a new factory at Portello near Milan, it ran into financial difficulties in 1909 at which time Ugo Sellas was brought in as MD. He brought in Giuseppe Merosi from Fiat as designer/engineer & in 1910 dissolved Durracq & established Anonima Lombarda Fabbrica Automobili (ALFA) which translated into the Lombard Automobile Factory – Public Company.

The original Alfa logo combined two symbols – the cross from Milan's Coat of Arms & the serpent from the sixth century when Germanic Lombard tribes conquered Northern Italy. The Milanese ruler, Matteo Visconti, commissioned Court artists to add a dragon's head to the serpent's body to represent his ancestor being a dragon-slayer. At the base, Milano was added.

The first Alfa road cars manufactured were the 12 & 24 HP models & derivatives of these – two 20/30 models – were in effect, the first Alfa race cars developed for entry in the 1911 Targa Florio.



Giuseppe Merosi



AR 24hp



ALFA/2



The first Alfa, the 1910 12HP

The First Alfa 1910 12HP





ALFA ROMEO

A year after the commencement of WWI the company needed re-capitalisation. Industrialist Nicola Romeo, stepped in & acquired all the assets of Alfa in December 1915 & renamed the business ALFA ROMEO.

In 1918 Romeo was added to the logo, then in 1925 a silver laurel wreath was added to the circumference to recognise Alfa Romeo's Grand Prix dominance & finally in 1971, Milano was taken off the logo.

Alfa Romeo's motor sport success really began when Giuseppe Campari & Antonio Ascari finished 2nd overall & 1st in class respectively at the Parma-Poggio hill climb in 1919.

Then in 1920, Campari won the event in a 6.1 litre Alfa Romeo 40-60hp which was the first Alfa to have the Quadrifoglio four leaf clover racing emblem. In 1922 Merosi designed a 6 cylinder inline 1990cc Grand Prix car called the GPR or P1 but it was withdrawn from racing when Ugo Sivocci, who won the 1923 Targa Florio in a 3.2 litre RSTF model, was killed in practice for the 1923 European GP at Monza.

This virtually brought to an end Merosi's career at Alfa Romeo having designed the G1, 20-40HP, RL, RM & P1 models.

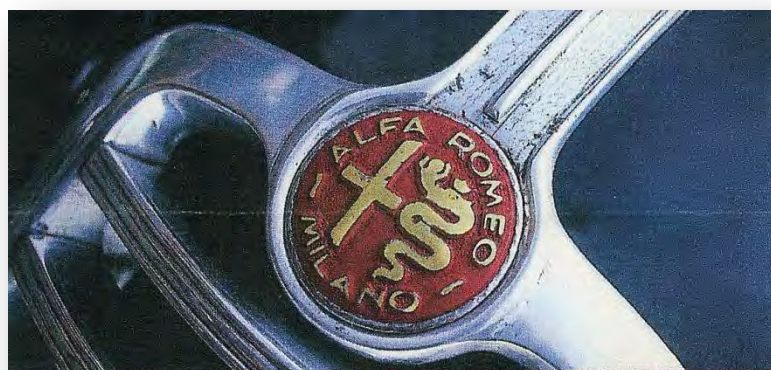
There were fifty two G1 models produced & in addition to Enzo Ferrari himself purchasing one, thus starting a relationship with Alfa Romeo that would last 20 years, a number found their way to Australia. It was the first car to carry the name "Alfa Romeo".

Many members will recall David Berthon exhibiting the one & only remaining G1, then owned by Neville Crichton, during Alfa's centennial celebration year. The 6.3 litre 6 cylinder had a top speed of 138kph.

By comparison, Merosi's RL model sold 2640 units, many examples of which are still in Australia, Victoria particularly. This may be the result of Overseas Motors of Melbourne being appointed the first official Alfa Romeo dealer outside Europe in 1922.



1920 G1





RACING SUCCESS/1

The next 15 years of Alfa Romeo 1923-37, reflected the engineering brilliance of Vittorio Jano & the master manipulator of men, Enzo Ferrari. In 1923 Jano created the 2 litre V8 engined P2 in which Campari won the GP of France & Europe & Ascari won the 1924 Italian GP. Six P2s were built & they won many GPs & the Targa Florio in 1930, firmly establishing Alfa Romeo's motor racing credentials. In 1924 Jano developed the road car masterpiece, the 6C 1500. Enzo Ferrari won the new car's first race in 1927 at the Circuit of Modena with an experimental twin cam head. The following year, with the Depression looming, Nicola Romeo walked away from the business.

Between 1929-35 Jano increased the 6 cylinder engine capacity in the sportscars from 1500 to 1750, 1900, 2300 & then to 2500cc, then in 1931 introduced an 8 cylinder 8C 2300 which in its debut year won the Le Mans 24 Hours, the Mille Miglia, Targa Florio & Italian GP. In fact, the 8C 2300 won Le Mans for four consecutive years, 1931-34, thus establishing Alfa Romeo's prowess in sportscars. Jano then produced a bored-out version of the 8C 2300 called the 8C 2600 & in 1934 delivered a sportscar version of the P3 called the 8C 2900. However, the Depression took its financial toll, requiring Alfa Romeo to be bailed out by the Italian Government's Industrial Reconstruction Institute in 1933 & forcing the company to withdraw from direct race participation. Enter Enzo Ferrari, who had not only raced for Alfa Romeo for 12 years from 1920-31, but would go on to manage Alfa Romeo's racing department for the seven years from 1933-39 under the Scuderia Ferrari banner.



Vittorio Jano

ALFA ROMEO 8C 2900A

ITS ENGINE DERIVED FROM THE P3, THE TWIN SUPERCHARGED 2900A WAS A VERY POWERFUL CAR





RACING SUCCESS/2



1929 AR 6C-1750 Zagato Super Sport



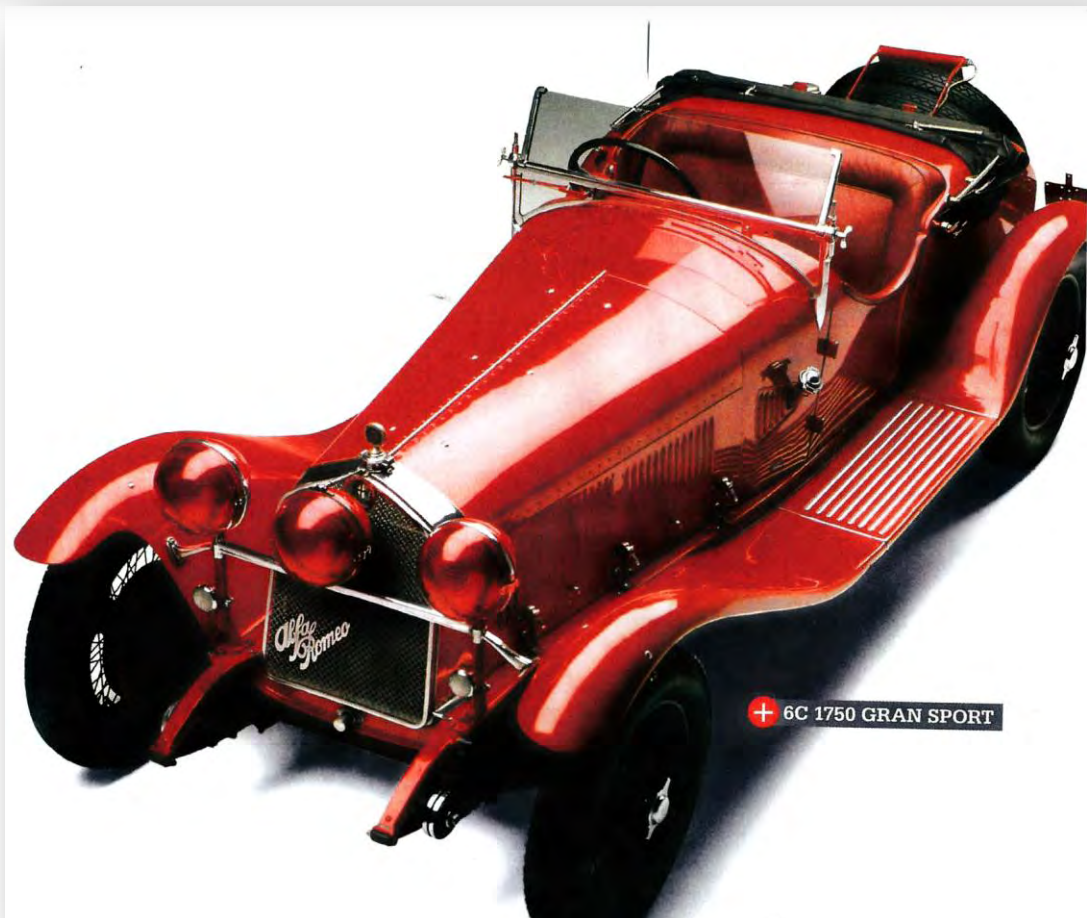
*1925 Parma Poggio di Berceto
Ascari & Campari (in Alfa)*



RACING SUCCESS/3

ALFA ROMEO P2

DESIGNED BY VITTORIO JANO, THE P2 WAS ALFA ROMEO'S FIRST GROUND BREAKING 8-CYLINDER GRAND PRIX CAR



+ 6C 1750 GRAN SPORT



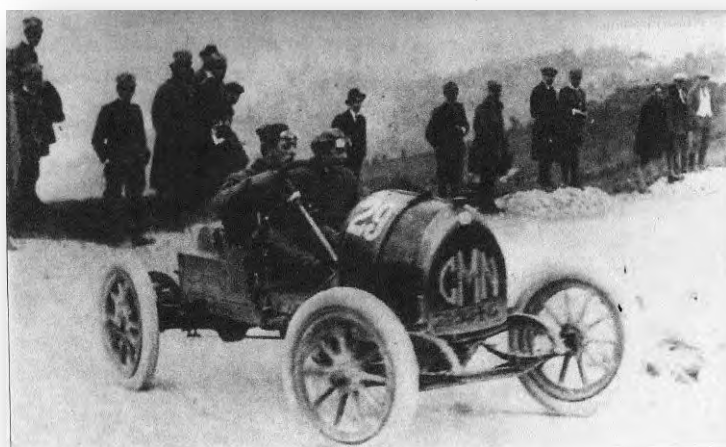
ENZO FERRARI

After Ferrari was discharged from the Italian Infantry he made his way to Turin where he met Ugo Sivocci, who was a test driver for a new auto maker named CMN, which was about to manufacture high performance sports cars. Enzo became Sivocci's assistant & to promote the brand, CMN entered various races & hill climbs with Enzo contesting his first official race in a 2.3 litre 15/20 CMN Tourer, a 53km open road circuit called the Parma-Poggio Di Berceto on 5 October 1919, aged 21. Despite an encouraging but unspectacular result, both he & Sivocci were entered in the Targa Florio the following month in which Enzo finished 3rd in class. He soon left CMN & after he purchased his Alfa G1 in 1920 he very quickly talked himself into the Alfa Racing Team & became a member of the three car team in that year's Targa Florio in an Alfa Romeo 40/60 & finished a commendable 2nd overall. During 1921 he raced five times for the team placing 5th in the Targa Florio but he realised he was no match for the likes of his team mates, Ascari, Campari & Sivocci so he returned to Modena to form Carrozzeria Amelia Enzo Ferrari & Company in a small rented garage. In 1922 he was appointed the exclusive Alfa Romeo agent for Amelia. He remained an Alfa Romeo team member during these years but competed in just three races in 1922 & four events in 1923 actually winning the Circuito del Savio, a 25 lap 359km race outside Ravenna in the new Alfa Romeo RLTF with Ascari's riding mechanic Giulio Ramponi. 1924 represented both the peak & virtually end of Enzo's racing. He won in Geneva, again at Ravenna, Ravigo & most impressively, at Pescara, which led to him being elevated to the full Alfa Romeo Grand Prix team for the 1924 GP of Europe at Lyon. He practised there but returned to Italy without racing thus concluding his career of 27 races. When Niki Lauda pulled out of the rain soaked Japanese GP in 1976 & as a result, lost the championship to James Hunt, Enzo defended Lauda indicating that he (Enzo) too, had made a similar personal decision many years prior (at the 1924 GP of Europe). Enzo then concentrated on his Alfa Romeo dealership expanding to Romagna, the Marches & Bologna & did not return to racing until 1927 when he won his home town 360km event setting fastest lap.



1920 - Ferrari, second de la Targa-Florio sur une Alfa-Romeo

1920 Targa Florio
Enzo Ferrari 2nd AR 40/60



1919 Enzo Ferrari's First Race Parma Poggio di Berceto
CMN15/20



1924 Alfa Team of P2's

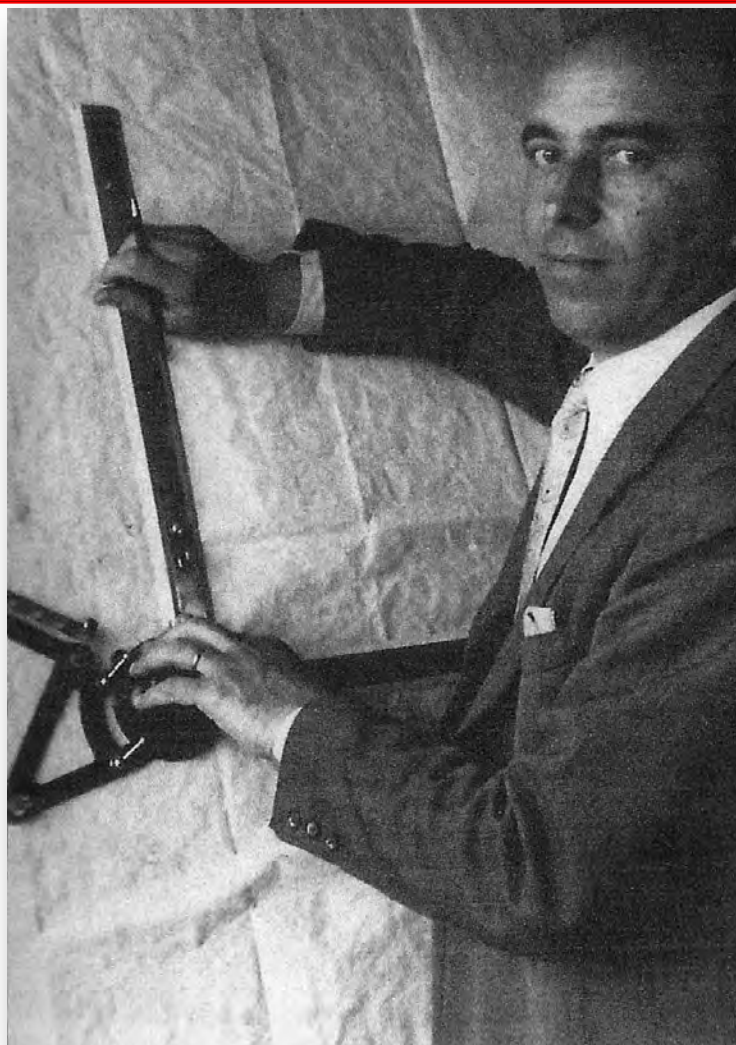


SCUDERIA FERRARI/1

When the worldwide Depression hit, Enzo formed Scuderia Ferrari with the financial input of two wealthy motor sports enthusiasts. Scuderia Ferrari would prepare & service the Alfa Romeo race cars & transport them to the various Italian venues while the official Alfa Romeo factory team would concentrate on International GP events. However, the factory did provide Enzo with one of their P2s & Tarzio Nuvolari.

Enzo was still driving in select events & won his penultimate event, the Bobbio-Monte Penice hill climb in June 1931, in a new Zagato-bodied 8C 2300 MM. His last event was the Circuito delle Tre Province which he lost to Nuvolari by just a few seconds.

As the Depression hit harder, Alfa Romeo withdrew from racing in 1932 & locked up all six newly developed P3s. Without a model to match the more powerful Bugattis & Maseratis, Nuvolari & Piero Taruffi walked out of Scuderia Ferrari by mid-1933. This prompted Alfa Romeo allocating the six P3s to Enzo together with Luigi Bazzi to do the engine development. In effect, Alfa Romeo's racing department was handed over to Enzo's Scuderia Ferrari. In 1934, until the Mercedes Benz W25s & the Auto Union type As appeared mid-year, Scuderia Ferrari beat allcomers in the Monaco GP, Mille Miglia, Targa Florio & at Arvus.



Gioacchino Colombo



Nuvolari at the Nurburgring in 1935 in AR P3B



SCUDERIA FERRARI/2

1935 was expected to be a walkover for the German cars but at the Nurburgring in front of a partisan crowd of 400,000 & against all odds, Nuvolari won in the Alfa Romeo P3B. Many believe it was his greatest drive. The 1936 season was however a walkover for Auto Union & a disaster for Alfa Romeo.

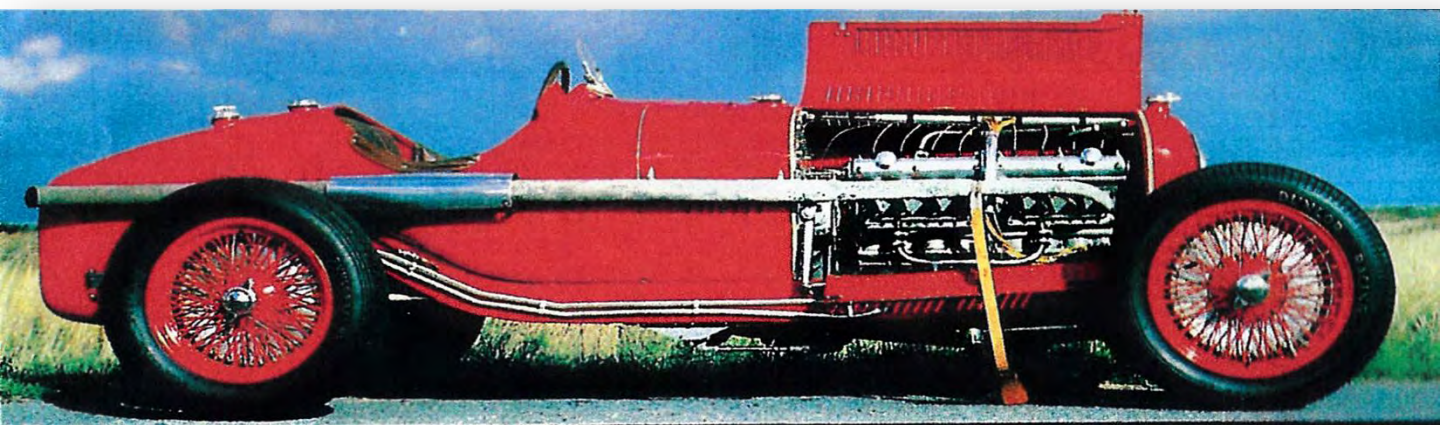
The writing was on the wall & despite producing updated race cars, the 8C35 & the 12C36, almost all of Alfa Romeo's production was directed to the War effort & in March 1937 Alfa Romeo purchased 80% of Scuderia Ferrari & resumed administration of the race team. Jano's protégé Giochino Colombo, was assigned to Ferrari in May 1937 to lead Ferrari's design team. With rule changes for 1938, the pressure was on to produce an all new race car.

Colombo had under construction a 1.5 litre super-charged monoposto (one seater) 158 but Alfa Romeo's impatience resulted in its racing operation being taken away from Scuderia Ferrari & the company-operated Alfa Corsa team absorbed Scuderia Ferrari with Enzo being appointed the Director.

The new 158 was successfully tested at Monza in May 1938 with Enrico Nardi driving & won its maiden race, Livorno, in August. Soon after WWII began on 1 September 1939, Enzo was fired & returned to Modena, aged 41.



*Enzo Ferrari, Achille Varzi, Carlo Canavese
1930 Mille Miglia
AR 6C 1750 SS*



Nuvolari's P3 1935 German GP Winner



SCUDERIA FERRARI/3

ALFA ROMEO TIPO B (P3)

ALL-CONQUERING BETWEEN 1932 AND 1935, THE P3 IS RECOGNISED AS BEING ONE OF THE GREATEST ALFAS OF ALL TIME



*Tazio Nuvolari's 1932 Monaco GP Winner
AR 8C 2300MM*



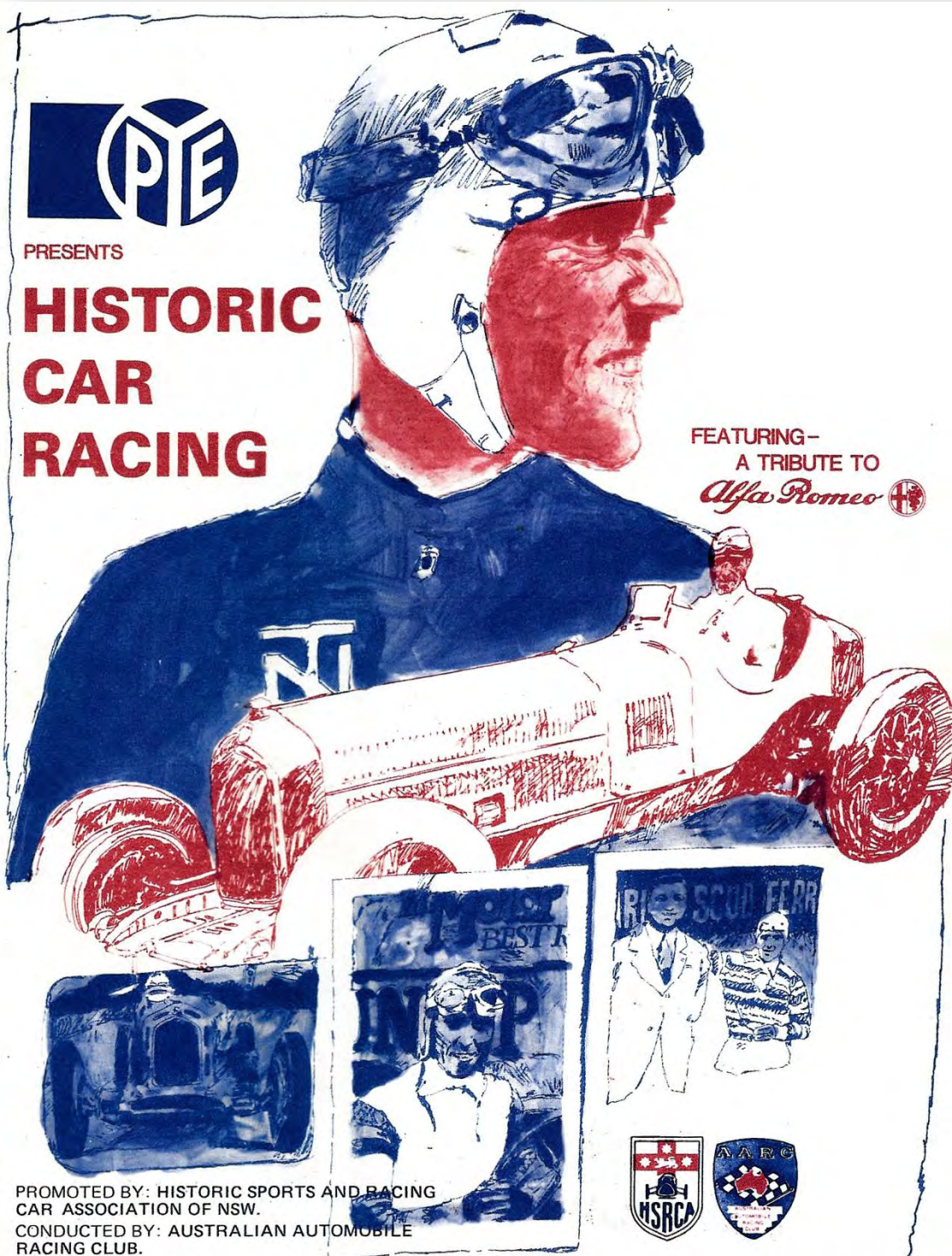
SCUDERIA FERRARI/4



PRESENTS

HISTORIC CAR RACING

FEATURING—
A TRIBUTE TO
Alfa Romeo 



PROMOTED BY: HISTORIC SPORTS AND RACING
CAR ASSOCIATION OF NSW.
CONDUCTED BY: AUSTRALIAN AUTOMOBILE
RACING CLUB.

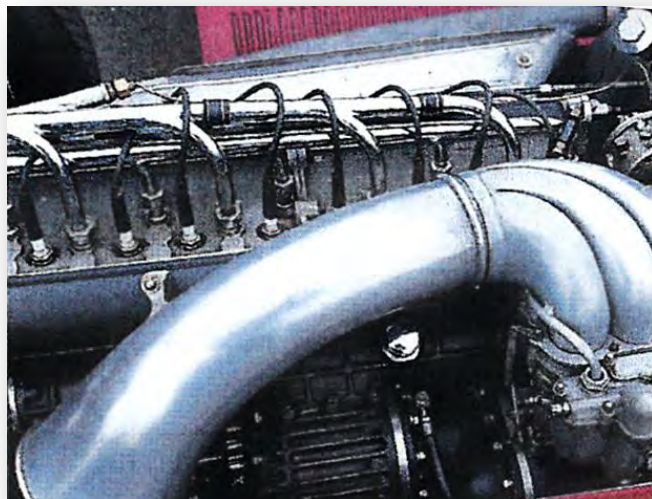
AMAROO PARK SYDNEY AUSTRALIA
13/14 AUGUST 1983

Nuvolari's AR P3 exhibited at Amaroo Park by owner Bill Clarke (NZ)



THE VICTORIOUS 158/159

Hidden away during the War, the 158s were reintroduced in 1946 & during the next four years won all 28 races they entered, including wins by Enrico Nadi in the 1947 & 1948 Coppa d'Oro delle Dolomiti hill climb. As a term of endearment, they became known as the "Alfettas" (little Alfas). Then in 1950 Nino Farina won the World Championship in a 158 & the following year Juan Manuel Fangio won the 1951 Championship in a 158/159. F1 rule changes for 1952 made the 158/159 obsolete & Alfa Romeo withdrew directly from motor racing. The Alfa Romeo Museo Storico has four of the six 158/159s made & regularly transports examples around the World to take part in commemorative & historic events. The 158/159 was the last hurrah for Alfa Romeo, it having won 47 of its 54 starts. I had the pleasure of seeing one at Phillip Island Historics in March 2010. It has to have one set of plugs to start it, a second set of plugs to warm it up & a third set of plugs to take to the race track.



Those troublesome plugs



AR 158/159 at Phillip Island Classic March 2010

ALFA ROMEO 158/159 ALFETTA

THE GLORIOUS ALFETTA HAS WON MORE RACES OVER A LONGER PERIOD THAN ANY OTHER GRAND PRIX CAR





MASS PRODUCTION/1

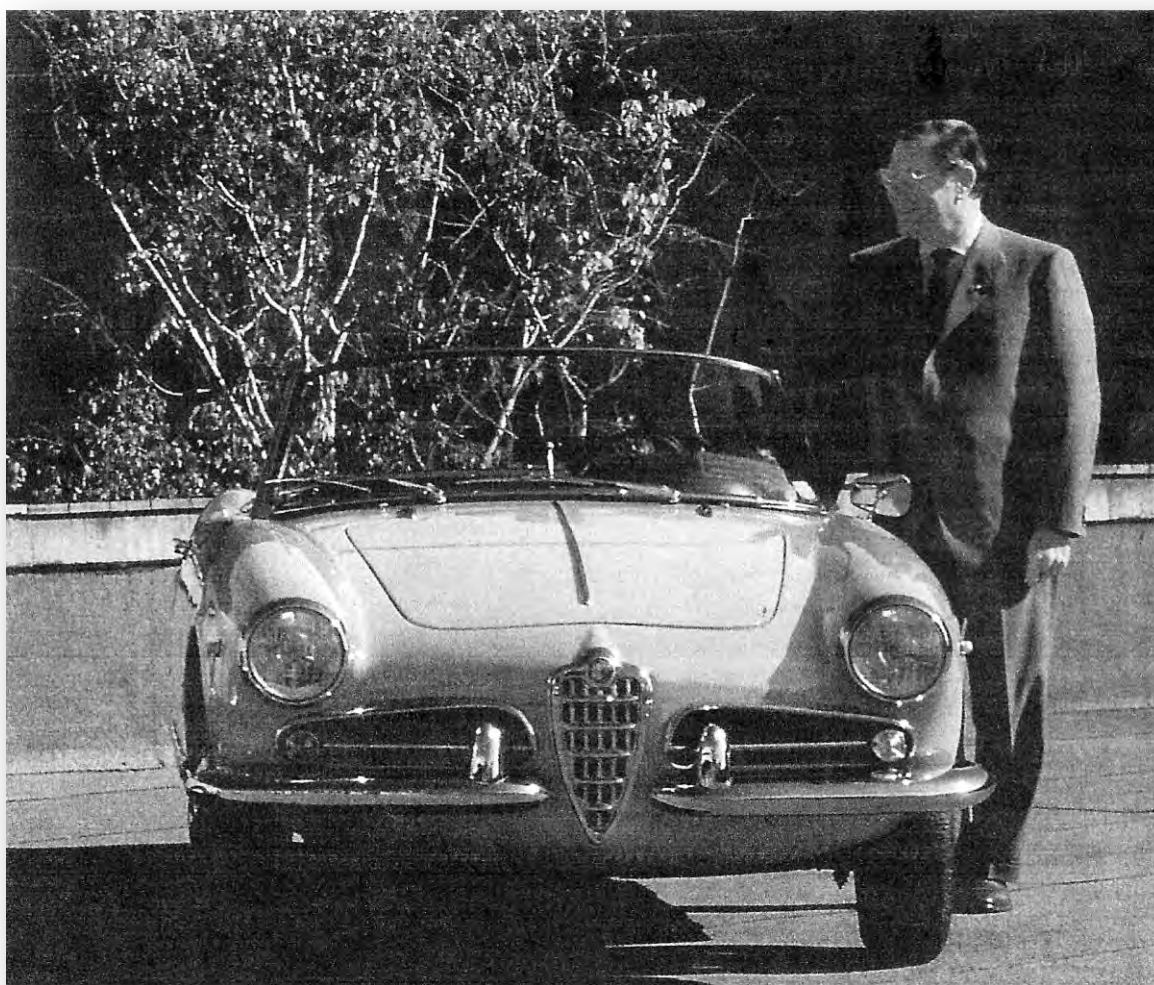
Despite the Portello factory being all but destroyed from allied bombings, Alfa Romeo resumed auto building in 1946. The brilliant Orazio Satta Puglia was charged with designing a volume produced car for the masses which he called the 1900.

Though it was immediately popular, it was still quite expensive so in 1954 Satta introduced the Giulietta series of cars, the first being a coupe named the Giulietta Sprint of which more than 38000 were made in their different guises over the next 11 years.

Then followed the sedan model, the Giulietta Berlina & the more powerful TI versions of which in excess of 190,000 were made. A roadster version Spider was next of which just on 30000 were made. In addition, 2750 Sprint Speciales were made & 217 Sprint Zagatos. The various models were not only affordable & practical they were successful on the road & track which led to 264,000 units in total being manufactured between 1954-65, firmly establishing Alfa Romeo as a volume road car manufacturer.



Max Hoffman



Pinin Farina



MASS PRODUCTION/2

Credit also has to be given to Maximillian (Max) Hoffman for pushing for a roadster model & to Rudolph Hruska for making the Giulietta a production reality. Max Hoffman left Austria when the Germans annexed his homeland & headed for Paris & New York. In 1947 he established the Hoffman Motor Car Company in New York & by 1950 had the concessions for the Jaguar XK120, Porsche & the Mercedes Benz Roadster.

Alfa Romeo needed Hoffman to sell the Giulietta models in America & invited him to the preview of the Giulietta 750 series Sprint Coupe at the 1954 Turin Salon. He liked what he saw & agreed to be Alfa's official USA importer only if an open top Roadster were to be made. Alfa invited not only Style Bertone's Franco Scaglione who designed the Sprint Coupe but also Pinin Farina to submit design proposals for the roadster. The Bertone proposal was more voluptuous so Hoffman chose the Pinin Farina version but stipulated it had to have wind up windows. The two Bertone prototypes still exist, one is Switzerland, the other in Italy. To give confidence to Alfa to put the roadster into production, Hoffman's first order was for 600 units. Needless to say, the rest is history.



Rudolf Hruska



Orazio Satta Puliga



Bertone Prototype



MASS PRODUCTION/3

It's more fun to drive a new ...

ALFA ROMEO

FEATURES:

Double Overhead Camshaft Engine • Tachometer
• Unbelievable Roadability • Independent Front
Wheel Suspension • Brakes Tested Under Years of
Motor Racing • Reduced Wheel Base • Roll Up
Windows • Ample Luggage Space



The Giulietta spider

\$3,497

Delivered in New York
plus license, sales tax
and crating. Slightly
higher on the West Coast

When the smart-set gathers there's a good chance that they're crowding around for a long look at the exciting new Alfa ... For the ultimate in smart continental luxury and for unequalled performance, it's the 1957 Alfa Romeo Giulietta Spider. Designed by Pinin Farina, his new Spider has the traditional European styling. Superb Alfa Romeo engineering, the result of twenty-five years of racing victories, gives you this exciting sportscar ... a joy to own and a thrill to drive! All of the benefits and the prestige of Alfa Romeo can be yours at amazingly low cost. See and drive the '57 Alfa soon. Alfa Romeo also famous for Coupes and Sedans.

for information about your nearest Alfa Romeo dealer, write, wire or phone the U.S. Distributor

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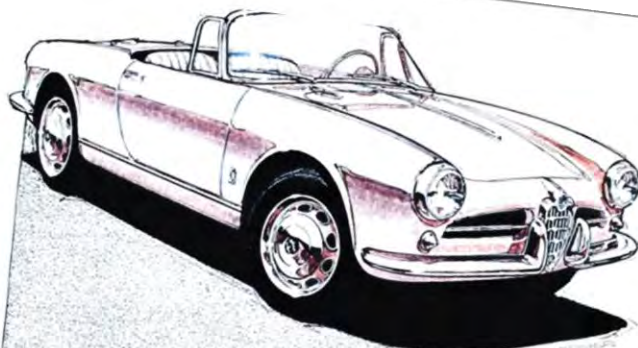
DEALER INQUIRIES INVITED



MASS PRODUCTION/4



Giulietta Sprint



1954 ALFA ROMEO GIULIETTA SPIDER
(P. FARINA)

Pinin Farina's Prototype



Giulietta Berlina



Giulietta Sprint



GIULIETTA SPIDERS

Early Giulietta Spiders were designated the 750 series 1 cars & featured a 1290cc all aluminium twin cam engine mated to a smooth 4-speed tunnel case gearbox with 2 shoe drum brakes. The Normale version produced 65bhp & the Veloce (Italian for fast) version, 90bhp. Why were they designated 750? The Giulietta engine began in 750cc form initially intended for entry in the 500-750cc class of the Mille Miglia. It was then developed into an 1100cc prototype but ended up as a 1300cc unit in production, so the 750cc engine never made it into production. The 750 series 1 was superseded by the Giulietta 101 series 2 cars in 1959 still with a 1290cc engine but with a split case transmission & 3 shoe drum brakes.

This in turn evolved into the Giulia 101 series 3 in 1961 with 1570cc engines, 5-speed gearbox & front disc brakes. Irrespective of the model, the immortal twin cams produce a characteristic cam profile induced rasp that distinguishes them as Alfa Romeos. Each Spider model is easily visually distinguishable as the 750 series 1 has a bonnet centre chrome strip & no quarter vent windows. The Giulietta 101 series 2 has the same bonnet centre chrome strip & non-functional quarter vent windows & the Giulia 101 series 3 has a longer body & a raised bonnet slot to accommodate the larger engine. The Normale version produced 92bhp & the Veloce version 112bhp. The Veloce versions have a significant number of differences from the Normale versions, such as the cylinder head, pistons & liners, connecting rods, oil sump/pan, inlet & exhaust manifolds, fuel feed system, camshaft, oil pump, carburettors & Hoffman also specified some aspects of the series 1 Spiders making them different from the Euro spec Spiders, the most distinguishable feature for the US version being the black crinkle painted cam cover.

My love affair with Alfas actually began when I was 14. The Nestle Company of Australia published a wonderful book called "The World on Wheels" in 1961 & on page 20 there was a red Alfa Romeo Giulietta Spider series 1. The Italian style & lines stuck in my mind so when Dott & I sat down in our mid-50s to discuss what interests we would pursue in our retirement years, motoring in classic Italian style immediately came to mind. Our mutual love of sports cars dated back to when Dott owned Austin Healey Sprites in her early 20s & mine back to when I had an early 70s Alfa Romeo Spider Veloce 2000. Also, Dott has had a Mercedes 380SL the past 15 years & I've had a Ferrari Mondial QV the past 23 years. Our specification was quite, well specific. It had to be Italian, it had to be a mid to late 50s model, because that's when the great post-War sports cars evolved, it had to have a retractable roof for open touring but shelter when needed & it had to be reasonably rare. Comfort & affordability were also to the fore so back to Nestle's World on Wheels & the very pretty Alfa Romeo Giulietta Spider series 1 – the result of the union between Pinin Farina & Satta. However, to meet all of our criteria, it had to be a Veloce 750F version not the larger production Normale model.



Giulietta Spider 101 Series 2

Alfa Romeo produced
this car for
Gran Turismo racing.
(Photo: Modern Motor)



1961 World on Wheels p20



Giulietta Spider 101 Series 2 with Hardtop



GIULIETTA SPIDER VELOCE

With just 1253 of the 750F produced between 1956-59, very few ever came onto the market that were all together with matching original engine & gearbox, 40DC03 Webers & all other original parts. I can count on one hand the examples in original condition that have been advertised for sale worldwide over the last 15 years. Invariably they have split case gearbox &/or the larger 1600 or 2000cc engine. Our search began in 2001 both in Australia & overseas & through a 'spotter' friend a restoration project came up for sale in California. It was a one owner, 1958 750F, last registered in 1975. With 73000 miles on the clock, it had been left out in the open in a Victorville backyard being scorched by the sun & gathering dust. Victorville is the place where the World's surplus airliners are stored because it is so dry & never rains. This was to be a fortuitous bonus as we discovered when the car was stripped & acid dipped, as there was no rust in the monocoque body apart from minute pin holes in the floor where condensation had gathered.

From the email description & photos, it appeared to be almost altogether apart from missing the front centre grill, one headlight rim, spare wheel & water pump. Once we had agreed a price, I set about finding out as much as I could regarding the model & was surprised, but pleased, to find a one & only full set of Alfa Romeo Giulietta Spare Parts Catalogues & Shop Manual at my regular Neutral Bay bookshop. I also located a web-based Bulletin Board on the Giuliettas & an Alfa 750-101 Discussion Group. Without these reference points the task of restoring the car to originality would not have been possible. Whenever we were stumped as to where to source a particular part, how to manufacture a particular piece or simply how something should be fitted, I could always rely on a 750-101 Discussion Group member somewhere in the World to point me in the right direction often accompanied by coloured photographs.





750F RESTORATION/1

Eight months later we took delivery of 750F chassis # 1495F04691 on 1 May 2002. We certainly had a mixture of emotions that day, excited to see the car for the first time, taken aback with how very sad it looked & concerned that this was our first (& only) restoration project. Then to cap it off, as the delivery truck driver was maneuvering the car off the truck, as the car was moveable on its own wheels, he directed the steering by grabbing the chrome horn ring rather than the steering wheel rim itself, thereby breaking the horn ring right in front of our eyes. The Pirelli Cinturatos looked like the original tyres, the soft top, seats & carpets were rotted & as I found out later, so too were the seat frames & the engine bay had been exposed to the weather. The most redeeming feature was that the body work was remarkably straight apart from some dents around the centre grill & all panels fitted well.

Whilst the car was on the ship from LA I had checked out a number of restorers. They were either too costly, too busy to take on the job, not of a good reputation or just not keen to take on this particular vehicle because of its rarity. At the same time, I sought the opinions of some Alfisti, every one of whom discouraged me from restoring the original engine & transmission "as you can't get parts for them anywhere". Undeterred, I pressed on looking for that one restorer who could & would do it all but to no avail so I resorted to using a mechanic schooled in Alfas & a bespoke classic car body restorer. This turned out to be a big mistake. The mechanicals were dismantled in quick time, so quick he did not tag the parts. The body was then table-topped to the body restorer where all chrome, rubbers, switches, badges, lights & fittings were taken off & individually tagged. The body shell was then sent for an acid bath which remarkably revealed no accident damage or repairs had ever been effected to the body & panels. After applying rust conqueror & preventer & etch priming, the body was hand filed over two months of painstaking detail before being sprayed the original red (AR505). The monocoque was then taken back to the mechanic for fitout. Eighteen months into the project I was too slow to recognise that the excuses from the mechanic were in fact a red flag. Reconditioning & assembly of the mechanicals was extremely slow however twelve months later, the mechanic suffered an injury which in effect, caused him to close his one-man workshop. By this time the body restorer had expanded into larger premises & an expert Alfa mechanic, who initially refused the job due to too many projects, agreed to get involved working in direct conjunction with the restorer. The car & all the mechanical parts were rounded up from the initial mechanic & delivered to the new mechanic. Then another shock. Not only had I paid many thousands of dollars to the initial mechanic for "work done", virtually all his work had to be redone due to insufficient restoration of parts & incorrect assembly. Further, he had outsourced the engine reconditioning to a very competent Alfa expert in Melbourne but my new mechanic was reluctant to assemble & install the engine as he assessed two of the head studs were quite badly corroded & perhaps would not survive the compression tension. My choice was to direct the engine assembly to proceed & absorb all responsibility or freight the engine back to Melbourne for the studs to be removed & replaced. Respecting the advice of my mechanic, I chose the latter as we wanted longevity in ownership & usage of the car.





750F RESTORATION/2

Whilst this difficult job was being undertaken my new mechanic sorted out everything from the brakes to the steering & got the Alfa on its wheels. The gearbox was disassembled & found to be okay & the tailshaft was rebuilt. The rolling chassis was returned to the restorer where the doors, boot lid, bonnet, windscreen & chrome were fitted. Sounds rather simple when expressed like this, however, I was continually busy chasing down correct replacement parts throughout the USA & Europe while still working full time in Scandinavia. At long last I was seeing via email & annual flying visits back home, real progress.

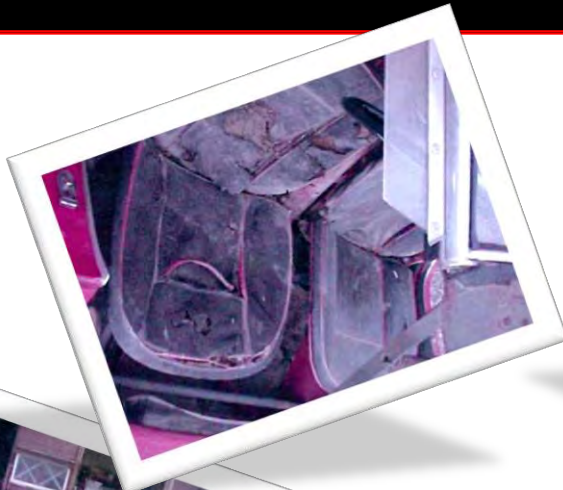
We returned to Sydney early 2007 & having retired at the end of May, we were now quite anxious to have the car finished. It would take another 18 months!! A new correctly colour coded wiring loom was installed, a new exhaust system was fabricated & fitted & a top level upholsterer attended to the seats, door panels & convertible roof. It was not until the new hood was to be fitted that it became apparent the rear hood rail, which secures the hood to the rear body work, was missing. A frantic international search failed to unveil one, however a 750-101 Group member provided detailed photos which enabled one to be fabricated at great expense, as it took in excess of 20 hours to make. It did pay off though as the convertible hood fits extremely well & is waterproof.

After final fitment by the restorer, it remained only to start the engine & undertake a test drive. Great excitement immediately replaced by great disappointment & concern. When the motor fired up, water squirted everywhere – a blown head gasket due to a cracked liner. The liners had been sourced from America & separately freighted to Melbourne. I imagine the box had been mishandled somewhere along the line as a hairline fracture was discovered in one of them which was not visible to the eye upon installation. The compression pressure obviously showed up the weakness. Fortunately, Mildren's ex-parts Manager had a new one at Windsor. Yet again, the engine was packed up & freighted down to Melbourne where all 10 studs were extracted & replaced to ensure equal tension strength & correct torque.





750F RESTORATION/3





750F RESTORATION/4

From: Centro Documentazione Alfa Romeo ()
To: Barry Farr
Date: Wednesday, 27 May, 2009 7:50:55 PM
Subject: R: Chassis # 1495F04691

Dear Mister Farr,

with reference to your request we are informing you as follows.

According to our documentation files, the chassis number AR 1495 F 04691 originally corresponds to an Alfa Romeo Giulietta Spider Veloce, manufactured on the 4th September 1958 and sold on the 12th September 1958 to Hoffman Motor Car Co., New York, U.S.A.
 The body colour is red, with black or beige/grey interiors.

I apologize for my answer delay: I got marry on last 2nd May and I went back from honeymoon last Friday.

Yours, Sincerely,



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 Centro Direzionale
 Viale Alfa Romeo
 20020 Arese (MI) Italy

Da: Barry Farr [mailto:barry.farr@yahoo.com.au]
Inviato: venerdì 15 maggio 2009 10:38
A: ARCHIVIO STORICO ALFA ROMEO
Oggetto: Chassis # 1495F04691

Good Morning

In respect to the above Chassis #, could you kindly advise the manufacturing date, the place & date of delivery & the original colours of both the exterior & interior of this vehicle. Thankyou in anticipation.

regards
 Barry Farr



ON THE ROAD AT LAST/1

November 5 2008, six & half years later, was a very special day. In driving the car for the first time, the seating felt comfortable & supportive, the steering light & direct, the suspension quiet & firm, the visibility good both forward & rear, the leg room plentiful, the brakes firm & secure & the exhaust note unmistakably Alfa twin cam with webbers. The doors, bonnet & boot lid all closed firmly & subsequently we found the boot space & storage area behind the seats to be very generous. Initially, I ran it with Vredestein Sprint Classic tyres but put Pirelli Cinturatos on a little later for authenticity. Both are totally acceptable & ride & handle very well. We had sourced replacement parts either new/old stock or reproduction items, or failing that, good second-hand parts from more than 70 suppliers worldwide, mainly the USA, Italy & Germany. Suffice to say that the trials & tribulations, frustrations & disappointments as well as the extensive cost overruns, all quickly disappeared as soon as we started to enjoy our new level of motoring.



Just four days after taking delivery, we drove the car from Sydney to Wyong & back without a glitch apart from having to double clutch every gear change to avoid gnashing. We had only just joined the Thoroughbred Sports Car Club & were made to feel very welcome by its members who attended the 10th Annual Twin Lakes Classic Car Show that day. Not only did we come home with the top trophy honours from among more than 200 entrants, but we knew we had made two great decisions that we were now living in our retirement – restoring such a beautiful car & joining the TSCC.

I had the gearbox/clutch issue attended to the following week but a few weeks later the gear stick dislodged altogether. At the time I was crossing over a speed hump & had just prior selected second gear so I was able to motor up the hill before me & pull into a side street from where the car was table-topped to my mechanic. The nut holding the gear shifter in place had not been fully tightened when the gearbox/clutch issue had been rectified earlier. Luckily the nut did not fall all the way into the box.

We have now travelled just on 10000kms in our 750F over the past four years & have not experienced any other issues. I am very particular as to which engine oil (Penrite HPR30), transmission oil (Redline Shock Proof 50 Blue), Spark Plugs (NGK BP7 ES) & Fuel (Unleaded 95) I use & the 80 litre tank provides for easy long distance touring.



Guiliettas Spider & Sprint



ON THE ROAD AT LAST/2



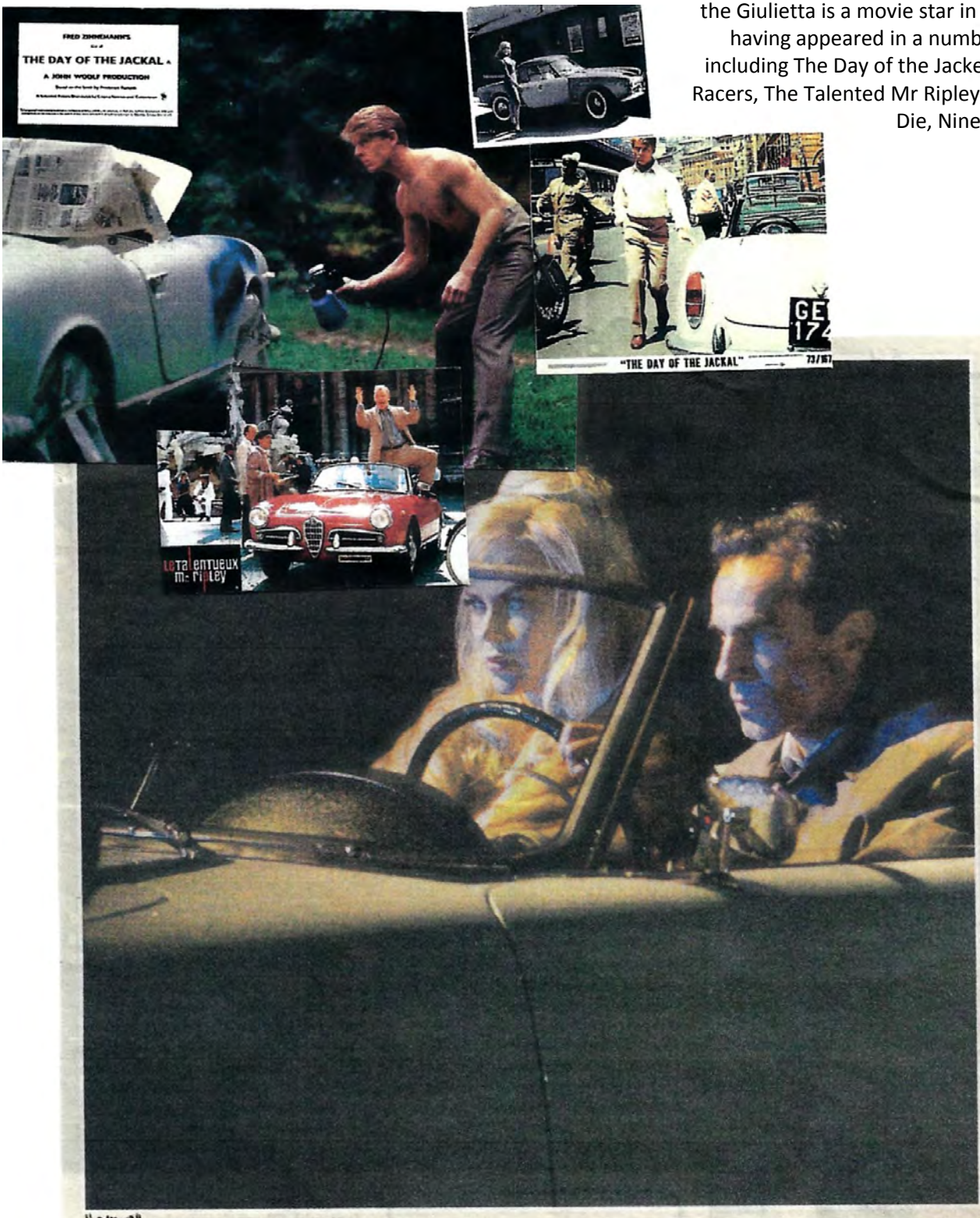
We decided to enter a number of Concours/Show 'n Shine events during the car's first two years over which time we realised we are merely the current custodians of a piece of automotive art concocted by the combined genius of Pinin Farina & Satta Puglia for future enthusiasts to admire & enjoy. The public's reaction to the car has been almost overwhelming & every time we have it on the road people make comment.

The car has been featured in 17 motoring & newspaper articles & won 19 trophies, the most significant being :

- Auto Italia Canberra - April 2010 - judged Best Alfa Romeo out of the Alfa Romeo Centenary 40-car timeline 1920-2010
- AROCA NSW Concorso d'Elegance - September 2010 Concours Winner (98.3 points)
- Concours d'Elegance Australia - October 2010 Best in 100 Years of Alfa Romeo class (99 points) & Winner of Alfa Romeo Elegance Award



In a video of Battista "Pinin" Farina talking to Enzo Ferrari, Sergio Farina says to his father....the Giulietta is like an 18 year old girl...." to which his father agrees. Certainly, the Giulietta is a movie star in its own right having appeared in a number of movies including The Day of the Jackel, The Young Racers, The Talented Mr Ripley, Why Must I Die, Nine & Haunting.



"NINE"

Queen for a Day **awic** **Nicolo Kidman and Daniel Day-Lewis** **occano the nanarazzi**