



**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

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## 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.





Welcome to the March edition of TG.

It now feels like 2014 has properly begun with the Bathurst 12 Hour in January, the Phillip Island round of the World Superbike Championship in February and most recently the Clipsal 500 in Adelaide and the first F1 round.

I was pondering the issue of complexity and red tape in our daily lives as I watched the fiasco that is the new V8 Supercars Safety Car restart rule in operation at the Clipsal. Lets see, line astern, no weaving, 60 kph irrespective of what the car in front does until the lead car comes to the Acceleration Zone and....utter chaos.

So now, in addition to being able to be able to drive seriously fast, a driver needs to be able to drive seriously slowly to make sure he doesn't breach the rules. As for the infringement by Red Bull when the Controller touched Whincup's car.....I imagine these rules are what would happen if a Senate Sub Committee were briefed to write a set of rules for a motor race. As for F1 .....sorry, where was I?

When enthusiasts get together, much as though we all pretend the value of our cars is secondary, we either think or talk about values a great deal. Increasingly, the mainstream "classic" car magazines are devoting more space to covering this.

We have seen some astonishing prices being paid for cars recently which has caused me to ponder whether this is a bubble or a structural shift. Here are a few of my thoughts.

Cars are no longer as all consuming to youth as they once were because:

- They no longer represent the sole means of mobility, escape and social interaction – the internet now provides this and
- They are no longer needed for, er, getting to know one another better.

- Roads are too crowded and too heavily policed for motoring to be much fun
- Modern cars do everything better and last longer than old cars

So as the need has changed, so has fashion. Modern cars are so competent, well equipped and reliable that to be worthy of special attention old cars now have to transition from transport and need to a mix of transport and art and mostly the latter.

My thesis is that the cars that have managed this are no longer being valued as transport, they are being valued as art or artefacts. Cars that have made this transition need to have one or more of the following characteristics, the more boxes they tick the more desirable.

As every manufactured good made is now commoditised, exclusivity is increasingly valued. This transcends age and utility. Why would anyone buy an expensive watch when we all have a phone? Because a watch is now purely jewellery and has been for some time – more on this later.

To work out if your car, or one you are considering purchasing, may have some long term investment value that will outlast changing demographics, score each category out of 10 and then add up the result. These are in no particular order.

- Recognition and Pedigree – famous marque, racing heritage helps most
- Performance in its contemporary environment, the better this is the more value is attached
- Rarity – fewer cars chased by more buyers
- Cost - Expensive when new, normally means expensive now

- Styling - whilst beauty is indeed in the eye of the beholder, there is a general acceptance of cars that are beautiful
- Innovation in some significant area
- Special history

You can place any car in this matrix and guess it's desirability. Old Ferraris meet pretty much all of these bar innovation, as does a D Type Jaguar. My XK120 misses on rarity but ticks most of the others maybe a 7 – 7.5, alloy cars are much rarer and so they score an 8.

My Fiat 2300S was expensive and rare but has the wrong badge, no racing pedigree and is not a styling tour de force, so maybe a 5.5. A Porsche Speedster fits all bar innovation but scores well enough, particularly rarity and recognition, in all of the others to be highly sought after, so an 8. And so on.

This is not intended to be definitive, just a little fun.

Elsewhere in this issue are reports on the recent Wednesday Run organised by Jeremy and Julie Braithwaite and a report on the Classic Rally Club 20<sup>th</sup> Anniversary. I was sorry to miss this event having participated in my first, what was then, Repco Mountain Rally in 1993 in my Alfa Giulia 1300Ti, which I still have.

The Clubs first official Coffee and Cars were held in appalling weather on 16<sup>th</sup> February and good weather on 16<sup>th</sup> March in conjunction with the Porsche Club at Reflections Cafe at Rookwood. In addition to the regulars, Jeremy and Julie, Gary and Wendy Maher, and Jim Catts attended the first one and Tammy Demopoulos bought Theo along to both.

Tammy is seeking a cure for HSV and Invicta watch collecting and thinks a Labrador puppy may assist.

The shed tour was fantastic, thanks Terry.





# CONTENTS



ALL THE REGULAR STUFF:

Please click on the pic

ABOUT  
OUR CLUB



OFFICE OF THE  
PRESIDENT



CUL DE SAC



DATES FOR YOUR DIARY



CLASSIFIEDS



PARTING  
SHOT



## COMING EVENTS

[APRIL WEDNESDAY RUN](#)

[SYDNEY RETRO SPEEDFEST](#)

[REAL HOTELS, UNREAL ROADS](#)

[MAY WEDNESDAY RUN](#)

[LADIES LUNCH](#)

[RESTAURANT NIGHT](#)

[FORSTER WEEKEND](#)

## EVENT REPORTS

[WOLLONDILLY WANDER](#)

[CLASSIC RALLY CLUB 20<sup>TH</sup>](#)

[VALENTINE BOWLING CLUB](#)

[SHED TOUR](#)

## ARTICLES

[THE CLUB'S HEART & SOUL](#)

[CLASSIC CARS & SEIKO COLLECTABLES](#)

## IN THE SHED

This month In The Shed looks at:

[KONRAD DOVER'S VINCENT BLACK SHADOW](#)



[JIM CATT'S BARN FIND 911 SOFT WINDOW](#)



### **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> May



# OFFICE OF THE PRESIDENT

BARRY FARR



Here we are in March already, a month I personally look forward to each year as motor racing returns to our screens. Seven's coverage of the Clipsal 500 gets better each year & a quarter of a million spectators can't be wrong, in effect voting it one of the best sporting events in Australia, now with five manufacturers represented, each putting up a good showing over the weekend. Quite an eye opener though for new boy Swede, Robert Dalgren & what a performance by the 20 year old Scott McLoughlan, who's lifted Volvo to a higher plane altogether. Then he proved it wasn't a one-off, winning the Melbourne GP support race program. He certainly knows how to give it some jandal!

Daniel Ricciardo couldn't have had a better start with Red Bull Racing. He was in superb form all weekend through practice, qualifying & the race itself. Vettel should be worried. Let's hope Red Bull overturns Daniel's disqualification on appeal & that he does not get hobbled as the season progresses.

Change inevitably brings change - I must say John Slater's format of Top Gear has brought significant praise from members. It's hard to imagine building on the innovative & comprehensive style Jeremy Braithwaite produced but working together they have achieved an excellent result. Speaking of change, I was saddened to lose Darryl Pike as Secretary whose recent health issues have forced him to pull back. At the same time, I am grateful to Vicki Bell for temporarily undertaking the role at the March meeting & very pleased that Maree Dawes has agreed to take up the role.

From the February meeting Minutes & feedback, I am pleased to see the first meeting of the year was well attended as was the first Wednesday run of the year out Camden way. Thanks go to Jeremy for chairing the meeting in my absence & to the speakers Malcolm Stephen & Gary Maher & to both Jeremy & Julie for organising the run. The March general meeting was also well attended & it was fascinating to listen to Bob Riley relating his experiences in the London to Sydney rallies way back in the 60s & 70s.

The recent trip Dott & I undertook to visit family in Hong Kong also encompassed our first visits to Beijing & Macau. The size of Beijing takes a while to get your head around, 20 million people, 5 million vehicles, the Great Wall that stretches 8000kms, the Palaces, Temples & Squares that cover many square kilometres & of course the huge upmarket shopping malls & 5-star hotels reflective of the westernisation in recent decades. As a younger man, I never envisaged being permitted to visit there but having now been I would recommend going just for the opportunity to walk the Great Wall of China. You may not want to do it in -13° temperature like us, nevertheless we were lucky as the season's first snowfall happened just a few days prior which made it even more breathtaking.

The Portuguese/Chinese island of Macau, the gambling den of the Chinese with higher turnover than Las Vegas is also worthwhile visiting especially to walk the old town precinct of churches, temples & cathedral & to consume a few of the delicious Portuguese tarts.

Even better, visit during the GP weekend on the sensational Guia Street track that commences right in front of the ferry terminal.

Now back to onshore activities. A small group of members who prefer to rise at dawn on Sundays, joined some Porsche Club members over breakfast at "Reflections" Rookwood on the 3rd Sunday of both February & March. If you like an early start, just let John Slater know that you wish to join in.

At the time of writing this I'm really looking forward to the rest of this week as Dott & I will join the run to Lake Macquarie tomorrow & then there's the Shed Tour on Saturday. Lastly, on behalf of all members, our best wishes are with both Adrian & M-L who have had to endure extensive hospital stays but will hopefully be back on the road again soon.



Dott and Barry had no trouble with crowds



# 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



29<sup>th</sup> & 30<sup>th</sup> March

Auto Italia Weekend in Canberra

12<sup>th</sup> April

Sydney London Marathon start organised by Les & Roselee Johnson

26<sup>th</sup> April

CRC Autumn Challenge

4<sup>th</sup> May

Sydney RetroFest. Historic F1 at Eastern Creek organised by Colin Allerdice

17<sup>th</sup> & 18<sup>th</sup> May

Real Hotels, Unreal Roads weekend away organised by Stephen & Jill Knox

25<sup>th</sup> May

Ladies Lunch organised by Vicki Bell

31<sup>st</sup> May & 1<sup>st</sup> June

Barry Ferguson Classic Rally

5<sup>th</sup> & 6<sup>th</sup> July

Forster Fun Day organised by Jim Peters

21<sup>st</sup> June

Restaurant Night

17<sup>th</sup> August

Shannon's Display Day organised by Adrian Walker

31<sup>st</sup> August

All British Day at the Kings School organised by Terry Daly

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

16<sup>th</sup> Nov

POO Day organised by Terry Daly

6<sup>th</sup> Dec

Xmas Presentation Dinner



## 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:

- 9<sup>th</sup> April
- 14<sup>th</sup> May
- 11<sup>th</sup> June

## WEDNESDAY RUNS

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

- 16<sup>th</sup> April organised by Les & Roselee Johnson
- 21<sup>st</sup> May organised by Jelly Van Dyk
- 18<sup>th</sup> & 19<sup>th</sup> June organised by Jack & Jenny Jones

## .COFFEE 'N CARS

The next breakfast runs are:

- 18<sup>th</sup> May
- 15<sup>th</sup> June
- 20<sup>th</sup> July

## 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



**NORTHERN BEACHES RUN**  
WEDNESDAY 16 APRIL 2014

Including an Observation Run along some of Sydney's finest beaches

Meeting Place: West Pyrmont Shopping Centre (PHILIP MALL), Kendall Street (West Pyrmont). Arrive before 10am for parking and toilets.

- Time: 1:30 pm for a 10km start
- Cost: \$ at your own expense - NO BYO - Great Stereo Music
- Approximate time allowed for the event: 2:10 hours
- Approx. Run distance: 10 Kms
- Lunch stop: **TERREY HILLS TAVERN** 2 Amara Road, Terry Hills. Phone: (02) 9486 3343

The fun consists of some lovely roads (No item Kelly Road - DIRT) however, you will encounter a few large speed humps through North Head. Given good weather conditions your navigator may even sight the occasional Whale. The questions on the run are not hard and reward as a lot of additional fun and will be handed out at the beginning of the run. There is a possibility of arguments in your car, so please, do not blame the organizers for any mistakes.

The Judge will be final!!  
The Judge: Les & Roselee Johnson

**RSVP PLEASE BY Friday 11th April 2014**  
RSVP to Les & Roselee Johnson: [frogshollow1@bigpond.com.au](mailto:frogshollow1@bigpond.com.au) or call 0419 288 388

**RETROFEST**  
SUNDAY 4<sup>TH</sup> MAY 2014

**TURN BACK THE CLOCK TO THE GOLDEN AGE OF RACING**

OVER 300 CARS IN 7 DIFFERENT HISTORIC RACING CATEGORIES. IN OVER 25 RACES.

ON TRACK RACING AND CAR TRACK ENTERTAINMENT ALL DAY LONG

**WIN**  
A chance to win a prize

CLASSIC CAR AND TRADE DISPLAYS | ON TRACK BIG SCREEN COVERAGE | ACCESS TO THE PITS | AIR-CONDITIONED GALLERY ROOM WITH KIDS ENTERTAINMENT | FREE SLOT CAR RACING

This is a great day out at the races!  
We get free admission for driver & car to the circuit and parking for the pit straight in the Car Club Carport.  
Passengers pay the admission fee of \$20 - so much better to take a car club!  
Please let Colin Aldridge know **NO LATER THAN 18<sup>TH</sup> APRIL** if you want to go. We will need:  
\* Your name \* Your car details \* Your address - the ARCC will mail your tickets directly to your address

Colin Aldridge  
0411 745104 [colin@carclubuk.com.au](mailto:colin@carclubuk.com.au)

**REAL HOTELS, UNREAL ROADS**  
17<sup>TH</sup> & 18<sup>TH</sup> MAY 2014

**SATURDAY 17<sup>TH</sup> MAY**  
Bring the car that you most love to drive and enjoy some wonderful roads, with lunch in two of the state's most beautiful heritage hotels.

We'll meet at Bull Tops for coffee and spectacular views over the Wollongong escarpment, then off to the recently expanded Australian Motorist Museum.

Macquarie Pass is a beautiful drive up to the tablelands then through the Southern Highlands to Bundanong and lunch in the heritage-listed Bundanong Hotel.

Saturday night will be at the car club-friendly Trappers Motel at Crouburn with dinner in the function room.

Costs have been kept low by a minimum:  
• Morning coffee will be at your risk  
• Entry to the museum \$20 per person (minimum of 10)  
• Lunch at the restaurant \$25 per person  
• Dinner rooms at Trappers \$125  
• Two course dinner \$45 per person  
• Lunch at Crouburn Hotel \$22 per person (with private parking)

**PIONEER VILLAGE & MONKEY CREEK CAFE**  
WEDNESDAY RUN: 21 MAY 2014

Meet at the Australiana Pioneer Village in Rose Street, Wilberforce for a Devonshire/damper morning tea at 10AM. They will open many shops for us. We will be given a short talk on the history of the Village, then wander about at your leisure. Entry fee including morning tea is \$12.00 per person. Payable to Jelly or Peter on arrival.

We leave at 12:00 noon travelling to the Monkey Creek Cafe 2 km west of Bell along Belts Line of Road arriving at about 1pm. The Monkey Creek cafe is a relative new with lovely scenery outlook over the mountains.

This should be a lovely autumn run. Please let Jelly Van Dyk know if you're coming by May 16th.

Email: [info@pioneer.com.au](mailto:info@pioneer.com.au)  
or phone us on 02 6501 7651

**LADIES LUNCH SUNDAY MAY 25**

Hosts: JILL & BOB  
Venue: MONKEY CREEK CAFE  
Time: 12:00 PM - 1:30 PM  
Cost: \$12.00 per person (including morning tea)  
RSVP: 18th May 2014

WE ARE GLAD TO HAVE YOU & YOUR FRIENDS TO JOIN US FOR A LUNCH AT MONKEY CREEK CAFE. THE MENU IS AS FOLLOWS: SOUP OF THE DAY, DEVONSHIRE, DAMPER, MEAT & VEGETABLES, RICE & PEAS, POTATOES, SALAD, BREAD & BUTTER. PLEASE LET US KNOW IF YOU HAVE ANY SPECIAL REQUIREMENTS. WE WILL TRY TO ACCOMMODATE YOU.

WE ARE GLAD TO HAVE YOU & YOUR FRIENDS TO JOIN US FOR A LUNCH AT MONKEY CREEK CAFE. THE MENU IS AS FOLLOWS: SOUP OF THE DAY, DEVONSHIRE, DAMPER, MEAT & VEGETABLES, RICE & PEAS, POTATOES, SALAD, BREAD & BUTTER. PLEASE LET US KNOW IF YOU HAVE ANY SPECIAL REQUIREMENTS. WE WILL TRY TO ACCOMMODATE YOU.

**Theo & Tammy Demopoulos**  
request the pleasure of your company at the  
**Thoroughbred Sports Car Club's Annual Restaurant Night**  
to be held 7.00 pm at the  
**Cavallino**  
BUNDANONG VICORIA  
Corner McLeay Road & Spelling Avenue  
TERREY HILLS NSW 2064  
On Saturday 21st June, 2014

**FORSTER FUN DAY**  
SATURDAY 5<sup>TH</sup> JULY

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

**Mobys**  
WE'RE STAYING AT THE MOBY'S BEACHSIDE RETREAT

DINNER AT "BUDDHA BY THE BEACH"  
Part of the Mob'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

**BUDDHA BY THE BEACH**  
Restaurant & Cafe

Click on the image to open the flyer

**THE PEAKS 2014**

**THE BIG TRIP**

31<sup>ST</sup> OCTOBER TO 9<sup>TH</sup> NOVEMBER 2014





EVENT REPORT BY PHIL LONGFIELD:

# THE WOLLONDILLY WANDER

The first Wednesday run of the year saw some 31 TSCC members (and a couple of invited hangers-on) assemble at Penrith Maccas for their Wollondilly Wander.

Once under the M4 the Mulgoa Road morning traffic was cleared we were able to give the cars their head on the run through Wallacia, Silverdale and on to The Oaks. Despite the overcast skies, the 90kph speed limit gave ample opportunity to admire some impressive rural properties on the way to the morning tea stop at the Wollondilly Heritage Centre and Museum in The Oaks.

Following the obligatory jam and cream scones (yum) with our coffee we were ushered into the Museum's presentation room where the Centre's Trish Hill gave us an informative talk on the history of the Museum and surrounding district. The focus of the presentation and a DVD was the Burragarang Valley prior to being flooded in the late 1950s by the construction of the Warragamba Dam. This was particularly interesting for one member who had a 41 year career with the Water Board/Sydney Water! The presentation gave us a great appreciation on what a wonderful piece of rural landscape - and a great drive - the valley must have been. It also leads us to ponder on the chances of being able to construct such a dam these days!!

Under threatening skies we set off east to our lunch venue at Camden's Trattoria La Vigna. The rain started just short of Camden town centre but was still light enough in the restaurant's car park to raise the convertible roofs and repair an errant windscreen wiper on a particular old Italian super-car - Oh the joys of old cars!

From the comfort of the restaurant we observed some poor deluded soul (sorry Gary) - a gentleman with impeccable taste leaving a note on the Volvo's windscreen asking if the owner was interested in selling!!

Following a fine lunch with plenty of chat we left in the increasingly heavy rain for the home run. Many thanks to Julie for organizing the first "gentle" Wednesday run of the year, and I'm sure on behalf of the rural community I can thank the TSCC for organising an event which these days is guaranteed to bring rain!



*Rob and Kay Finney's recently acquired NSX*



*Lineup at Maccas*



*Ross Brackenbury's Ferrari*



*Derek and Maggie Scott's very rare Alpina*



*Volvo's are in big demand ...*





EVENT REPORT BY PHIL LONGFIELD:  
**THE WOLLONDILLY WANDER**



*Secret woman's business ...*





EVENT REPORT BY JEREMY BRAITHWAITE:

# CLASSIC RALLY CLUB 20<sup>TH</sup> AT MUDGEE



What a hectic couple of weeks!

Julie had organised the Wollondilly Wander and we left early the next morning in the GTR and joining the Van Dyk's in their 911 for the recce for the Big Trip. Back the following Wednesday after 2,205km and some absolutely fantastic roads for the get together we have once a month in the Hawkesbury – one free night at home – and then off to Mudgee for the Classic Rally Club 20<sup>th</sup> Anniversary weekend.

The format of the weekend was an optional run up the Putty Road to Mudgee on the Friday, registration and scrutineering, then drinks followed by a buffet dinner at the Parklands Conference Centre which was the venue for the weekend.

The Rally organised by Gary and Wendy Maher and their Bathurst based mate Jeff West took place during the day on the Saturday. Those not on the rally did a wineries tour and amazingly were still standing by the end of the day.

There was a Gala Dinner on the Saturday night with a black and white chequered flag theme.

We only realised that we hadn't prepared for the dress code at our dinner on the Wednesday night; a quick call to Julie at Hawkesbury Embroidery in North Richmond saved the day and we picked up our matching white polo shirts neatly embroidered with crossed flags on Friday morning. My Julie found some chequered flag material and retrieved her sewing machine which gets used about once a decade on average! A lot of curses later a belt and a very smart cravat emerged. Phew..

It absolutely bucketed down all the way to Mudgee. We lunched at the Monkey Creek Cafe between Bell and Lithgow. There should have been a great view across the Grose, but it was all in cloud and mist. Food was great, service was a bit slow, but the waiter redeemed himself by being knocked out by the Starion which was born before he was.





EVENT REPORT BY JEREMY BRAITHWAITE:

# CLASSIC RALLY CLUB 20<sup>TH</sup> AT MUDGEE



Drinks on the Friday were great and we caught up with a lot of people we hadn't seen in the two years since we last did a rally.

Laurie and Fran Bromley were there in their Stag and were great company as usual. They did put the roof up for the weekend!

Saturday dawned cloudy but the rain had mostly disappeared and we ran the event on pretty dry roads. Our organisers were a little concerned by the state of some of the dirt roads and had stayed up late the night before hatching contingency plans which were unveiled to us at the briefing.

They didn't need them and all the roads were passable if a lot rougher than they had been before all the rain. Lunch was at the Dunnedoo school and we all parked on the playing fields in a long line before heading back to Mudgee.

Julie's navigation was right up to scratch and we cleaned the day with the exception of the rally radar which was put down as a driver's error... I'm normally reasonably good at spotting people standing on the side of the road pointing radar guns at us, but was completely caught out by somebody prepared to use one from inside his car. His brain must have been completely frazzled by the end of the day – but he did catch out most of the field.

We'd entered in Tour and had a straightforward run which saw us back in the motel room in time to watch the first V8 race in Adelaide and put our feet up before the dinner.

The CRC did a great job. The room looked superb. Each table had black and white balloons, and each table setting had an embroidered CRC 20<sup>th</sup> badge and a black band around the napkin.

The big screen displayed a slideshow with 6,000 images of all the cars and people who had made the CRC the success story it is over the last 20 years. Quite a few pics of Chris and Deb Hallam in their XK120 – which they missed as they are still in Canada.



*Jeff West pleads with the weather gods*



*Laurie and Fran ready for the off*





EVENT REPORT BY JEREMY BRAITHWAITE:

# CLASSIC RALLY CLUB 20<sup>TH</sup> AT MUDGEE



There were a number of cars with a long history in the club actually in the ballroom with us; the V8 Tiger was started a couple of times to add to the atmosphere.

There was an excellent account of the last 20 years of the CRC before founding President and member #1, Geoff Bott was asked to come forward. He was made to sit on a chair while a number of speakers extolled his virtues and sang his praises.

We probably first met Geoff in the JDCA, and he was a regular in the HSRCA in his rare and distinctive JandS Hunter. More recently he ran a Jaguar XJS in Targa events, which late last year was swapped for a Nissan R32 GTR. He was actually competing at [Mt Baw Baw](#) in the car while we were in Metung on our recce.

Ross Warner, who was such an excellent speaker at our February meeting, had composed a song called Rally Man which he then sung to the tune of Billy Joel's [Piano Man](#). Quite amazing performance and if someone recorded it I'm sure it would go viral on social media.

A leisurely start on Sunday morning, breakfast in town and the road home was dry to Lithgow. We stopped at Pie in the Sky at Bilpin and collapsed in front of the TV to watch the rest of the Clipsal V8's which James Courtney won in a very close tussle with Craig Lowndes after Whincup had been nobbled with an unwarranted drive through and Jason Bright destroyed the second car in two outings – the first being the R8 at the Bathurst 12 hour.

What a weekend!

The next rally on our Calendar is the Autumn Challenge on 27<sup>th</sup> April which will start and finish at Doyalson on the Central Coast.

Click on the links for the [flyer](#), [supplementary regulations](#), and the [entry form](#).

We'll see you there!

Jeremy



*Before the off ..*



*J & S Hunter*



*Gary, Wendy and Geoff*



*Geoff Bott*



*The mob ..*



EVENT REPORT BY VIC CLARKE:

# VALENTINE BOWLING CLUB



Wednesday Run to Valentine, Lake Macquarie, 19 March 2014  
Organised by Kevin & Robyn Leggott

The day started with glorious sunshine from the usual meeting point at McDonalds Mount Colah.

We drove up from the city and after getting through the usual traffic at Chatswood were second to arrive and got our coffee early ahead of the queue.

The car park soon filled up with John Bailey's Ferrari adding a splash of colour in Lamborghini orange, on its first run out with the club.

We all setoff just after 10.00am with the suggestion to take the Pacific Highway at Berowra to join the freeway at the Hawkesbury River. Whilst we arrived early we were last to depart after applying the sunscreen for what was definitely a hood down day.

Taking the Pacific Highway appealed and we decided to continue all the way to join the freeway at Kariong, having not driven this road for some time. Whilst the change from 80 kph down to 60 kph speed limit has taken some of the fun out of this stretch of road, we enjoyed the 26 km run with not a single car in front of us for the whole distance!!

We arrived at the Valentine Bowling Club at a beautiful location overlooking Lake Macquarie just a little after 12.00pm, the rest of the attendees having already settled into full conversation, including those who had joined us at Valentine coming from the surrounding area.

The club was busy with a Bowls Competition about to start but the service and meals were excellent – a great choice of location. The light lunch Chicken Caesar Salad looked like a substantial meal and the Schnitzel was something else entirely.

As usual great company and conversation and a chance to meet some more of the club members.

On leaving we had a look at Kevin and Robyn's new Porsche Cayman, I have always liked mid-engine cars. Jane's comment was that she approved of the luggage space – the larger hold in the front for her luggage and anything else she buys whilst away on a trip.

Thanks to Kevin & Robyn for organising a great day out.

Vic Clarke



*John Bailey has been trying to buy this car for a decade. The only Ferrari 575M in Lamborghini chrome orange, John imported matching hides from Italy and also changed wheels and callipers. Beautiful!*



Attendees in no particular order:

Vern & Wendy Kelly  
Julie and Jeremy Braithwaite  
Bruce Griffiths & Barbara Midgley  
Colin Watts & Ian Hutchinson  
Lisbeth Allen and Ian Norman  
Robyn & Peter Wards  
Stephanie Clark & friend  
Laurie & Fran Bromley  
Rob & Kay Finney  
Kumiko Yamamoto  
Robyn & Terry Daly  
Roslyn, Roselee & Les Johnson  
John & Val Dixon  
Barry Farr & Dott Forester  
Vic & Jane Clarke  
Keith & Carol Reynolds  
John & Sue Burton  
Kevin & Robyn Leggott  
John Bailey  
Grant Liddell & Penny Creighton





EVENT REPORT BY VIC CLARKE:  
**VALENTINE BOWLING CLUB**



*Brilliant view from the club house (above)  
Old Pacific Highway (l) The Bromley Stag (c) The Finney NSX (r)*





# EVENT REPORT BY TERRY DALY:

## SHED TOUR



A 7am start at Rosie's café at Galston didn't deter any of 86 starters for the bi-annual Shed tour. Fog and mist hung in the air and the first drive to Radnor Rd was driven in heavy fog. However, before proceedings started Terry Daly presented everyone with a limited edition Ferrari 250 GTO TSCC bottle opener especially designed and produced for the day. Terry also introduced the five Shed hosts for the day and handed out instructions on how to get everywhere. In the meantime, everyone enjoyed a bacon and egg roll and some fabulous coffee. If you are ever in the area Rosie's is a great place to stop for breakfast or lunch and Dino, the owner, makes a mean cup of coffee.

The first Shed belonged to Mike and contained some 1920s Fiats, four lovely Jaguars including a extremely well restored Mark 4 and a Series 2 E-type. It also contained a few other English cars and a restored truck. By now the numbers had swollen to 93 as the Braithwaites and a few others joined the cavalcade. However, there was as much attention being paid to the cars on Mike's lawn as to the cars in his shed. The TSCC convoy included a 1923 Rolls Royce Silver Ghost, a 2014 Rolls Royce Wraith, a few Aston Martins, a Ferrari or three, an NSX, John Moody's National Concours winning Jaguar E-type as well as Mike Branson's S1 E-type, a couple of Jaguar Mark 2s, Lionel's XK140, a de Tomaso, about 5 Porsches, a Nissan GTR, a 1948 Caddy, a Lotus Elise and a bloody Volvo p1800, etc etc!

The cavalcade then travelled along 11km of beautiful country roads to the next shed, the last 2 km was on loose tarmac or gravel as the sign read. The shed (or sheds) contained nearly 50 cars in all states of repair, the highlights being a BSA car, a Singer Le Mans, a Jensen CV8, two Daimler SP250s (one awaiting a major restoration), many other Daimlers, some Lanchesters etc etc. And I should not forget the 20 odd collector bikes!

The sheds are housed on an allotment that had a magnificent view of Calabash Bay.

The property is self sufficient and generates it's own electricity through a combination of windmills, solar panels and batteries. A big thanks to Warren and Christine for hosting the TSCC.

The Congo line of cars then travelled along 20km of rural country roads to the Glenhaven where the host was TSCC member Ben De Boer. Ben designed and built this house himself with a garage large enough to contain eight cars. Ben gave a little talk about each Mercedes and the A model Ford that was on the hoist. My choice was the white 1959 300. A very gracious car for it's era. Thanks Ben.

The next shed was only 6km away and that was another TSCC member, John Bailey. However, to get to John's place you had to travel approx 3km along Derriwong Rd. It's speed limited to 50 kph and is policed heavily by the local Highway patrol. Why, I don't know as the road contains very few houses and has orchards on both sides. Seems like a good revenue raising area to me!

On arrival at John's place I received a phone call from John. He was at a tyre repair place as his beautiful Shelby Mustang had a puncture and the new Mustang doesn't have a spare or a repair kit. However, it turned out to be the perfect opportunity for Jeremy to get a group photo of the shedisti!

John then gave a talk on his passion for Mustang's and invited everyone to lift the hood's or sit in any of the cars. Everyone then proceeded to John's second shed for a look at his collection of Ferrari's. A Lamborghini Orange 575M, a bright yellow 458 Italia and an unusual blue F430 Scuderia. John has a taste for bright and different colours on all his cars. Thanks John for opening your sheds to the TSCC Members.

The final shed on the tour was the writers. It was approx 7km from John's and contained a few additions for the day. Paul, the owner of many unique muscle cars offered to bring around four for the day..

The first car was the Allan Moffatt GTHO Phase 4 Falcon, the second was a Phase 3 GTHO with just 43,000 km on the clock, the third was a 1969 Shelby GT500 which was the subject of a 100% restoration over a 10 year period, and the final car was a late model Shelby GT500 Super Snake. The Phase 4 has never been restored, has full history and has travelled only has 4,500 km since new. It was never raced due to the Supercar scare of the seventies.

The shed itself contained two E-Types - the most beautiful car ever produced- (in the writers humble opinion! – Ed), three Aston Martins, a couple of Mustangs, A GT40R, and several Lotuses. Roger Morgan was on hand to talk about the famous Lotus Elite that was raced so successfully by Leo Geoghegan in the early sixties.

Lunch was a BBQ and drinks with the Slater brothers doing the cooking and the Demopoulos' ably assisting. Forty kilos of steak was to be cooked but only Peter Van Dyke managed to eat the allocated half kilo per person. As I write this I'm still having steak for Lunch and dinner! Overall, the weather was perfect (thanks Vern), the five sheds and the hundred cars were all fabulous and by all accounts everyone had a great SHED TOUR.





EVENT REPORT BY TERRY DALY:  
SHED TOUR





# EVENT REPORT BY TERRY DALY: SHED TOUR



*Mike's was the first shed  
A really interesting range of machinery including  
this early Fiat and a pair of Jaguar's*





EVENT REPORT BY TERRY DALY:  
**SHED TOUR**



*Warren believes in sheds with a view.*



EVENT REPORT BY TERRY DALY:  
SHED TOUR

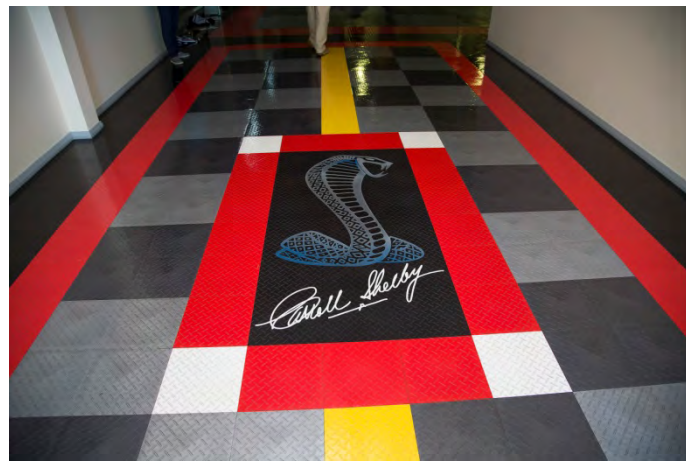


*Ben de Boer's magnificent  
collection of Mercedes Benz*





# EVENT REPORT BY TERRY DALY: SHED TOUR



*John Bailey's Mustang collection*

*Wonderful attention to detail*

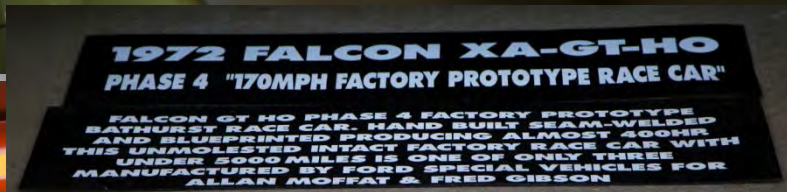


EVENT REPORT BY TERRY DALY:  
SHED TOUR





# EVENT REPORT BY TERRY DALY: SHED TOUR



Back to Terry & Robyn Daly's for a great BBQ lunch, some refreshments and more surprises

What a day!





# THE CLUB'S HEART AND SOUL

## BARRY FARR

What does the heart and soul of the Thoroughbred Sports Car Club look like?

Having met the majority of our 100 members and shared many social occasions with members and their partners, I can honestly say the soul of the club is the membership base. The make of vehicle or even the number of vehicles a member owns does not influence other members' interactions with fellow members and that's the way it should be. It is a fun club that revolves around the social interaction of members who have a common interest in taking great pride in their vehicles and just love to get on the open road and use them.

As to the heart of the club, obviously the vehicles come into play, but do you know which marques excite members the most? You will no doubt, have your own perceptions and personal likes and dislikes. Most of you are aware that the TSCC was formed more than 30 years ago by some Aston Martin owners who wanted to go in a different direction from the Aston Martin Owners Club at that time. These days of course, the relationship between the two clubs is strong as evidenced by joint club runs and events in recent years, very much fostered by ex-President Terry Daly.

So how many Astons do we have in the club? In fact, what's the most popular marque in the club? How many marques are represented in our club?

There are 65 marques represented across our club membership whose ownership exceeds 300 vehicles

Jaguar has the highest representation with 48 cars

Next highest representation is the Ford/Shelby Mustang with 22 cars

Third highest ranking goes to MG with 20 cars

The balance of the 'top 10' are Mercedes-Benz 18, Porsche 17, Triumph 15, BMW 12, Honda 11, Ferrari 9 and Aston Martin with 8, just making it into the top 10

The next 10 are Mazda 8, Lotus 7, Nissan and Volvo with 6 each, Alfa Romeo 5 and on 4 are Audi, HSV, Mitsubishi, Morris Mini and Subaru

You probably, like me, are surprised with some of the stats and also like me, say to yourself 'yes, I wish I had a ..... as well'. My conclusion to all this? We are a group of motoring enthusiasts who are lucky to belong to such a club as the TSCC where not only can we enjoy the delights of our selected vehicles but regularly get close to and admire a wide variety of fellow members' vehicles whilst at the same time enjoy each others company. Perhaps we have the best mobile motor museum in the world!





# CLASSIC CARS & SEIKO COLLECTABLES

## A GREAT COMBINATION BY MIFF JAMES



I normally introduce myself at my regular Collectors Anonymous meetings by saying "My name is Miff James and I am a collector". My interest in watches started in my late teens when my father bought me an Omega Seamaster, a watch I still wear today, and so began a life time passion for horology – the science of measuring time.

Classic cars, in fact the motoring industry generally, and watches have been traditional partners for over 100 years and this subject alone would fill the largest of coffee table books. Great watches and their brand names have been created to celebrate motoring events from Formula 1 to the great rallies and to honour specific marques across all the great luxury and supercar brands. Like the great car events and marques they celebrate, these watches have been created in their honour by the great Swiss makers – Chopard, Heuer, Tag, Breitling to name a few – and rarely come cheaply.

In 1970, on a family holiday in Fiji, I bought a Seiko divers watch. I would learn later that this model watch, the 6105 – 8000, would become collectable and today is worth today 6 or 7 times what I had originally paid for it. The watch made a statement. It was big, it was bold, suggested I was a waterman, I wore it surfing right through the 1970's and it is responsible for triggering my interest in the Seiko brand.

Seiko is one of the largest watch companies in the world with a history dating back to 1881. Amongst the general population, a Seiko watch is usually perceived to be an inexpensive, albeit, reliable brand. Those in the know however would name the Grand Seiko and Springdrive as two examples of the excellence and innovation coming out of this Japanese marque. Seiko was also the first watchmaker to launch quartz technology but my interest has always been in their automatic chronographs, in particular, their classic vintage chronographs first launched between 1969 and 1971.

For those who collect Seiko watches, the chronographs from this period have developed something of a cult following. In 1969, Seiko's modern approach to production challenged the tradition bound Swiss. In this year, Heuer and Zenith developed automatic chronographs and both claim to be first to market – a feat long debated for 40 years. Alongside these illustrious and famously storied movements, housed in some of the most desirable vintage watches around comes Seiko who had developed and launched their 6139 movement automatic chronograph in their 1969 sales catalogue. The Seiko 6139 movement and its successor, the 6138 movement, were no less significant than their Swiss rivals and infinitely more obtainable. Over 15 years, I have collected almost 20 watches from this era, and with mint versions selling on average from between \$300 and \$800, they are affordable, easy to service and can be worn daily, unlike some of their more delicate Swiss cousins.

The 6139 is Seiko's first automatic chronograph movement. Over a 10 year production run it came in a range of dial colours and case styles. However in the ranks of 6139 devotees one model is more famous than the rest: the 6139-6002 "Pogue".

6139-6002  
"POGUE"



The Pogue is named after Col. William Pogue, an astronaut and former Thunderbird pilot who was a member of the 1973 Skylab 4 mission. On this mission he wore the distinctive yellow dialled 6139 along with his NASA issued hand wound Omega Speedmaster, so his Seiko became the first automatic chronograph in space. He used his 6139 to time engine burns and scientists were interested to see if this automatic watch would self-wind in zero gravity.

The Pogue 6139 received so much notoriety that in 2008 when Col. Pogue pulled his Seiko 6139-6002 out of the safe and sent it to auction, it sold for \$6000. Cheap for a bona fide space watch but an excellent return on his \$100 retail purchase price.

This first series of 6139 watches were done with flair. They sported a famous blue/red bezel popularised by the Rolex GMT Master, had a clever inner bezel for time measurement and a single sub-dial at the 6 o'clock position which measured 30 minute intervals. They also displayed the day and date. They were also larger in diameter and thicker in case construction than most other watches of this era and this appealed to many people looking to make a statement.

6139 -7100 "Helmet  
Whiteface"





# CLASSIC CARS & SEIKO COLLECTABLES

## A GREAT COMBINATION BY MIFF JAMES



6138- "Bullhead"

The successor to the 6139 was the 6138, launched in 1970. It became the most versatile and popular of the Seiko watches of the time. This new model had 2 sub-dials – the 30 minute register plus an added 12 hour register - and very quickly developed a strong cult following. Various case and dial variants earned nicknames amongst collectors.

The "Panda" dial 6138 below is a highly sought after model, as is the "Bullhead" above. The Bullhead 6138 is considered one of the coolest of these Seiko chronographs with its crown and chrono pushers at the top of the case which bears a vague resemblance to the horns of a bull.



6138 – "Panda"

6139 "Pepsi Dial"



The other great Seiko watch from this period is the 17 and 27 jewel automatic Bell-Matic chronograph alarm.



17 Jewel  
Bell-Matic

The Bell-Matic first launched in 1966, some 60 years after the world's first alarm watch was introduced onto the market. The second generation of Bell-Matics launched in the early 70's was a 17 jewel automatic chronograph and then in the mid 70's was upgraded to a 27 jewel watch and this later model is highly sought after by collectors.



27 Jewel Bell-Matic

These elegant and classically styled watches had a chunky case that appealed to many watch wearers. Along with my collection of Seikos I have other watch brands but there is something appealing about the style and affordability of the Seiko automatic chronographs from this era.

It is not that they are particularly rare but like most collectables, it takes time to find mint original examples. They are easily serviced by your local watch repairer, parts are readily available, they represent great value for money and not everyone knows about them and with collectables, it is sometimes nice to fly under the radar.





# IN THE SHED

COMPILED BY JOHN SLATER



## My Vincent Black Shadow

My late brother bought the bike in pieces as a “basket case” in 1975. Many parts were missing, and it had no front end.

Over the subsequent years he sourced most of the missing parts, and started restoring them.

When he died in 1983, I inherited the bike which was still in pieces, apart from the engine/gearbox unit which had been totally reconditioned and re-assembled with new parts. Most of the other bike parts had been restored though.

As the Vincent had many unique features – no frame (everything bolts onto the engine/oil tank bolted on top which acts as the “universal frame member”), cantilever rear end, twin brake drums on back and front wheels, and the special “girdraulic” front suspension system, to list a few – and was totally unlike the other bikes I had (a 1960 Triumph Thunderbird 650cc, and a 1972 Norton Commando Interstate 750cc), the Vincent was put in the too hard basket as I had no time, no money, and most importantly no idea where to start! As the bike has been sitting untouched for some 30 years in boxes in my garage, a lot of the paintwork and chrome had deteriorated.

Late in 2011, I decided I had to get the bike together and on the road before I got too old to ride it, and thus joined the NSW Vincent Owners Club, where I met an enthusiast who owned his first Vincent at the age of 16, and has owned various Vincent models throughout his life ever since. 60 years later, at the sprightly age of 76, he still has a few different models, in various stages of repair, and is consequently a font of knowledge. Fortunately he offered to come around to have a look at my Vincent and give me some advice.

That was in January 2012, and since then he has been coming round on most Saturday mornings, mentoring me, teaching me, and helping me put the bike together – for which I am greatly indebted.



The Vincent fired into life for the first time In January 2014 (almost 2 years to the day since we started putting it together, and some 40 years since it was acquired in pieces). It started easily on the fourth kick, and started very easily thereafter, but wouldn't run smoothly or rev freely. After eliminating other options, I have just had the magneto totally overhauled, and the engine now not only starts easily, but is also running properly. I have yet to test ride it!

Before riding it, the engine now needs to be properly tuned, and various other minor issues need to be sorted out, but it shouldn't be long now before another classic is on the road!

Details of my Vincent are:

1953 Vincent Black Shadow Series C 1000c V twin  
Very original all round – have even retained the 6V electrical system.

The Vincent was the fastest motorcycle you could buy in its time, and an “off the shelf” model was capable of 125 mph. It has always been considered the Rolls Royce of motorbikes.

The Vincent held the world motorcycle speed record for many years.

The Vincent motorcycle company in Stevenage, England ceased production in 1955, and since then the value of their motorbikes has been increasing. The Vincent is a true classic and has always been sought after by collectors.

My passion and interest for British bikes, complements my similar feelings for classic British sports cars.

The 2003 Jaguar XKR convertible I have had for the past 2 years replaced the 1969 Triumph Spitfire Mk3 I owned for 33 years, and also the 1963 Sunbeam Alpine Series 3 I had prior to that.

**Konrad Dover**





# IN THE SHED

COMPILED BY JOHN SLATER





# IN THE SHED

COMPILED BY JOHN SLATER



## Jim Catts: Reinvigorating a Barn Find 1967 911 Targa Soft Window



I found this particular car when speaking with a fellow enthusiast collector in Melbourne. It's a left-hand drive car which, when it first arrived in Melbourne from America, was driven into the shed in which I first saw it, and left untouched for twelve years. It took me twelve months to decide, but when I saw the owner again I bought it and it was delivered to Autohaus.

I received the car as you see it now and Autohaus got to work learning about it and getting it running.

Their job with the car was to develop a complete and nuanced understanding of it which would then form the basis of future decisions about what to do with it. They were to get it running and make sure that everything was working and safe. I wanted to do a lot of the work on the car myself, so we were really developing the groundwork for the project and making a critical start.

When I bought my first Porsche, when I was about 25, I bought a 2.7 Litre 911 Carrera. Like most enthusiasts I thought that Targas were a Porsche that only hairdressers or architects would buy, and they'd be bought for all the wrong reasons and then not properly maintained.

So I'd never really liked the idea of a Targa, new or used. Then one day out of the blue my son found a little Targa for sale in Newcastle that was a complete car with only a few owners. I went to have a look at it and thought, I have to have that!

We originally were going to give it a quick makeover and sell it, but it was so good that we've kept it. All we've done is restored the upholstery and given it plenty of polish and detailing, and it keeps winning 'Wash and Polish' in the Concours and everyone loves it.

Nobody loves it more than me, however; it's tight as a drum and drives beautifully! Thus began my love of Targas.

We've never really had an early car, so I thought that I'd better get a skinny bumper Targa and maybe make a speedster or hotrod out of it. I started thinking about and researching it, and eventually came across the soft window Targa. I learned that 1967 was the first year of the Targa and '67 and '68 were the only years when soft windows were made, so I decided that that was the model to get.





# IN THE SHED

## COMPILED BY JOHN SLATER



They flushed the fuel tank, rebuilt the carburettors and cleaned the lines, fixed linkages and bushes and got everything running again. The engine's actually in good condition considering that it hasn't been run in so long, and once it was running they were able to run through the gears and make sure that the clutch was operating correctly and generally get everything moving again.

We discovered that the master cylinder had seized and the pedal was going to the floor, so we fixed that and replaced some of the linings to make sure that everything was going to work well and run reliably.

I was happy with the car it's now a process of research and decision making; deciding which direction to take with it.



It's been a pleasant surprise, this little car. We keep finding out good things about it as we work through it, including learning things about these cars which we didn't know when we bought it.

I believe that Targas as a model are going to become very collectable. Only about 400 soft window cars are believed to remain in existence, and more people are catching on to them and developing an interest in them.

I have mixed feelings about what to do with it. Some people recommend repairing any rust and faults, detailing the interior and keeping it as an original car because it's such a complete and original example. Restoring the car would make it prettier, but less original and could spoil it.

I haven't decided if I am going to take that approach, but I'm thinking that I'll keep it as original as I can, and paint sympathetically where necessary. I need to do the roof because I want to be able to use the car but that's not going to be practical if I have a roof that leaks like a sieve.

I'm visiting the Porsche factory in a few weeks time, so I've organised a meeting with the Porsche Classic department to get to the bottom of the car, ask a lot of questions and get their opinion of which direction to take.

I will keep you posted on progress.

Jim Catts





# CLASSIFIEDS



## 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 5 speed gearbox, and a Ford Escort Diff centre in and aluminium housing. It has adjustable independent suspension all round, and is fitted with Nissan GT-R 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 0496 345 049.



TOP GEAR MARCH 2014



34

Click on the  
image to open  
full size

## 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 62,108 kms.

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 0496 345 049



TOP GEAR MARCH 2014



35





# PARTING SHOT

