



**top**



**gear**

THE OFFICIAL MAGAZINE OF THE  
THOROUGHbred SPORTS CAR CLUB INC



# 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 2<sup>nd</sup> 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](mailto: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](http://www.thoroughbredssportscarclub.asn.au)  
Contributions to the Webmaster:  
[webmaster@thoroughbredssportscarclub.asn.au](mailto: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](mailto: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



On not owning a Citroën.

My Grandmother, who was from Walsal in Birmingham, lived in a house in Mount Ave, Punchbowl, which my Grandfather built in 1928. We visited her religiously every Sunday (sic), so the route from Epping became familiar to me, familiar enough that I remember in the mid 60s St George Dragons were near invincible as each year, as on a block wall in Joseph St Lidcombe, someone would paint "Dragons to win in 6x". I seem to remember 1963 – 66 listed.

When I wasn't throwing chook food at Lottie's chooks, after lunch I would go for a walk. Around the corner was a Datsun dealer and across Canterbury Road was Continental Cars. On the forecourt and down the side Street they had what seemed to me to be a motley collection of down at the heel Citroëns, Light 15s on the side Street and DSs on the forecourt. They didn't seem to move very often, as most seemed to have partly flat tyres. Needless to say, I was fascinated with these weird cars. The Light 15s had the gearlever emerging from the dashboard, our Valiant didn't have that. The DSs were weird looking and had plastic dashboards with a one spoke steering wheel and they all sat on the ground. Because we were always there on a Sunday, I couldn't ask anyone about these cars, probably a good thing from their perspective.

My vehicle owning tendencies have been labelled eclectic by some and worse by others. My first "proper" old car was a Mark IX Jaguar, which I bought in 1983 and my everyday car was an EJ Holden. Since then, among others, I've owned a 403 Peugeot, three more Jaguars, lots of Alfas, a number of Holdens, five BMWs, a couple of Buicks, the odd Fiat or two, a '48 Cadillac, '47 Chrysler and even a Vanguard Spacemaster, but never a Citroën.

Why is this? Is it because they are too complicated? It can't be that because I've owned a V12 Jaguar Saloon – well actually, a Series 1 Daimler Vanden Plas Double Six – which, to misquote Monty Python, was a lovely little drinker but a bugger to be fixed.

This car followed the Mark IX and was, to be frank, a financial disaster, not assisted by the fact that I had little spare money 30 years ago, no change there at least. So complication can't be the reason.

Is it weirdness or low resale? In respect of the latter I have actively contributed to financial health of the motor vehicle spare parts and repair industry over a long period. I have also been philanthropic enough to ensure that almost every car I have ever owned is 1. In better condition than when I bought it and 2. Sold at a discount to its purchase price + repairs. So, it can't be concerns over this.

Weirdness. There is a very fine line between weird and ugly and I have tried to stay on the weird side. In my category of weird I would include, most Microcars from the fifties, 1950s Panhards, Triumph Mayflower (?), AML 8 Citroën and Mehari, two stroke Saabs and DKWs, some early Japanese cars such as the Toyo Toyopet and S800 and the 1<sup>st</sup> Series Lancia Flavia sedan. On the ugly side I would include the mid 90s Ford Taurus and SSangyong Stavic, which is one of the few cars I can think of that has no redeeming features at all.

No doubt your list is different, however, you get the picture. Based on the above, I don't think I've really ever owned a genuinely weird car in the sense that most of us would understand. I have, however, owned three Honda Coupe 9s, simultaneously. They may qualify, looking like a shrunken love child of a 1966 Pontiac GTO, front wheel drive with a 1300cc OHC inline four cylinder, air cooled, dry sumped engine with four carbys. I used to think Alfa Giulia sedans looked weird, however, after 20 odd years of ownership, the rest of the world now seems to like them too.

I've come close to owning a DS a few times, the first one I drove nearly send me through the windscreen when I applied the large black button on the floor with normal force. That experience put me off for quite a while. I later rode in a late DS which I found to be wonderful, the only disappointment was the somewhat agricultural engine.

Can you imagine what it must have been like to be at the Paris Motor Show in 1955 when the DS was released? Can you think of another 59 year old car design that looks as contemporary as this? I can't. Then came the CX in 1974.

I thought that the CX, whilst not the ground breaking design of the Deesse, was even more beautiful. Unfortunately quality issues marred these until near the end of production. After the disappointment of the XM that followed in 1989, in 2005 with a fabulous return to form, Citroën introduced the C6. Only 102 or so were sold in Australia, the last few had a 3 litre diesel upgrade from the earlier 2.7.

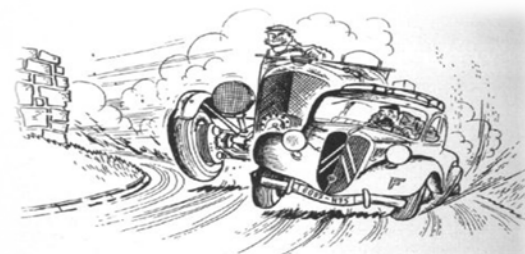
So around 50 years after I was stunned by my first contact with Citroëns, I still haven't owned one, however there is still time....

Thank you to all this months magazine contributors and particularly to Stephen Knox for the story about Percy, we hope to see him soon.

We have sheds full of interesting cars in this Club, so how about some more articles about them?

This is great weather for driving old cars so get them out and enjoy them!

Hope you picked the deliberate error in the May TG, Ferraris, of course, hail from Maranello.....



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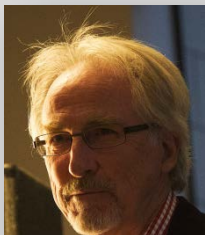
ALL THE REGULAR STUFF:

Please click on the pic

ABOUT  
OUR CLUB



OFFICE OF THE  
PRESIDENT



CUL DE SAC



DATES FOR YOUR DIARY



PARTING  
SHOT



## COMING EVENTS

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## ARTICLES

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### **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 20<sup>th</sup>  
September



[On Safari with the Walkers](#)

Share your pictures and travels with other members  
through the club's [Facebook](#) and [SmugMug](#) pages



# OFFICE OF THE PRESIDENT

BARRY FARR



Year to date there's been 32 events and activities for members to attend. Despite this wide range and significant number, it's gratifying to see the level of participation among members, 28 on the lunch run to Monkey Creek, 21 at the Ladies Sunday lunch at Sous le Soleil, 42 on the lunch run to O'Connell, 32 of whom continued on to Miltthorpe for the overnighter, 42 at the mid-year restaurant night at Cavallinos, 34 on the Forster Fun Day weekend and 45 on the 'Fireworks' lunch run to Wallerawang. These are great numbers and reflect not only the quality of organisation and the interesting nature of the events but also the camaraderie among those attending. Once again, thanks go to those who volunteer to organise these events and to those who volunteer to do the write-ups and take the photos for Top Gear. A special thanks to life member Jim Peters who invited our club to attend the Forster Fun Day and for all his meticulous organisation of the intriguing Saturday lunch venue, our very comfortable accommodation, the entertaining Saturday evening dinner and the special placement of our vehicles at the Sunday event. It was a fun weekend which you can read about in this edition of Top Gear.

The membership renewal process has proceeded very well with 80 members having renewed to date. Managing the membership of such a popular club to its (100) member maximum is a challenge I am sure many other clubs would love to have. In our case, two members were not offered renewal because of their continued breach of the conditional registration requirements whilst six members decided not to renew for varying valid reasons. Consequently, we farewell John Burns, David Francis, Nick Jacques, Terry Jones, John Lewis and Ross Marshall and thank them and their partners for their contribution to club activities during their membership. We now extend a very warm welcome to Michael Branson, Andrew Bristow, Barry Clarke, Joseph di Francesco, Robert Losurdo, Alan Ng, Colin Piper and Ronald Powell and their respective partners.

We look forward to seeing all of you at the various upcoming events and club meetings and trust you enjoy your membership.

Similar to many other members, I have always subscribed to various motoring magazines, my favourites over the years being the now defunct Sports Car World as well as Motorsport and Classic and Sports Car. Throughout the 70s, 80s and 90s it was no surprise to read of various 'barn finds' and at one stage I studied my family tree which contains British, Irish and Welsh heritage to see if by chance I had any distant relatives who had barns worth exploring. Sadly, no such luck! With the classic car market having taken off in great leaps and bounds since the turn of this century genuine barn finds are more the exception than the rule. However, only this week in reading the latest issue of the UK magazine 'Giuliettaletta', there was a story of a genuine barn find with a few twists and even an Australian connection, which I thought you might enjoy.

In August last year James Wheeler, the principal of the classic Alfa Romeo specialist Black and White Garage in Newbury England, took a call from a relative of a deceased gentleman from York. The relative indicated family members had found two Alfa Romeo cars in the dilapidated garage of the deceased who had not lived in the house since 2005. However, it appears the two Giulietta Sprint Normales had been in the recluse's garage for decades before 2005 as trees and shrubs had to be cut down to access the garden and garage. Wheeler purchased both and immediately on sold the 1960 model but kept the 1956 model which appears to have had an interesting history. Manufactured in July 1956, it was sold the following month to ACE, the Alfa Romeo importer for Beirut and when found in the Yorkshire garage it still had its original Lebanese licence plates attached some 57 years later! Through Classic and Sports Car, Wheeler appealed for help to fill in the gaps.

A fellow Giulietta Register member responded that he had a University colleague back in the late 50s whose father was the President of Lebanon at that time. This University colleague who actually drove a Giulietta Sprint married an Australian model who was subsequently featured in the June 1958 Australian Womens' Weekly for amongst other things, driving around Beirut in a pale green Alfa Romeo, the colour of this barn find.

It remains a mystery though as to when the gentleman from York acquired the car and for just how many decades it sat in his garage as it was obviously never registered for UK road use. Yes, there are still genuine barn finds out there but becoming rarer by the day.

Our guest speaker at last month's members' meeting was motoring journalist and author of childrens' books, Tony Davis who enlightened us as to how his father Pedr Davis, entered motor journalism and how he was able to pioneer the syndication of his writings to a network of journals throughout Australia and overseas. Tony made many jealous of his testing a multitude of high performance vehicles and amused us with his views on the 'lemons' as well. Next month Roger Morgan and Leo Geoghegan will talk Lotus, so be there.





# 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.

Event flyers are emailed to the membership as soon as they become available



17<sup>th</sup> August

Shannon's Display Day

**24<sup>th</sup> August**

**All British Day at the Kings School organised by Terry Daly**

13<sup>th</sup>/14<sup>th</sup> September

MG Spring Rally

19<sup>th</sup> October

Sydney Gold Cup. Picnic at the Polo

31<sup>st</sup> Oct to 9<sup>th</sup> Nov

THE BIG TRIP organised by Jeremy & Julie Braithwaite with lots of help from Peter & Jelly van Dyk

15<sup>th</sup> November

Penrith Pas de Deux.  
CRC event organised by Garry & Wendy Maher

16<sup>th</sup> Nov

POO Day organised by Terry Daly

6<sup>th</sup> Dec

Xmas Presentation Dinner

**PLEASE NOTE THE CHANGE OF DATES  
FOR THE ALL BRITISH DAY**

## 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:

- 13<sup>th</sup> August
- 10<sup>th</sup> September
- 8<sup>th</sup> October
- 12<sup>th</sup> November

## WEDNESDAY RUNS

Wednesday Runs are held on the 3<sup>rd</sup> Wednesday of each month. Dates for the next few months are:

- 20<sup>th</sup> August organised by Gary and Wendy Maher
- 17<sup>th</sup> September organised by Laurie & Fran Bromley
- 15<sup>th</sup> October organised by Grant Liddell
- 19<sup>th</sup> November organised by Lionel Walker

## CAN YOU ORGANISE AN EVENT?

If you would like to organise a Wednesday Run get in early for 2015 as all the 2014 events are taken. If you have another event you would like to organise please call the Social Director Jeremy Braithwaite on 0416 222 112.



# EVENT FLYERS



## 2014 MG CLASSIC SAT 13 & SUN 14 SEPTEMBER

Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Mooney Mooney on Saturday, overnight in Muswellbrook and finish in the area of Cessnock on Sunday early afternoon. Enjoy approximately 700 kms of great classic car roads for an untimed Touring Assembly with 3 levels of participation:-

- Tour – a fun run that is route charted to enable entrants to successfully complete the Event. No CAMS Licence required.
- Masters & Apprentice categories to please the experienced crews.

For an entry fee of \$439 per crew of 2 (additional crew \$175) you get:-

Rally pack and maps – breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the horse breeders and coalminders alter the landscape.

Entries open on 23<sup>rd</sup> June 2014 and are limited to 50 starters. Entry forms along with Supplementary Regulations will be available soon

You may register your interest and have details forwarded to you by contacting  
Jim Richardson  
5 George Muir Close  
Baukhams Hills 2153  
02 96390638  
0418 644 284  
jimandbev@bigpond.com

Xanthea Boardman  
PO Box 1556  
Rozelle 2039  
xanth@primus.com.au

If you only get to run one rally per year this one is for you!



## TSCC LUNCH RUN - 20<sup>TH</sup> AUGUST 2014.

**MEET:** McDonalds, Corner of Pacific Highway and Lady St, Mt Colah  
**TIME:** 9.15 am to leave **PROMPTLY AT 10.00AM** (Instructions issued on the day)

**RUN:** Approx. 1 hour drive along the Old Pacific Highway, the M1, then scenic back roads to the Ken Duncan Gallery at Erina – Ken Duncan is a world renowned Australian Landscape Photographer.

Here you will have a guided tour of the Gallery plus a 20 minute spectacular audio-visual presentation. This will be followed by lunch in the adjoining Sanctuary Café at 12.30pm

**COST:** \$30.00 per person for Gallery Tour, Presentation, Complimentary Post Card & Gourmet Lunch. There will also be a lucky door prize.

**LUNCH:** For lunch there will be a choice of:

- Crisp corn fritters with king prawns
- Steak Sandwich
- Smoked Salmon on potato rosti
- Spring lamb pull pie
- All served with gourmet trimmings plus tea & coffee.
- NOTE: Desserts, and other beverages (including alcoholic) can be purchased at your own cost.

**BOOKINGS: MUST BE MADE IN ADVANCE, WITH PAYMENT, TO WENDY & GARY**

wendyandgary@bigpond.com or (02) 4571 1229

**BOOKINGS MUST CLOSE ON WEDNESDAY 13<sup>TH</sup> AUGUST.**

**PAYMENT:** Cash, or cheque to Wendy or Gary: a Total of \$30.00 per person (gallery & lunch)

Cheques to be made payable to TSCC.

Alternatively, pay via the club account as follows:

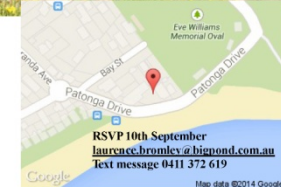
**Account Name:** Thoroughbred Sports Car Club **BSB:** 032-282 **Account Number:** 135873  
**In "Description Field":** AUGUST LUNCH + YOUR NAME.



## Wednesday Lunch Run

17th September 2014  
Lunch from 12.30

**Destination:** Patonga Beach Hotel 6-8 Patonga Drive, Patonga  
**Meeting point:** Macdonalds Dural Corner Old Northern Rd and New Line Road Dural 9am for 9.30 departure.  
We will travel via Wisemans Ferry, avoiding the expressway.  
After lunch we suggest a walk around the village or sit on the jetty. This is a forgotten corner of the world, which is just now being discovered!  
Organisers Fran and Laurie Bromley  
Phone 0411372619



**RSVP 10th September**  
laurence.bromley@bigpond.com.au  
Text message 0411 372 619

Map data ©2014 Google



## ALL BRITISH DAY SUNDAY 24<sup>TH</sup> AUGUST 2014

Arrival from 0730am  
(the earlier the better)

Cost \$5/car  
BRITISH car only  
Limited to 15 tickets only!  
First In Best Dressed

Kings School,  
Pennant Hills Rd,  
Parramatta.

On Field B this year  
so a lot closer than 2013  
Call Terry Daly 0418 675 253  
to reserve your spot

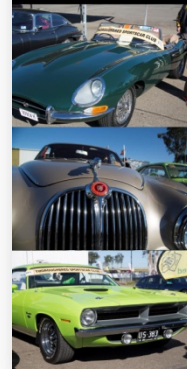


## SHANNON'S DISPLAY DAY SUNDAY 17<sup>TH</sup> AUGUST



The CMC Annual Display Day is on again and we have secured 25 tickets for our members. The entry fee of \$15 per car has been subsidised by the club.  
You pay just \$7.50 to  
Thoroughbred Sports Car Club A/C  
BSB: 032-282  
Acct No: 13-5873

Please also RSVP to Adrian Walker with your postal address (for the tickets) and details of which car you will be bringing  
02 9687 4299  
or  
0417 224 011  
walkeradrian@optusnet.com.au





# LADIES LUNCH MALCOLM IRELAND

## TSCC LADIES LUNCH SUNDAY MAY 25TH.

The following members gathered at High Noon at Sous Le Soleil restaurant in Roseville Park to attend the Club's first ( I think) Ladies Lunch.

Barry Farr and Dott Forrester  
Bruce Griffiths and Barbara Midgely  
Vern and Wendy Kelly  
Carole-Anne and Barry Lunn  
Keith and Carol Reynolds  
Jelly Van Dyke  
Wendy Maher  
Robyn Wards  
Pat Korte  
Malcolm and Toni Ireland  
Maree Dawes  
Val and John Dixon  
Vicki Bell and Greg Ball.

With Vern's assistance Vicki had picked the perfect day for lunch. Terry probably had him under contract for the wedding as well. The restaurant is situated in Roseville Park and is semi open so good weather is certainly a plus. The proceedings got underway with pre lunch drinks and antipasto. Very civilized.

It would seem that the promise of no car displays, car museums, shed tours or open bonnets was a bit much for some of the guys, as we had a few unaccompanied ladies. This could have helped the retail therapy.

Vicki had promised good food, good wine and great conversation in the best of company.

These objective were all exceeded. This was Vicki's first ever event for a car club, dubbed in by Les, and she is to be congratulated on the results and will be hard pressed to maintain the standard.

Malcolm





# EVENT REPORT BY JOHN DIXON: FORSTER FUN DAY WEEKEND



Forster Fun Day Weekend

## Saturday 5 July 2014

We met at "Maccas" Mt. Colah, our usual rendezvous for our northern runs. Leaving there for a run up the M1/F3 to the Salty Dog café at Coolongolook, how do you say that again. A pleasant drive on another sunny winters day. We arrived at the said Salty Dog for lunch around 12 noon our 18 cars plus members of the Great Lakes car club who had come down to meet us and 25 dirt bikers – a busy noisy lunch.

After lunch we went straight to Mobys Resort. As usual we were scattered throughout the resort and ended up having many small happy hours instead of our usual gathering of the Clan. Dinner was at Buddha by the Beach and was arranged by Jim Peters, including members of the CLCC and the Mayor of the Great Lakes Council [call me Jan].

## Sunday 6 July 2014

An early rise and off to the Fun Day all cars having to be in position by 8.30am. As you can imagine entry to the allocated sites was chaotic and one partner was nudged by her husband as she guided him to her parking spot much to the amusement of fellow TSCC members. A certain E type owner was less than co-operative when asked to move his car closer to his colleagues as he had felt the need for more space so the crowd could get a better view of his prized possession.

The Mayor, Jan, also attended the Fun Day entering her Ford Thunderbird Landau complete with skeleton in the "Chicago Boot".

Around 7 Car Clubs attended the Fun Day including from Port Macquarie and the Hunter Valley Jaguar clubs. About 6,000 people attended the event, some to see the cars with the Les Johnson's GT 40 attracting a lot of attention. Most of the day was spent wandering around the show looking at other displays and for the ladies the market stalls with many a Yaks Wool Rugs purchased thanks to the selling skills of Robyn Daly.

"Entertainment" was provided by the local band and a dog show, all held in the "main arena" and wonderfully drowned out by the power boats roaring around on the lake.

Later in the afternoon Awards were presented and TSCC club members took 50% of the prizes ie. 2 out of 4. Barry Farr won the Outstanding Visitors Car for his 1958 Alfa Romeo Giulietta.

Gary Meagher won the Peoples Choice award for "the Saints" car and as Gary would remind us .....it is a Volvo!



# EVENT REPORT BY JOHN DIXON: FORSTER FUN DAY WEEKEND





# EVENT REPORT BY JEREMY BRAITHWAITE

## O'CONNELL RUN



Jack & Jenny Jones organised a superb run to the pub at O'Connell with an optional overnight stay at that delightful village Millthorpe.

The Hawkesbury locals enjoyed a lie-in and met the Maccas mob at Lochiel House on Bells Line of Road and we had a good run across the Blue Mountains through Lithgow and Tarana, before stopping at the c1840 Mutton Falls B&B. We were given a conducted tour of the quite original house.

Time also to admire Vic Andrews recent restoration of his Volvo 122. We really do have some very nice Volvo's in this club and the marque is enjoying a great resurgence and change of image very much due to the efforts of a young Kiwi lad, Scott McLaughlin, who was born long after Vic's machine!



It was then a short run to the O'Connell Pub where we were greeted by a roaring log fire and their friendly staff.

We all (just) managed to fit into the dining room and the service was pretty quick considering our numbers.



The following members attended the run:

Jack & Jennifer Jones  
Bruce Griffiths & Barbara  
Les & Rosalee Johnson  
Terry & Robyn Daly  
Dominic Truelove & Pauline Sercombe  
Vern & Wendy Kelly  
Barry & Judith Thew  
Graham & Carole Edds  
John & Val Dickson  
Marie-Louise Howard  
Peter & Jelly Van Dyk  
Gary & Wendy Maher  
Keith & Carolyn Reynolds  
Chris & Deb Hallam  
Vic Andrews  
Colin Watts & Colin Piper  
Maree Dawes  
Geoff Scott & Liz Kornhaber  
Barry Farr & Dott Forester  
Peter & Robyn Wards  
Paul & Joanne Byrne  
Ian Norman  
Jeremy & Julie Braithwaite  
John & Margaret Moody



More pics [here](#)





# EVENT REPORT BY JEREMY BRAITHWAITE

## O'CONNELL RUN



Julie had heard of a very good clothes shop in Bathurst so we headed off after lunch and headed there, followed by the obligatory couple of laps of the circuit (memories ... ) and the short run out to Millthorpe.

The Reynolds and Jones also headed to Bathurst the following day and there were a few stories circulating to the effect that Imelda Marcos had at last met her match in the shoe department ...



We had the usual TSCC get together in Jack & Jenny's room and then braved the cold for the walk up the hill to Gerry's Irish Pub. We already knew that Gerry used to be a neighbour of the Hallam's in Kurrajong (the house is for sale) but is also a close friend of the Byrne's.

Another great log fire and a very convivial atmosphere made for a great night.

Jack had negotiated a very competitive and outstanding value \$20 dinner. Terry & Robyn asked Gerry what was the best thing on the menu. "The steak ... but it's not on tonight".

Oh well, the Irish always did have a way with words!

A great couple of days. Many thanks to Jack & Jenny for organising it.



*Wonderful to see M-L back on her feet again*





# WEDNESDAY WALLERAWANG RUN



## Wednesday 16<sup>th</sup> July run to Wallerawang

After 3 weeks of perfect weather, the July 16<sup>th</sup> rain clouds arrived bringing a very cold raining start for our drive to Wallerawang and that was so evident when you looked in the car park at McDonald's Windsor. VW EOSs replaced Stags. Holden Colorados replaced E-Type Jaguars etc, however, one of our new members, Mike and Jane Branson, turned up in their white E-type heavily clothed for the run to the mountains. And despite the rain the run over Bells Line of Roads was very easy with very little traffic.

The instructions stated "As just about everyone has travelled the Bells Line of Roads before" it was taken for granted that detailed instructions weren't necessary. At Maccas Windsor, Rob Harrison (who had travelled from Palm Beach for the start) asked if he could follow someone as he had never been along road or to Lithgow before! A problem easily solved.

The group (less Vic Andrews) all arrived at Howard and Sons Fireworks at around 1100am. Vic had somehow got lost of the way up!!



Christian Howard (Son of member ML) then gave a very interesting presentation on how fireworks were made, what causes the different colours, patterns, noises and how the rockets are launched up to 450 metres into the air. He talked about how computers now control both the music and firing patterns at their many displays. (I thought I heard that Howard and Sons did over 750 displays last year!).

The group then went to another shed where he showed us how Howards makes the detonators for railway lines, which they export to many countries around the world. Our final shed contained hundreds of pallets of tubes needed for the rocket launches (all sizes pointing at all angles). One point of interest was that Howard and Sons no longer make fireworks in Australia. You guessed it, they are all made in China and in one Chinese city alone there are 800 factories making fireworks! I bet this city doesn't bother with a fireworks display on New Year's Eve.



The group then headed off to the Black and Gold Cabins for a Buffet lunch and what a great lunch it was. TSCC were locked into paying for 47 people but a few last minute withdrawals meant more for everyone and the choice of deserts were much more than expected. Believe me, no one went home hungry and I heard one lady say to husband that he wouldn't need or be getting diner that night!!

Most headed off home around 1530 for another drive along the Bells Line of Road, thus finishing a great day in very cold Wallerawang.

Note: Wallerawang got snow that night.



EVENT REPORT BY JEREMY BRAITHWAITE:

# FIREWORKS AT EASTERN CREEK



Thursday 10<sup>th</sup> July dawned calmer than the previous Tuesday which had been scheduled for a test firing of fireworks at Eastern Creek by Howard Fireworks.

The wind prevented the Tuesday event as it would carry the fireworks outside the designated area in the car park for the drag strip.

This couldn't have worked out better for Julie and I as we were in Broome on Tuesday morning. The high winds did allow us to hit 1,366kph (ground speed) on the way home ... but that's another story.

So it was only Terry Daly, Julie and I that fronted on the Thursday for our own private firework display.

If you had been expecting some Guy Fawkesian character running around lighting fuses with a slow match, nothing could be further from the truth.

All the firing is done from a laptop computer and we could hear three beeps as the countdown before the firework heading skywards. Of great help to the photographer!

The Howards do this four or five times a year. If we are invited back I'd strongly recommend the evening for anyone who likes fireworks ... and who doesn't?





EVENT REPORT BY JEREMY BRAITHWAITE:

# FIREWORKS AT EASTERN CREEK



# IN THE SHED

## COMPILED BY JOHN SLATER



### The Percy Riley

There is no rational reason to build your own car. Many have tried but very few have succeeded. Almost invariably the result, if there ever is one, is inferior to a factory-built car and costs several times more.

I don't know why I embarked on such a project, except that I wanted to see just how much I could do myself. I was well aware that my skills were limited and I found a willing and very experienced and skilful collaborator in Percy Hunter. Percy races an MG special and has built many sports and racing cars over the decades. Enthusiasts who remember Sports Car World magazine may recall ads for a tuning supplier called Hunter and Delbridge who made things like disc brake conversions and extractors for EH Holdens amongst a plethora of other products. Percy agreed to take my project on. Little did he know that the finished project would still be waiting its debut many years later.

It began when I bought a kit of parts from the 'Revving Reverend' – Rev Brian Johnson – who was well-known in historic racing and who built some very effective specials. The job lot comprised a 1939 Riley chassis, a Ford flathead V8, an Austin gearbox and the radiator and grille from a Riley V8, one of three said to have been imported in the late pre-war period.

Percy said he walked around the chassis for a few days before describing it as unsatisfactory for our purposes. I sold that to the late John Schroder who, with his brother, began to build a Riley racer. The engine seemed inappropriate for an English-style sports car and the problem of mating it with the Austin gearbox seemed unnecessary when a 2½ litre Riley had a good looking and powerful engine with its own gearbox was easier and more in keeping with my plans, so I sold the Ford engine and the Austin gearbox. The Riley radiator was the old honeycomb type, very heavy and almost certainly in need of expensive repair, so I gave that to the then-president of that club who had one of the rare models

All I had left was the Riley grille and that, after extensive and expert repair by Rod Hoffman, is on the car today. The plan was to build a car in the likeness of a 1930s British sports car. There have been some awful examples of home styling so I decided that I would base my design on that of someone far more competent than I. The model I used for dimensions and proportion was the 1932 Aston Martin Mark 11 and a blown-up photocopy of a side view was taped to the door of the beer fridge. The vital statistics are shared with the Aston – wheelbase 8'7" and track 4'4" and 18" wheels.

Percy built a bespoke chassis using the rails from a 1928 Chev, shortened and turned upside down at the rear. I found a pre-war 1½ litre Jaguar front axle with lovely 11" drum brakes for the front. I also found a bitza rear axle made up of Jaguar half-shafts and brakes and a Continental diff. That was deemed unsatisfactory and sold to David Shannon for use on his superb Riley racing special. Percy found a complete BMC rear axle for which parts are much more easily sourced and he fitted that. Four wheels came from Frank Mitchell, a now-departed member of the Riley Club and the fifth one was made by Garry Phillips at Morisset.



John Cummins knew about a 2½ litre Riley chassis, engine, gearbox and rear end on a pig farm at Dural and with the aid of a 4WD we extricated it. The engine and gearbox went to Percy and the rest to the excellent spares scheme run by the Riley Club.



Percy rebuilt the engine with very minor modifications. We reasoned that the car would probably weigh no more than 15cwt and with an engine that puts out 100bhp in standard form there would be more than enough power to scare the life out of me, particularly considering the tiny contact patch that skinny 18" wheels will have with the road. With two 1¼" SUs plus extractors that are still to be fitted, there should be about 115bhp. That's better than 150bhp/ton and that will be, to use Sir Henry Royce's discription, 'adequate'. His work on the gearbox so far has been to open it up and confirm that there are gears in the casing and we'll see if any further attention is needed later. He extended the remote control so that the lever is within easy reach of the driver.

Apart from the overall design, my main contribution would be the body. I am no metalworker but I can make stuff from timber, so making the frame would be within my grasp. Cladding it was the problem.





# IN THE SHED

## COMPILED BY JOHN SLATER



I toyed with the idea of making the basic shape in plywood and covering that with vinyl but that did not appeal for two reasons – ‘fabric’ bodies were more 1920s than 1930s and somehow, covering the work seemed to be cheating. I decided to clad the frame with plywood but only if I could achieve some degree of compound curvature. I used 1.5mm hoop pine ply and by gluing it progressively to the frame and stretching it as I went, the result is good and by using modern adhesives, the body is very strong, yet light. When I started to design the car I had ambitions to race it as I was running an Elfin Mallala at the time and was heavily involved in the HSRCA. I abandoned those ideals at some stage and, although I might have a run in regularity, my racing days are behind me. That freed up any restrictions on the materials I could use as I would not have been issued with a log book if it used post-war products like fibreglass.

Percy made it clear that I was not to use ‘hardware store brackets’ on the car, a philosophy with which I agreed wholeheartedly. One of the joys of building the car has been to learn new skills and one the most satisfying has been pattern-making. I made patterns for firewall brackets, headlight plinths, a spare wheel clamp and a dummy crank handle housing which were cast in alloy and polished. I also made a female mould from which we pulled the fibreglass fuel tank and a male buck that lead to a female mould and four mudguards, also in ‘glass. I am forever grateful to Ian ‘Sam’ Johnson for his guidance and assistance. In Aston fashion, the front ‘guards are attached to the brake backing plates and move with the wheel while the rear are fixed to the body.

Bruce Mansell helped me to roll the front apron in aluminium and Percy, using high-tech equipment including lengths of 8” and progressively smaller diameter plastic pipes, bent the bonnet tops.

He taught me to rivet the side panels and I think the orderly lines of closely spaced rivet heads look good. I made the seats by bending and gluing layers of cross banded plywood and they are due to go to the trimmer

anytime now. I have made the door cards and plan on covering those myself.

I made the dashboard from a piece of Tasmanian Blackwood that came from renovations of the National Mutual building in George Street. The instruments are Jaguar Mark 11, checked and repaired by Bill Richie. The two timber bases under the bonnet sides are English Oak. They were table extensions found in the garage of my daughter’s house at Maroubra Beach, so there are stories that endear the car to me.

Another example of my pattern making attempts was to make a nameplate which serves as an inspection cover to access the back of the dashboard. It carries the name of the car which is ‘Percy Riley’.

I chose that name for three reasons – Percy Hunter has

been vital to the car’s existence and I wanted to acknowledge that; Percy Riley was the man who started the Riley car company; and I could easily make a double diamond badge because the word ‘Percy’ is remarkably like the word ‘Riley’ for which I had plenty of examples to copy.

The accompanying photos were taken recently, prior to dismantling for paint. That has been a vexed question for me as this is another aspect of the build that I would like to have a go at. Automotive paint experts have strongly suggested following conventional methods but I have been talking to boat painters who are far more expert in painting timber. They know a lot about fibreglass too, so I am hopeful that their advice will be appropriate for my purposes.

The colour I have chosen is the same British Racing Green that Norm Johnson used on his XKSS replica. I have already painted the wheels using two-pack paint in aerosol cans. They look great.

Building the Percy Riley has taken more years that I care to calculate. Finishing it will be bitter-sweet as I have enjoyed solving problems and learning new skills, but I must get on with it or I will be too old to drive it. Publishing this story with photos should mean that I will be too embarrassed to tell club members that it has still not been completed!

Stephen Knox



# IN THE SHED

## REPORT BY JOHN SLATER



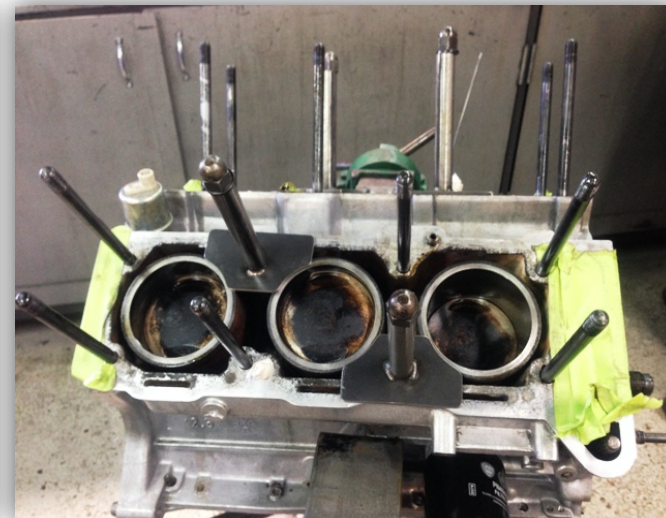
The '82 GTV6 rescue continues, with the engine cleaned up and checked. The bores and bottom end are good, the cams and heads have been rebuilt. The injectors have been serviced, all the seals have been replaced and I am waiting for new injector hoses and seals and vacuum lines.

The factory vacuum lines are all molded and covered with braided cloth, which to date have proved impossible to find. The engine bay and underside have the car have been cleaned and the engine will go back in shortly. The transaxle has an oil leak which will have to look at although, touchwood, the gearbox felt fine. Here are before and after pictures of the block.

The Restoration of my Alfa 1965 Giulia Spider Veloce continues slowly. All of the chrome has now been replated, the engine was completed some time ago and the gearbox is now being rebuilt. I wasn't going to open it at all, however, the gearbox has to removed in unit with the engine so I thought it prudent to do this now and save a big job later. Good thing too as although it changed well with without graunching into second, the internals were fairly worn. We have used the internals from a good gearbox and I have ordered new synchros and hubs. Warning, good quality parts are not cheap, there's over \$1,000 just in these parts after conversion to \$A and freight.

I have colour changed the car from resale red back to its original black as I didn't think the world needed another red Alfa Spider. This has necessitated a change in the upholstery from its current black back to original red. The trim is nearly complete, fortunately we have been able to reuse the hood as it is of good quality in Stayfast fabric and in excellent condition. One of the very few wins I've had with this car.

Once this is finished we can install the engine and gearbox and then complete the wiring. All of the suspension is in. My objective is to have it completed by POO day, we'll see. Major thanks to new member Joe di Francesco for his help in getting this back on track.





# PARTING SHOT

