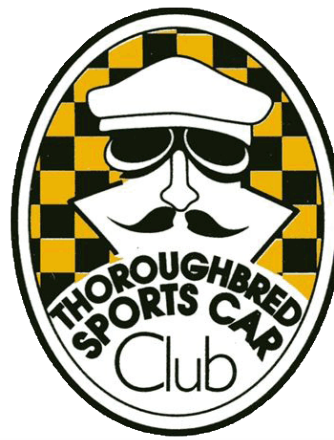




top



gear

THE OFFICIAL MAGAZINE OF THE
THOROUGHbred SPORTS CAR CLUB INC

TERRY DALY



LIFE MEMBER



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 and 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

Top Gear Magazine was [first published](#) on 1st September 1981 by the Club. There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993. Current and previous editions may be downloaded [here](#).

All contributions to:
John Slater
M: 0417 663 565 Email:
editor@thoroughbredssportscarclub.asn.au

Guest Editors

Alfa Editor: [Barry Farr](#)
Aston Martin Editor: [Les Johnson](#)
Jaguar Editor: [Terry Daly](#)
Lotus Editor: [Roger Morgan](#)

Other Information:

[Administration](#)
[Annual Awards](#)
[CAMS](#)
[Club History](#)
[Club Plates](#)
[Membership Forms](#)
[Pointscore](#)
[Sporting](#)

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

Top Gear has been continuously published since September 1981.



CUL DE SAC

JOHN SLATER



Happy new year everyone! This is the first edition of Top Gear for 2014 and for me as Editor and I look forward to an enjoyable year together. I would like to thank Jeremy for his efforts as Editor of TG and his ongoing assistance to me in producing the magazine.

The 2014 club calendar is published in the magazine and will be on the website. We have another exciting year to look forward to. As usual, we will be looking to members to write articles for TG, I agree with Jeremy that the Editor should not be chief scribe.

Bruce Greenwald of Columbia University's Graduate School of Business memorably described the fate of innovation when he said "In the long run, everything is a toaster". This came to mind last year as we scuttled around the North Island of New Zealand in our 150,000 km Nissan Tiida (Tidier?). Of the 20 or so that were rented none were in the first flush of youth and none broke down, despite the flogging they had all received, and did receive, as rental cars. In fact, when we delivered ours back to Ace Rent A Car I asked how long they keep them. I was told they buy them at five years old in Japan and run them until they have travelled 200,000 kms. Apparently they give no trouble at all. This is certainly not true of Cul de Sac's motley collection of dreams and faded glory.

If I were in the market for a car, a Nissan Tiida would normally be the last I would consider. However, there is over a century of automotive engineering design and development (let's not discuss styling), incorporating most current technology in a car that is truly the equivalent of a toaster on wheels. And it all works beautifully – just as long as you don't have to look at it.

I saw 2014 in with the purchase of a(nother) red Alfa GTV6 - honest it is different to the other one – which involved the necessity of transferring the rego, which meant a trip to the RTA/RMS, now Services NSW, in Chatswood. It was a truly surreal experience and I'm still spinning from it.

For a start you walk in and there is a Concierge who actually smiles and speaks to you!! Then they ask you what you would like to do and that you no longer need a form to do a rego transfer. In shock, you then sit down in the contoured upholstered sofas – no plastic seats – and notice there are no counter to ceiling walls between you and the staff. As you sit one of the staff is talking to a young couple and admiring their baby. Your number is called and a smiling staff member welcomes you, swiftly effects the transaction, and wishes you a happy new year by name. On the way out the Concierge says goodbye. You're invited to leave feedback, which I did, in shock.

The cynic in me wonders what this will be like in a year's time, the optimist hopes the Government can maintain the momentum, it is truly an astonishing revolution.

The variety and quality of TSCC members' cars, perhaps unmatched in any other car club, was brought home very clearly at last year's POO day, held in appalling weather - I thought Vern Kelly was supposed to be in control of this? There was everything from a 1910 Talbot to a DB9 Aston convertible.

I have a couple of ideas to showcase this variety that I would like to introduce in the magazine, subject of course, to your interest in them. The first is "In the Shed" which could encompass a new acquisition, a restoration progress update or recent work you have undertaken on your pride and joy. This doesn't have to involve a full article, just a few paragraphs and some photos will suffice. To kick it off, I've written a few lines in this issue.

The second is a more complete car/owner profile just as have featured before in TG, such as Miff James' article on this 911 RS Replica in TG October 2013.

Also in this issue, just to prove we don't always focus on old stuff, at great expense to the Club, we sent David Slater to California to drive the New Tesla. His review of what is either the future of the car or a glorious failure is in the magazine.

Happy motoring in 2014.



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ALL THE REGULAR STUFF:

Please click on the pic

ABOUT
OUR CLUB



OFFICE OF THE
PRESIDENT



CUL DE SAC



COMING
EVENTS



CLASSIFIEDS



PARTING
SHOT



COMING EVENTS

[Diary Update](#)

Bring your diary up to date with all our planned events

[Wollondilly Wander](#)

February Wednesday Run organised by Julie Braithwaite

[Forster Fun Day](#)

Organised by Jim Peters. You need to book this now

NEW

[The Social Scene](#)

New column by Jeremy Braithwaite all about you, the member

[In the Shed](#)

New column by John Slater all about the cars in your life

EVENT REPORTS

[Pride of Ownership](#)

Report by Barry Farr

[Annual Presentation Dinner](#)

Report by Kay Finney

[Bridge Tour](#)

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Report by Marie-Louise Howard

[Carnivale](#)

Report by Barry Farr



TOP GEAR ARTICLES

[Top Gear Road Test](#)

The Tesla by David Slater

Publication Dates

We moved this edition of Top Gear from December to January in order to be able to include the calendar dates that were decided at the Committee Meeting in January.

For 2014, we will be publishing Top Gear at the end of March, May, July, September and November.

Deadline for Contributions

Please submit all contributions by the 20th of the month of publication.

Thus contributions for the next Top Gear are due by 20th March

OFFICE OF THE PRESIDENT

BARRY FARR



Due to the timing between the AGM last November and the cutoff for the December Top Gear submissions, this is my first column as 2014 President. Firstly, I want to express gratitude on behalf of all fellow members to Terry Daly, who together with his committee, has led this club so capably the last 5 years.

The increased number of members resulted in a record number of 85 attending our annual Christmas/Presentation Dinner at the Courtyard by Marriott, North Ryde. From the comments on the night and the subsequent influx of emails, the evening was a great success across all fronts. It was particularly pleasing to see both Les and Roselee Johnson there after their recent bouts of hospitalisation as well as Val and Jim Peters who very kindly donated and presented our new award, the exquisite Borrani Trophy which in its inaugural year, was awarded to the very modest but most deserving, Colin Watts.

Congratulations to all trophy recipients, the details of whom have been posted on our website. No one person has exclusivity for being awarded these trophies each year as apart from the Sporting Trophy, each member has equal opportunity to be awarded any of the other five principal trophies. The more events you attend, the more articles you compile for Top Gear, the more you put into looking after your very special car, the more you step forward to organise special events and the more consideration you display for your fellow members, then the greater the opportunity to collect a trophy at year end. Your committee held its first meeting of the year on 12 January at which the events calendar for the year was finalised. Print out a copy or three for your diary and for those on club plates, for your glovebox(es) and mark your diaries early to avoid double booking.

The first event was CARNivale 2014 where the TSCC was well represented with a number of club cars on display. A full report on this event is in the magazine.



The monthly general meetings, which are held every 2nd Wednesday throughout February-November inclusive, resume on 12 February and there's a great lunch run to the Trattoria La Vigna at Camden on Wednesday 19 February. These events bring me to a point regarding active participation within the club. Now that we have reached our constitutional limit of 100 members and there are currently three applicants on the waiting list, the Committee is considering not offering membership renewal to those who do not attend any TSCC event within the subscription year, unless extenuating circumstances prevail.

The year has not started well for Adrian Walker - hope you are out of hospital soon. I also offer my apologies in advance for not being able to attend February's meeting as Dott and I have had a long standing commitment to visit family in Hong Kong.

Finally, I wish everyone all the best for 2014 and plenty of interesting and enjoyable motoring experiences with your like-minded fellow club members.



DATES FOR YOUR DIARY



The official diary of the club is published on our web site on two pages:

- [Official Calendar](#)
- [Other Events Calendar](#)

There is a Print option on this page. Members with historic registration are reminded to print the calendar and keep a copy in their glove box.

We have also introduced a new [Cover Sheet](#) this year which you can also print.



COFFEE 'N CARS

New for 2014 is our Coffee 'n Cars breakfast run to get you out of bed at a sensible hour on the 3rd Sunday of most months.

Organised by John Slater, the first run is to the Reflections at Rookwood Cafe, Memorial Avenue, Rookwood at 7.30a.m. on 16th February.

More on the [Coffee 'n Cars](#) page of the website



Major Dates for your Diary:

22 March

Shed Tour organised by Terry Daly

29—30 March

Auto Italia Weekend in Canberra

12 April

Sydney London Marathon start

25 May

Ladies Lunch organised by Vicki Bell

5-6 July

Forster Fun Day organised by Jim Peters

12 July

Restaurant Night

17 August

Shannon's Display Day organised by Adrian Walker

31 August

All British Day at the Kings School organised by Terry Daly

5-7 September

Weekend Away organised by Gary and Wendy Maher

21 September

Harbour Cruise organised by Malcolm Stephen

19 October

Sydney Gold Cup. Picnic at the Polo

31 Oct—10 Nov

THE BIG TRIP organised by Julie and Jeremy Braithwaite

16 Nov

POO Day organised by Terry Daly

6 Dec

Xmas Presentation Dinner

Looks like a pretty interesting year!



CLUB MEETINGS

Club meetings are held at Carlingford Bowling Club on the second Wednesday of each month, excluding January and December.

Most people get there from 6pm to enjoy dinner and a chat. The meetings start at 7.30pm.

Dates for the next few months are:

- 12th February
- 12th March
- 9th April
- 14th May

WEDNESDAY RUNS

Wednesday Runs are held on the 3rd Wednesday of each month.

Dates for the next few months are:

- 19th February
- 19th March
- 16th April
- 21st May

See Coming Events on the next page for more details of individual events. Event flyers are also emailed to the membership as soon as they become available.

CAN YOU ORGANISE AN EVENT

If you would like to organise a Wednesday Run, check the web site to see if there are any dates available.

If you have another event you would like to organise please call the Social Director Jeremy Braithwaite on 0416 222 112.



WOLLONDILLY WANDER

19 FEBRUARY 2014



Morning tea and tour of
Wollondilly Heritage Centre and Museum, The Oaks

www.oaksheritagecentre.com

followed by lunch at

Trattoria La Vigna, 3 Argyle Street, Camden: <http://www.trattorialavigna.com>

Meet At McDonalds, Corner Mulgoa Rd and Panther Place, Penrith

9.00 a.m. for 9.30 start

Cost: Devonshire tea and tour of museum \$8.00 p.p.

Lunch: \$25 three course meal - drink included.

RSVP PLEASE BY Thursday 13 February 2014

RSVP to: Julie Braithwaite at jbraitho@bigpond.net.au or 02 4567 8145

FLYER UPDATED 22/1/14



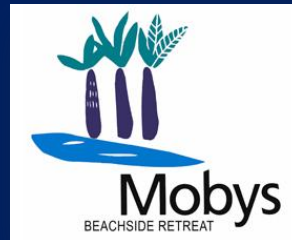
Jim Peters'

FORSTER FUN DAY



SATURDAY 5TH JULY

RENDEZVOUS
FOR LUNCH AT
THE BRILLIANT SALTY DOG
AT COOLONGONOOK
AT 12.30



WE'RE STAYING AT THE
MOBY'S BEACHSIDE
RETREAT



DINNER AT
"BUDDHA BY THE BEACH"
Part of the Moby's complex

\$45/head alternate drop
3 Courses
Canapes, fish or chicken, sweets
BYO

We'll be joined by the Mayor and a select
band of local car enthusiasts





Jim Peters'

FORSTER FUN DAY

SUNDAY 6TH & MONDAY 7TH JULY



THE THOROUGHBRED'S & LOCAL CLUBS DISPLAY COMBINED WITH THE VINTAGE BOATS ON FORSTER KEYS WILL PROVIDE THE HIGHLIGHTS FOR THE FUN DAY. There will also be community markets, a dog show, scouts display, BBQ's, rides for the children, a band and lots more.



ACCOMMODATION
CHOICE OF:

2 BEDROOM
2 BATHROOM BEACH
HOUSE
\$308 FOR 2 NIGHTS
(\$154/COUPLE)

OR:

1 ROOM BEACH HOUSE
\$258 FOR 2 NIGHTS

50% DEPOSIT REQUIRED
WITH BOOKING



SUNDAY EVENING

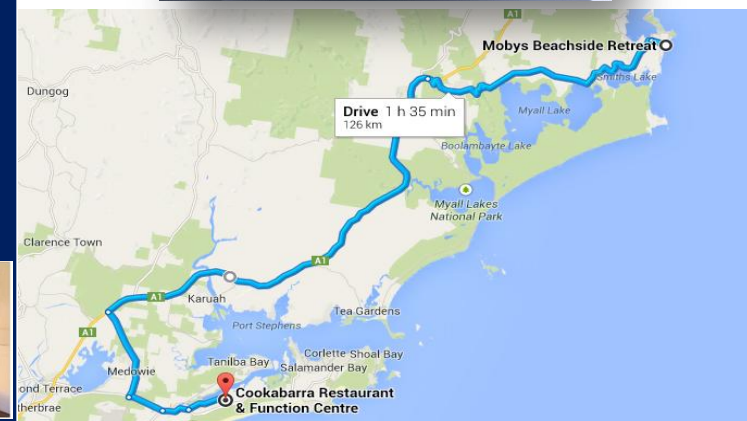
Your choice of local restaurant

MONDAY 7TH JULY

Leisurely run to the Cookabarra
Restaurant for lunch

A la carte menu:

<http://cookabarra.com.au/Cookabarra-Menu.html>



RSVP PLEASE BY April 1st 2014

RSVP to: Jim Peters on jim@borraniwheels.com.au or 0418 201 167

THE SOCIAL SCENE

JEREMY AND JULIE BRAITHWAITE



This is a new column devoted to the social side of the club. We'd like to cover all your goings on .. but at the same time also understand that you might like to keep some things under cover.

The concept of this Top Gear page goes back to a long standing piece called "From The Horses Mouth". There was no way that we were going to recreate this, as neither of us look like horses. So .. here goes:

Lionel Walker celebrated his 70th on December 28th and kindly invited a number of the TSCC faithful to help him celebrate. Astonishingly he had an equally large number of friends who had been spared the TSCC affliction that also attended the event.

One of his and **Gael's** daughters decided to bake a cake. This was not an ordinary cake you understand, but rather an accurate scale model of the XK140 that graced the first ever edition of Top Gear in September 1981.

Brother **Adrian** has been living in 5 star comfort at RNS Private while they try and eliminate an infection in his tummy. Full recovery looks imminent..

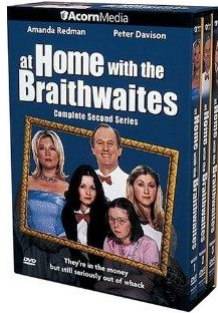
Not sure what you did on NYE? We had friends to stay and joined **Peter and Jelly Van Dyk** at their place for a lovely evening. Fortunately the fireworks were a lot clearer on the TV than through the haze that blanketed Sydney, but we could still see the larger formations lighting up the city. We heard that **John and Margaret Moody** hosted a small gathering at their place in Annangrove. **M-L** came and joined us for a rest before her op and passed on the best wishes of newly-weds **Ross and Robyn Marshall** who are loving their new home on the Gold Coast. They are fully fledged members of the jet set flying into Harvard for their wedding last year. I don't think they will be renewing their membership in 2014 as they can always join one of us as our guests on any event when they are in Sydney.

M-L came through her back op OK but then had some complications. The good news is she has turned the corner and at the time of writing was going into Rehab in the morning. **Dick** joins her in March.



We had to put up with 'At Home with the Braithwaite's' which was a really awful TV Series.

So we should all feel really sorry for **John and Margaret Moody** who will have to endure 'The Moody's' which launches on the ABC in February, and looks even worse than Sylvania Waters (if that is possible)!



Another member of the jet set are **Bob and Jeni Smith** who flew off to Cuba mid-January. Bob reckons there is still a XKSS in a barn that has not been found by **Colin Crabbe** or **Neil Corner!**

This from **Ian & Lisbeth**: "Spring Wedding

You have been waiting for it! Our treasurer **Ian Norman and Lisbeth Allen** are engaged to be married on October 18. They met at volunteer gardening where Ian spent 15 months worth of Mondays chatting her up before eventually asking her out.

A small Sydney wedding is planned in the garden of Banjo Patterson Cottage Restaurant, Gladesville, followed by the reception there.

They have been overwhelmed by club members good wishes and thank them for their support and nurturing of the relationship."

Please give your contributions to Jeremy or Julie for this page. We'd like your thoughts on publishing birthdays???



TOP GEAR - ROAD TEST

DAVID SLATER



My most recent Supercar experience came without an engine in the form of the new American Tesla S.

I was introduced to this car through my long time friend and US colleague, Ron Olssen. Ron is somewhat of an entrepreneur, designer and forward thinker in the collision repair industry who, deciding that new Ferraris were so last year, decided to buy something completely different. This is the result.

Firstly, I was struck by its sheer presence, somewhat Jaguar like but somehow different. All aluminium, flush door handles that protrude once unlocked, this is no backyard prototype either, with fit and finish second to none.

Once inside the dramatic cabin all sorts of surprises are in store. There is a control centre the size of three iPads, and not a knob or switch anywhere to be seen. You either talk or touch, it's that simple.

One flick of the stubby column gear lever..and we're away. It's surreal - no engine noise, progressive power-then, whoosh! We're launched to 100km/hr in 4.2 seconds and to 200km/hr soon after, the only noise is the slight rumble of the tyres and the murmur of the wind around the wing mirrors.

It is truly surreal, I equate this sort of performance with the scream of a high revving V8 or V12, the thunder of a 6 odd litre V8 or the muted roar of a turbo. Instead your breath is taken away with the brutal acceleration of the thing amplified by near silence.

This is a masterpiece, a grab of the future and it's here for you now.

If you want to have a closer look here is a link to a road test: <http://www.youtube.com/watch?v=SWYDQIUkDMI>



PRIDE OF OWNERSHIP DAY



"I can hear the rain on my window, bringing back sweet memories". When I awoke that morning this song line was on my mind but substitute the word "sweet" with any other relating to "bad".

Terry Daly had even moved the date a fortnight ahead from its usual date, to ensure we had a fine and warm summer day but all to no avail. What a stoic lot we TSCC members are and very supportive of each other as well as none of the 100+ members whimped out and in fact more to the point, everyone brought their specific vehicle on which they had laboured many hours the days and weeks beforehand.

The lineup of pre-84 and post-83 cars was nothing short of spectacular. A number of people murmured that the public would pay good money to view such a variety of truly classic and super cars all in excellent condition. Marques represented included Alfa Romeo, Aston Martin, Audi, BMW, Buick, Bugatti, Ford (Escort and Mustangs), Honda, HSV, Jaguar, Jensen, Jensen Healey, Lamborghini, Mazda, Mercedes-Benz, Peugeot, Porsche, Subaru, Talbot and Triumph (TR series). Special mention must be made of Phil O'Loan who despite the weather, brought along his very open 1910 Talbot 6 AS and of David St Julian, who displayed his exceptional 1927 Bugatti T40. Also special mention must be made of John Slater who must have better than 20/20 vision to see the extremities of his 1965 Buick Riviera.

Mention of all these marques is particularly important for the benefit of all the ladies of the club who attended that day. They made a point of just how social this club is by making a b-line for the comfort of the Daly's ballroom sized lounge/dining/kitchen area on arrival, not to be seen again until lunchtime when they braved the rain to make their way to The Shed but not braving the elements to walk the line of cars on display.



The official timings were arrival at 9.30 and judging from 10am, however a number of the very keen were already parked and polishing when Dott and I arrived at 9.25, namely Theo Demopoulos, Peter Wards, Geoff Lane, Miff James and others.

At this stage, Dural had not been rained upon, unlike Roseville and The Commenara from where we had come. Judges Tony Pallas and Steve Appino and his wife Meg, arrived and you guessed it, just as they started to judge the first car it started to rain and did not stop all day. With one large umbrella between them Tony and Steve carried on judging in the rain having to compromise as lifting the bonnets and boots and opening doors became impractical in the rain.

Whatever the size of the gathering, whatever the occasion, whatever the weather, one constant is the first class hospitality provided by Terry and Robyn Daly. The food was excellent, the drinks plentiful and everybody had a seat at a table from which to eat.

It was particularly atmospheric to sit among all of Terry's cars and motoring memorabilia having lunch in The Shed, being able to rest one's feet on a bumper bar and put one's glass on a bonnet - just joking Terry.

After due consultation, the announcement of who were the recipients of Gold Award Certificates took place and from this group the Trophy Winners will be announced at the Christmas/Presentation Dinner.

All participants are to be congratulated for taking part in this record breaking event and for displaying their cars in tip-top condition.

A big thank you goes to the judges, Tony and Steve and to the organisers extraordinaire, Terry and Robyn Daly.



PRIDE OF OWNERSHIP DAY/2



FOOTNOTE:

Darryl and Andra Pike on their way home, lost the windscreen wiper off their 1957 Porsche 356 Speedster. They heard a bang noise then 10 minutes later noticed it missing. As it is an original part of the car, Darryl returned to the scene the next morning and walked the length of Junction Road, Wahroonga in the (his words) pissing rain, saw nothing on the first run and with water cascading down the gutters and piles of leaves everywhere, he sighted the little silver blade sticking out of a pile of debris.

FOOTNOTE TO THE FOOTNOTE:

I admire Darryl's optimism, firstly in seeking to find the missing blade and secondly since he admits it was the first time since 1968 he has had to use the wipers, that he anticipates still being here when it may be another 45 years before he uses the wipers again.

GOLD AWARD WINNERS

Pre-84

Stephanie Clark
Barry Farr
Jack Jones
Stephen Knox
Phil Longfield
Darryl Pike
David St Julian
Peter van Dyk
Peter Wards

Post-84

Mark Beckett
Theo Demopoulos
Peter Dowrick
Bob Fulop
Miff James
Jack Jones
Liz Kornhaber
Geoff Lane
David Slater



EVENT REPORT BY BARRY FARR:

PRIDE OF OWNERSHIP DAY/3



PRIDE OF OWNERSHIP DAY/4



PRIDE OF OWNERSHIP DAY/5



EVENT REPORT BY KAY FINNEY:

ANNUAL PRESENTATION DINNER



Well folks another year has drawn to an end with the final formal event for the year being the Christmas Party Bash held at the Marriott North Ryde. The evening was attended by over 80 members and the result was again a great success.

Befitting of a Club of Thoroughbreds the festivities began correctly with what else but drinks on the terrace and the weather was perfect with a cool breeze blowing and fine skies. We then adjourned into the main dining area where approximately 11 tables were set up with allocated seating. This arrangement worked well for most although some unwarranted tampering with name tags on the evening caused understandable unnecessary upset for one couple on the evening. We were each greeted with a colourful bag of Christmas chocolates awaiting us on the table (thanks Dott). The meal was smorgasbord style hot meats, salads etc and cold seafood, although sadly being on table number eleven our tummies were grumbling a little by the time we were invited to join the queue. You can't have it both ways though so that is one of those necessary arrangements. Barry graciously agreed to let our table begin the desserts queue when the formalities of the evening were over. I think we got the better deal but then I may be prejudiced.

A series of certificate presentations relating to the POO day were handed out to the relevant winners followed by the major awards which are listed elsewhere in this copy of Top Gear (Page 14, Ed). Probably the most important award however was the awarding of life membership to Terry Daley who has given much of his time and efforts towards the development of the Club. Terry and Robyn have arranged many events during the years and have attended the majority of all events – a great testimony to your stamina Terry and Robyn.

Terry steps down after 5 years as President and hands the reigns over to Barry Farr who, whilst having big shoes to fill, will do so admirably I am sure.



ANNUAL PRESENTATION DINNER



After the formalities (and dessert) the disco went into action which I enjoyed immensely although my feet had a different opinion the next day. In relation to this I would like to make my own award to Gary Maher for being the best (if not only – not sure about) *Male Nutbusher* ... yes folks, and in order to pre-empt the obvious, that was nut“bush” not nut“bash”. Good on you Gary you have real potential – we’ll have to get you a pole next year.

Finally a suggestion was made to Barry that maybe an award could be made annually in future to a chosen female member of the TSCC for something appropriate. So ladies please put your thinking caps on and let Barry know any thoughts or ideas you have on this. Maybe it could be for the best ironed shirt for a partner on the night or maybe in addition to the existing ladies award for the vehicle they would most like to take home maybe it could be for the lady that a member would most like to take home! Just joking.

All that’s left is to thank most sincerely Barry and Dott for organising this very successful evening and again congratulate all the winners. Special thanks also to all the outgoing delegates for their continued hard work and to wish the incoming ones a rewarding and enjoyable time ahead.



EVENT REPORT BY KAY FINNEY:

ANNUAL PRESENTATION DINNER



EVENT REPORT BY KAY FINNEY:

ANNUAL PRESENTATION DINNER



EVENT REPORT BY MARIE-LOUISE HOWARD:

LIONEL AND GAEL WALKER'S BRIDGE TOUR



My first report was lost somewhere in cyber space after a computer melt down so I will go from my memory of a particularly great day.

The weather was fantastic. There was an excellent turnout of members in a variety of fabulous cars. We met at Macca's on the M4 and travelled to Burratorang lookout.

Lionel, our host for the day, not only talked of the history of the area in detail, but also of his family's experiences of living in the area in his youth, where his Dad was head master of the local school. Following the building of Warragamba Dam, this school is now under water.

My father had evacuated my mother, Leo and Ian to Burratorang as he thought it would be a safer place with the threat of war looming. I have photos taken when my Mum was camping down there, Leo and Ian, merely ankle biters!

The roads we travelled along were a great temptation to put the pedal to the floor.



Bernie, my guest from Ireland really enjoyed following Barry and Dott in their beautiful Ferrari. Poor 'ol Rebel did not have a hope in hell of keeping up with him, however, I followed his lines and have lived to tell the tale.

The country side was looking its best. There are some particularly beautiful properties out that way. I felt very proud to be an Aussie when I was giving Bernie a little insight to the area and its history. We sure do live in a magnificent country.

We parked at the top of the hill and walked down a disused road to the old suspension bridge at Maldon, before continuing to the Appin pub where we all lunched very well.

Thank you to the Walkers for or a very memorable day out.





THE BRIDGE TOUR


WEDNESDAY 20TH NOVEMBER 2013



BREATHTAKING VIEWS

Meeting place : MacDonald's M4 Motor way Eastern Creek
Time: 8.30am for 9.00 am Departure
Destination: Appin Hotel Arrive approximately 12.30pm for Bistro lunch
The Route: Travel to Appin (on roads you may never have travelled) via Burratorang Lookout, Maldon Suspension bridge, Douglas Park bridge and Broughtons pass to Appin Hotel for lunch in their bistro. Meals at bistro prices and quite a good selection.

RSVP by 13th November to: Lionel Walker - Mobile 0412345331
Email: lionelwalker@bigpond.com



EXPLORE OUR HISTORY



EVENT REPORT BY MARIE-LOUISE HOWARD:

LIONEL AND GAEL WALKER'S BRIDGE TOUR



EVENT REPORT BY MARIE-LOUISE HOWARD:

LIONEL AND GAELE WALKER'S BRIDGE TOUR



More pics at: <http://braithwaite.smugmug.com/ThoroughbredSports/Events-2013/Appin-Run/>

EVENT REPORT BY MARIE-LOUISE HOWARD:

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EVENT REPORT BY BARRY FARR

CARNIVALE



Supercar d'Elegance once again teamed up with the Australia Day Council to co-host CARNIVALE 2014 on Australia Day. The concept this year was to display a minimum of 50 vehicles split into pre-1986 Best of the Best Concours vehicles and a wide variety of Supercars. The TSCC, along with other car clubs, were invited to enter their best vehicles for the Concours.

Cars were instructed to arrive at the southern end of College Street between 8-8.30am to be directed to pre-numbered display spots. Good in theory except that almost all 50 vehicles, some on the back of tabletop trucks, started arriving from 7.30am when the team were not quite ready, as the Council would not allow set up to commence until 7.30am for OH&S reasons. As it turned out, there was more chance of somebody getting run over or injured in the chaos which consequently followed the late start. So much for OH&S making sense.

Eventually all vehicles took up their allotted spots and were roped off from the building crowd. By 9.30am spectators were out in force despite the occasional rain shower. A team of, I think, 8 judges, including TSCC members Terry Daly, Ben de Boer and Geoff Scott, descended on each vehicle entered in the Concours. As part of the judging they requested entrants open bonnets and boots, start the car and switch on the lights.

From the TSCC, the following entered the events:

Concours

Len Fardell 1954 MG TF

Barry Farr 1958 Alfa Romeo Giulietta Spider Veloce 750F

Robert Harrison Mercedes-Benz SL280

Rick Johnson 1972 Aston Martin V8

Stephen Knox 1960 Jensen 541R

Phil Longfield 1974 Lamborghini Espada

John Slater 1950 Jaguar XK120

David St Julian 1927 Bugatti T40

Super Cars

Ross Brackenbury 1987 Ferrari 328GTS

Terry Daly 2012 Boss 302 Laguna Seca Mustang

Liz Kornhaber 2000 Aston Martin DB7

General Display

Vic Andrews 1970 Volvo P1800

Les Johnson 1966 Ford GT40 R

Spotted among the spectators were Bob and Deborah Fulop, Keith and Carol Reynolds and Dominic Truelove.

A small amphitheatre was created in the Cathedral forecourt for each Concours and Supercar vehicle to do a circuit so it was not just a static display but one where spectators could hear the vehicles as well. At 2.30pm five Concours vehicles were requested to do another circuit of the forecourt where the Trophies were awarded. Similar to last year, a TSCC vehicle achieved 2nd placing amongst a bevy of high calibre entries. The results were as follows :

1st - Sam Kafrouny - 1966 K Code 2+2 GT Fastback Mustang

2nd - Barry Farr - 1958 Alfa Romeo Giulietta Spider Veloce 750F

3rd - Doug Barbour - 1959 MGA

Encouragement Award - Paul Carthrew - 1967 Shelby GT500 Mustang

Elegance Award - David St Julian - 1927 Bugatti T40

Sam Movisio is to be congratulated for organising this event at some considerable personal cost. His team of assistants were friendly and helpful throughout the day despite many stresses and significant crowds. I would like to personally thank the Concours Director David Berthon as well as Lauron Movisio and Rita Petracca from Event Operations who worked flat out all day. Also a big thank you to all club members who either displayed a vehicle or turned up in support of their club.



CARNIVALE



IN THE SHED

COMPILED BY JOHN SLATER



1965 Alfa Giulia Spider Veloce John Slater

I bought this car at Bonhams in December 2010 after it had been passed in at auction. It was registered and running, but not very well. It had been restored in the US. There were paint issues, the engine was tired, the gauges didn't work (some goose had connected it positive to earth after incorrectly wiring up an electric fuel pump, when corrected all the gauges worked.) etc., I always intended to restore it and having made the car roadworthy, I decided in November 2011 to take it off the road. That was when I discovered the true state of the shell. Although it had all of its original panels the sills were rusty and the replacement floors were rubbish.

After proper repairs and file finishing the body it is now about to receive paint. It was originally black with red trim and this is how it will be finished.

I am running a restoration blog on the Alfa Bulletin Board Here is a link if you are interested:

<http://www.alfabb.com/bb/forums/giulietta-giulia-1954-65/188571-giulia-spider-veloce-refresh.html>



Aston Martin DB4 Convertible Les and Roselee Johnson

Les and Roselee's beautiful DB4 convertible has gone to a new home in Victoria.

After showing the car at the Motorclassica event late last year, Les was asked whether he was open to offers on the car.

The first offer came in over \$900,000 and Les finally accepted a figure of \$1.2 million.

Congratulations Les and Roselee.



Morgans Around Australia

It appears that mad dogs and Morganists (well, they can't be Morganatics can they?) do indeed go out in the midday sun. A group of them recently circumnavigated Australia to prove they aren't just city cars, as this photo evidences.



Mind you, they haven't learned much in the way of hood design in 150 years.....



IN THE SHED

COMPILED BY JOHN SLATER



2012 Nissan GTR Jeremy Braithwaite

The XKR has moved to a new home in McLaren Vale in South Australia and within days has been replaced by a Super Silver GTR. Eight coats of hand rubbed paint create a brilliant lustre.

We spent a lot of time researching different options. We basically wanted something that was really exciting but which would have the ability to do long distances in reasonable comfort on country roads.

The GTR had been improved year on year since its release in 2007, but it was only in 2012 that ride comfort started to be addressed. It's pretty good on the Comfort setting, but we plan to improve it further by dumping the run flats and if we need to go further changing the valving in the Bilstein Damptronics which Heasmans can do.

Performance is impressive. 0-100 in 2.8 seconds and 100-0 in around 30m. The manual for the centre display designed by the Playstation people is as big as the separate one for the rest of the car, and it has its own data logging function. We're both still in 'learn mode'.

If you'd like some light entertainment have a look at it, and others at the [Ring](#).



1950 Jaguar XK120 John Slater

The 120 had been fully restored to Concours standard in 1997. It had only covered 330 miles between then and when I bought it in August of last year. We had to rebuild the cooling system and brakes as well as clean the carbies etc., Due to the proclivity of XK 120s to boil we now run Evans Waterless Coolant in it. This does not boil and as it is the steam that actually causes the damage from boiling, eliminating this provides a safety margin. I have seen the temperature gauge go past 100 degrees and into the oil pressure section of the gauge without it stopping or boiling. I now run an electric fan and with the new radiator and this seems to control it. Plans include a Gener-Nator to replace the generator and a more powerful SPAL fan.

I also now run silicon fluid in the brakes. My Fiat 2300S has had this in it since I bought it in 2006. Despite being idle for six months at a time, the hydraulics have never played up. I am gradually moving the little used cars to silicon. The Alfa GT 1300 Junior now has this and the Evans coolant.

I just bought a complete horn assembly and it looks like the whole steering column has to come out to fit it. Ouch.



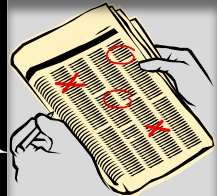
Mitsubishi Starion Wide Body Roger Korte

Roger Korte's son has tracked down a very rare wide body Mitsubishi Starion which he is about to take delivery of.

This model was never sold in Australia and we'd like to think the car will be invited on a TSCC run so we can all examine it closely.



RARE MERCEDES BENZ SL-600 V12 ROADSTER



After due consideration over the holiday period, my wife and I have decided to put our Mercedes Benz SL-600 up for sale.

Our car was a special order originally purchased by none other than Kerry Packer for his wife Rosalyn as a Christmas present in 1997.

It is a 1997 Series 2 R129 SL-600 in Brilliant Silver with the optional "Exclusive" Anthracite and Light Grey two-tone leather trim.

It was also ordered with the protective body undershields and anti tow alarm.

Kerry took delivery of the vehicle on December 24 1997 after having to pay a premium to secure it from a Canberra Dealership.

The car was already assigned to a Consul General but relinquished the sale for a hefty compensation payment that was agreed upon.

Kerry was a strong believer that a happy wife is a happy life!

We purchased the car in 2012 from Sanderson's Mercedes Benz at Rushcutters Bay.

They were the original selling dealer who exclusively serviced the car until Mrs Packer traded it on a new SL 500 in that year.

Mercedes Benz Australia has confirmed to us in email that only 38 SL-600 vehicles were officially imported into Australia during the 1993-2001 R129 model life.

The vast majority of these cars were delivered in 1993 and 1994.

During my negotiations with Sanderson's, I was able to secure a copy of the original 1997 dealer file.

This file contains ALL written correspondence relating to the lead up and sale of the vehicle.

The communication that covers the compensation payment to the Canberra dealership makes fascinating reading.



It is capped off with a photocopy of the actual personal cheque Kerry paid with for an unbelievable \$417,000.00. It is believed that it was one of, if not the most expensive car ever sold in Australia at that time.

In addition to the sale documentation, comprehensive service records are also included in our sale.

This includes an abbreviated Summary History Display which lists the date of service, the mileage, and the repair order number every time the vehicle was serviced.

Complete reprinted copies of all invoices are included from 2009.

Needless to say with money not being an issue, this car had no expense spared. Nothing was neglected and the service records prove that.

The car has travelled a mere 57,000kms and presents and smells like new.

The tool kit has never been removed from its sealed Mercedes plastic nor has the first aid kit ever been opened.

It comes complete with its removable hardtop and OEM stand. Leather folder, ownership and warranty books, 3 sets of keys, brochure book and an extensive collection of period correct automotive memorabilia.

It was category runner up in the 2013 Mercedes Benz Concourse and a Gold Award Winner at the 2013 Thoroughbred Sporting Car Club Pride of Ownership Day. \$POA with new number plates – **ASL 600**.....

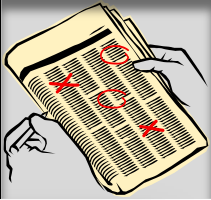
Contact Bob on (0409) 550113 or email rfulop@bigpond.net.au

Many thanks for reading and all the best for 2014.



CLASSIFIEDS:

2011 WESTFIELD ARROW



Westfield Arrow

The chassis was built by Westfield Australia who are now known as Arrow Sportscars. It is registered as a Westfield as Arrow are unknown to the old RTA.

It was built by myself between May 2007 and December 2009
(Due to health reasons it took so long)

The car was engineered all the way.

It was completed in 2009 but took the next two years get registered. It was fully registered in November 2011.
The engine is a Toyota 4aGE 1.6 litre 20 valve cylinder head (Yamaha manufactured)

It has a Toyota T50 5speed gearbox, and a Ford Escort Diff centre in and aluminium housing. It has adjustable independent suspension all round, and is fitted with Nissan GTR brakes on all corners.

The car is fitted with custom made fibreglass seats and retractable seatbelts,

The engine output is around 120 kw and the car weighs only 520 kgs.

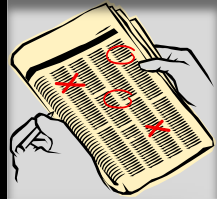
The car can be inspected at Kellyville most days by appointment.

Contact Ross on 0466 345 049.



CLASSIFIEDS:

1987 FERRARI 328 GTS



It was sold new in Melbourne early '87 and a couple of years later came to NSW.

I am the fourth owner.

When I purchased the car from a deceased estate in November 2006 the cars odometer read 59,000 + kms. It now shows 82,108kms.

It has had new timing belts twice since I have owned it and both sets were replaced by myself. The last set at 75,000 kms.

The body is near perfect and the rest of the car is in excellent condition.

The drivers seat is showing some age patina.

The car is currently insured for \$100,000, and I am seeking \$90,000.

It can be viewed at my home in Kellyville, at any time by appointment.

Contact phone Ross on 0466 345 049



PARTING SHOT



Probably my all time favourite motorsport photo

Hans Stuck in 1974 at the 'Ring - sort of on the Flugplatz.....

