



**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:

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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](#)

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## 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



A recent crash started the end of a major and very enjoyable part of my automotive life. Let me explain.

A mahogany twin pedestal, cabriole leg, Regency replica coffee table which has been the repository of my car magazines that represent works-in-progress, ie I haven't finished reading them yet, collapsed after 14 years of loyal service, scattering three piles each about 18" high across the study floor.

The piles, as I discovered, represented about three years of magazines and did lead me to wonder whether I might, in fact, have actually finished reading most of them. Having cleaned up the magazines, my attention was directed to the table which was acquired some thirty odd years ago and had actually served as a coffee table before I needed more room for magazines.....

The poor thing looked like an ageing dancer that had just discovered that, while the splits were still possible, recovery was not. All six cabriole legs had separated from their pedestals. The first job was to refit and reglue the legs back on which was not difficult and went well.

The second part of the job was much more difficult.

Like most things seem that seem to come with time, it became apparent that most car magazines have become bigger and have put on weight, quite a lot in fact.

I have been collecting car magazines for a long time, exactly 46 years and five months in fact. I know this because I still have the first one I bought, which was the December 1967 issue of Wheels. I religiously bought every one thereafter and later in the 1970s sought to backfill the collection by buying earlier issues with a view to compiling a complete set. I did the same with UK Car Magazine, Supercar Classics, Classic and Thoroughbred Car, Classic and Sports Car, Octane etc.,

I even attempted this with Automobile Quarterly, buying every issue through to Volume 16, before a cash crisis

Intervened in the 70s.

Later, in the 80s, I began to buy car books with a view to building up a reference library. This process continued until recent times when not only had I collected most of what I wanted, I had run out of space in the "library" which led to a reserve collection being established in the study. The magazines were being housed in an old wardrobe which I strengthened by putting right angle braces under the shelves.

In the late 90s we moved to Queensland for three and a half years and all of my books and magazines moved with us. When we came to return to Sydney, there were 60 boxes of books and magazines to send back and we hadn't finished packing them.

Even I recognised there was a problem and so, sadly, I disposed of over 800 magazines keeping only those I couldn't bear to part with. With the collection much depleted we returned to Sydney to a new home in which we turned the old too small dining room into a library with floor to ceiling shelves on the two longest walls.

With the library, reserve bookshelf and converted wardrobe full, things came to somewhat of a climax when the aforesaid table collapsed. With my usual suite of monthlies now each 10mm thick and sometimes more, I realised that I was becoming a hostage to my stuff and the line between collecting and hoarding was becoming blurred. And, I realised that all the magazines I was keeping "for reference" or "to read again later" or because they were too specific to a car that I had, did, or would like to own were not likely to be read again because, I don't have indexes and I probably won't live that long.

So, I have moved those subscriptions, where I can, to the digital option and the hard copy purge will continue. Trouble is, there's no longer the excitement of waiting for the latest issue to arrive and flicking through a magazine on my iPad just isn't quite the same.....

By, the way for a fantastic commentary on collecting and junk, watch this:

<http://www.youtube.com/watch?v=MvgN5gCuLac>

As you can see, we have a bit of a Ferrari theme happening this month with the red cars from Modena dominating this issue, something of interest to me too.

I would like to thank those members who have taken the time to contribute articles for the magazine. Most car clubs struggle to receive member contributions with the result that they are full of pictures of people having breakfast, lunch or dinner! There wouldn't be a decent magazine without your contributions.

As we grow older and the calluses of life are overlaid on the fresh skin of youth and the well of experience fills, we tend to lose much of our youthful enthusiasm. Not so Theo Demopoulos. I was particularly pleased to receive his very enthusiastic article on the Ferrari Racing Days Festival along with Barry Farr's slightly calmer account...

We are moving into the busiest part of our motoring year with much to enjoy, see you out on the road!



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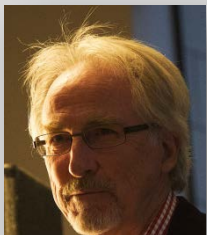
ALL THE REGULAR STUFF:

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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### **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> July





# OFFICE OF THE PRESIDENT

BARRY FARR



What a diverse range of events and activities in which members have participated the last couple of months. We've had the monthly members' meetings, the Sydney to London start, Ferrari Days at Sydney Motorsport Park, a lunch run to the Northern Beaches, the CRC Autumn Challenge, HSRCA's Retro Speedfest and a weekend away to Goulburn. A big thank you to all those who organised the club's participation. Further, Terry Daly's well-rallied London to Sydney Mustang featured on television earlier this month on One's Car Torque program. This year is, of course, Ford Mustang's 50th Anniversary and it is only fitting that a TSCC's member's car has contributed to the celebration. Who didn't fall in love with the Mustang's compact size, long hood and short deck back in the 1960s?

In future, we may be able to add extra track days to the range of events as the development of a multi-discipline motorsport complex in the Shoalhaven district is progressing well. This is an initiative of Motorcycling NSW who have already invested \$400,000 of the expected \$12million+ project that will contain two distinct areas. One a sealed road circuit for car, bike and go-kart racing and rider/driving training and the other with off-road precincts for motocross, enduro, dirt track and junior riding areas. There is also a community motorsport park mooted for the Central Coast and the Luddenham Raceway out Badgery's Creek way is due to be completed by August this year. For too long now motoring enthusiasts have had limited access to affordable motor racing circuits in NSW since the closure of Warwick Farm, Amaroo and Oran Park circuits. Nevertheless, there is still the challenge to solicit younger members to participate.

The Ferrari Club of New Zealand has a novel way of doing just that. They have recently introduced a Junior Membership to ensure the passion is carried on by future generations, open to students aged 10-20

For a payment of \$NZ50, they receive a cap and copies of the club's bi-annual magazine, access to the club's membership Facebook page and invitations to attend selected events.

On a related subject, whilst we worry about the retention of vehicle restoration skills as those involved grow older and retire, there have been some developments in the UK to maintain the skills necessary to keep older vehicles on the road. The Federation of British Historic Vehicles Clubs and The Institute of the Motor Industry are creating a Vehicle Restoration Apprenticeship Course which will commence in September this year and will be open to students from countries around the world. Any eligible grandchildren? Whilst on matters UK, did you know that speeding fines are now subject to means testing there?

I leave you with a somewhat unconventional story about a young American woman who started racing a Bug-Eye Sprite in 2009 and won the USFDA Sprite Midget Series for both 2012 and 2013. What's unusual about that you may ask? This lady raced whilst pregnant in the first half of the 2012 season, took 10 months off, then resumed racing 4 months after the birth of her daughter so had to and did, win each event she entered as she could not undertake the full program of events during those years. A very keen motoring enthusiast indeed!

With Winter quickly approaching, there's certainly enough events on our calendar to prevent you from hibernating so see you then and make sure you attend the 9th July members meeting as we will have a most entertaining speaker that night.



# 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



25 <sup>th</sup> May	Ladies Lunch organised by Vicki Bell
31 <sup>st</sup> May and 1 <sup>st</sup> June	Barry Ferguson Classic Rally
5 <sup>th</sup> and 6 <sup>th</sup> July	Forster Fun Day organised by Jim Peters
21 <sup>st</sup> June	Restaurant Night organised by Theo Demopoulos
29 <sup>th</sup> June	Tour de Corse Rally (AROC)
19 <sup>th</sup> and 20 <sup>th</sup> July	Jaguar Mountain Rally
17 <sup>th</sup> August	Shannon's Display Day
<b>24<sup>th</sup> August</b>	<b>All British Day at the Kings School organised by Terry Daly</b>
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

**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:

- 11<sup>th</sup> June
- 9<sup>th</sup> July
- 13<sup>th</sup> August

## WEDNESDAY RUNS

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

- 18<sup>th</sup> and 19<sup>th</sup> June organised by Jack and Jenny Jones
- 16<sup>th</sup> July organised by Terry and Robyn Daly
- 20<sup>th</sup> August organised by Gary and Wendy Maher

## .COFFEE 'N CARS

The next breakfast runs are:

- 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



JUST WHETTING YOUR APPETITE!  
GARY & WENDY MAHER'S LUNCH RUN  
WEDNESDAY 20TH AUGUST, 2014.



MEET: McDonalds, Mt Colah  
TIME: 9.15am for 10.00am start.  
WHERE: A mystery Central Coast location of general interest  
(Especially photographers)

WHAT:  
We all eat – so there's a great lunch!  
It's about driving our car – so a variety of good roads, all sealed, of course.  
We don't want you to get lost – so you'll have Wendy's usual precise instructions (with miles & kms). No Google or Sat Naves. Here!  
Most of all, it's about enjoying all the above with great friends.

NOTE IT IN YOUR DIARY. ALL THE DETAILS TO FOLLOW.



Click on the image to open the flyer



# TSCC POINTSCORE

REPORT BY TERRY DALY

# IN THE SHED

REPORT BY JOHN SLATER

TSCC Point score up to and including 25<sup>th</sup> May 2014

1	John Slater	32
2	Barry Farr	30
3	Terry Daly	29
4	Jeremy Braithwaite	26
5	Julie Braithwaite	25
6	Stephen Knox	24
7	Konrad Dover	21
=8	Lionel Walker	20
=8	Keith Reynolds	20
10	Bob Fulop	19
=11	Les Johnson	18
=11	Jack Jones	18
=11	Malcolm Stephen	18
=11	Dominic Truelove	18
=15	Roger Korte	17
=15	Dott Forrester	17
=17	Gary Maher	16
=17	Theo Demopoulos	16
=19	Robyn Daly	15
=19	Geoff Lane	15
=19	Miff James	15
=19	John Moody	15
=19	Jenny Jones	15
=18	Carol Reynolds	15
=18	Peter Wards	15
=18	Peter van Dyk	15
=18	Jelly van Dyk	15

And everyone else is in the TOP 100 !!

Unfortunately, there are no ITS contributions from members this month so I will bore everyone with some activity within the Editorial Fleet. To avoid this, please send me some news of what's happening in your shed!

Since the last issue of TG, the Cadillac Fleetwod has moved on to Taree with a new custodian and the 1953 Buick Riviera will shortly leave for Melbourne.

My recently recommissioned 1985 GTV6, after some extensive work which included a reskinned dash and rebuilt gearbox ventured out on Stephen Knox's recent Goulburn weekend, where it performed perfectly and was driven enthusiastically, as an Alfa should be.

Meanwhile, my other 1982 GTV6, also red (?), is also in the throes of a major service. This car is an interesting one. There were three series of RHD GTV6s, as far as I can ascertain. The Alfa GTV6 was introduced in LHD form in 1981 with a one piece dash which went right through to the end of production in 1988/89. RHD GTV6s retained the Alfetta's split dash arrangement with the speedometer in the centre in Europe (reversed here). The UK was not impressed with this so an interim dash was cobbled up with a one piece nacelle housing all of the gauges. In either late 1982 or early 1983 RHD cars received the one piece LHD dash layout and both received an updated interior. As far as I can piece together, in late 1982 Alfa Romeo Australia (ARA) bought in a batch of 38 split dash GTV6s. They were UK spec cars, all red, with either grey or beige trim, some with sunroofs, some not. They were not homologated for OZ and none have compliance plates. My first GTV6, bought in 1988 was one of these and the Dulux GTV6 race car was/is also one of this batch.

This latest car is also one of the 38. I bought this one in January because it is highly original, unmodified and the body and interior is in excellent condition. The mechanicals , however, are a different story. The exhaust cams and lifters were toast, a common problem with these and the engine bay was a mess. It didn't come with any books or history and I didn't need it, honest, it just followed me home.....The engine is out and this is what we found when we pulled the heads off.

The head gaskets had corroded where there is a steel section between the liners and bits had fallen into the water gallery. How the car didn't overheat or the head gaskets fail is beyond me. Remarkably, the liners aren't rusty and it has all cleaned up well.

The bores are good and we are awaiting reground cams and lifters and after a look at the main gearings, new seals and gaskets, we will put it back together. We need to replace some suspension parts and then assess it. More in the next issue of TG.





# FERRARI RACING DAYS AT SYDNEY MOTORSPORT PARK

## BY BARRY FARR

What do you long for if you already own Ferraris from the early to mid-sixties, the eighties and the mid-noughties? Some might say 'that's obvious' and the writer is in that camp. For those who know the Ferrari marque the ideal is to own a Colombo V12 250 series car. A side bonus is that just about any of the 250 based Ferraris of the early to mid-fifties is eligible for the major classic car rallies and events throughout the world.

This is the story about a New Zealander who's into classic cars from a business point of view, has a passion for the Ferrari marque and has been able to satisfy his desire to acquire a fine example of the aforementioned type. Being a long term Ferrari owner myself but at a significantly more modest level, I attended the inaugural Ferrari Racing Days at Sydney Motorsport Park whereat I had the pleasure of talking with Paul Halford about his 1955 250 Europa GT. Paul has a classic car business in Auckland and amongst his collection he owns a Ferrari 250 GTO Recreation (built on a 250 GTE base), a Ferrari 275 GTB 4, a Ferrari 288 GTO and a Ferrari 430 Spyder.

Whilst in America in 2010 Paul located and test drove the 250 Europa GT that was in an Idaho auto museum and absolutely fell in love with its driveability. The first series 250 Europa which developed 200bhp at 6300rpm debuted at the 1953 Paris Motor Show and a single Cabriolet version debuted the following year at the New York Auto Show. These versions had a 2400mm wheelbase and altogether there were 15 coupes and 1 cabriolet built to Pinin Farina's design and 3 Vignale Coupes built. The GT version which differed considerably from the first series was launched in October 1954 at the Paris Motor Show. This had a 200mm shorter wheelbase and a 3-litre Colombo V12 that produced 220bhp at 7000rpm. Thirty-five of the 250 Europa GTs were built.

Paul was able to track the entire history of the car as well as view the original build sheets and sales contracts. From its original Italian ownership the car went to America where it had a few owners and a restoration in 1987, returned to Europe then went back to America in 2007. As mentioned earlier, cars like this qualify for all sorts of events so when Paul took delivery in America in 2010 he immediately entered it in that year's Colorado Grand Rally, a classic event covering 1000 miles around the Colorado Rockies over 5 days for significant classics manufactured pre-1970. Having had such fun in that event, Paul backed up the following year by entering the 2011 California Mille, an event that mirrors the original Mille Miglia for cars made up to 1957 but with a couple of track days thrown in as well.

Eventually Paul freighted the car home to New Zealand where he commissioned a full restoration to originality which resulted in #0935 being certified by Ferrari Classiche which demands complete compliance to original factory specifications. Fortunately for those attending the Ferrari Racing Days event in Sydney, Paul decided to exhibit this car which looked absolutely splendid in its maroon paintwork. I feel privileged to have had the opportunity to meet Paul Halford and to see his magnificent Europa GT. It's what most classic car enthusiasts wish for - to have a reliable classic to use extensively. Paul hasn't stopped there though, as he is currently building a Ferrari 246 F1 recreation.



# FERRARI RACING DAYS AT SYDNEY MOTORSPORT PARK

## BY BARRY FARR

For the first time in the Southern Hemisphere, Ferrari brought its Ferrari Racing Days program to Australia over a long weekend of 11-13 April 2014. Friday was open to Ferrari Club members only who were prepared to outlay \$1000 to take their cars on track and be tutored by Ferrari's own professional drivers under the Pilota Ferrari Around the World Driving Course. For another \$150 they could also attend the VIP Cocktail Party at the Opera House that evening.

Saturday's program started with the largest ever single gathering of Ferraris in Australia. Around 160 Ferraris participated in the Ferrari Road to Sydney Cavalcade from the starting point of Glebe Island over the Anzac and Sydney Harbour bridges and along the M2/M7 to Sydney Motorsport Park. Despite an extensive Police escort, the cavalcade came to a dead stop a number of times on the Motorway so drivers had to be very alert. Park entry and skid-pan parking was free to all participants but it cost \$60 each to enter the display and pits viewing areas. TSCC members who entered the cavalcade were Ashley Smith, Jim Catts, John Bailey (with 2 cars) and myself, however Stephen Knox's 575 was still awaiting the fitment of a bearing.

The day's program kicked off at 9am with the F1 Clienti, those fortunate enough to have ex-works F1 cars looked after by Ferrari. Needless to say, this group was small but did include Guido Belgiorino-Nettis in his 1985 ex-F1 turbo. In Europe of course, the F1 Clienti group is large and the owners/drivers take their racing seriously as Dott and I have witnessed at Monaco.

This was followed by the qualifying session for Round Two of the Asia Pacific Challenge Series. This series started in 1993 and now comprises three distinct divisions in Europe, America and Asia Pacific, each with 30 Ferrari 458 Challenge race cars competing. Owners pay a set fee for the year's racing with each race car being maintained by Ferrari. Next on track were the FXX/599X models in track trim driven by Ferrari professionals taking paying passengers on race-pace laps. These cars looked and sounded just the part. The next hour was devoted to Ferrari owners who paid \$200 for some track time split into pace car speed or full race-pace divisions. During this time my son Dan and I viewed the various displays, the first being a Showroom of Ferrari cars for sale, which to my surprise included a Mondial for \$67K and a 599 Speciale for \$850K. The next pavilion housed a full size model of a modern Ferrari F1 car, followed by a very impressive Ferrari Supercar display comprising a 288 GTO, F40, F50, Enzo and the latest La Ferrari, the latter looking extremely futuristic with huge gull-wing doors and a price tag in excess of \$2M.

The next display of older Ferraris really caught my eye, most of which were being Concours judged. From the 1950s, a 166 MM Sportscar and a 250 Europa GT, (see separate report), from the 1960s, a 330 GT 2+2, a 330 GTC, a few 365 GTB 4 Daytonas and a couple of

Dino 246 GTs and from the 1970s, a Berlinetta Boxer.

Having built up a considerable hunger and thirst for a 250-based Ferrari, the next best thing was to have some lunch. Dan and I decided to forego the owners' suite for lunch, access to which was \$300pp for the day and settled for wraps and pizza. Then came the F1 show. Though only two Ferrari Formula 1 cars, ex-F1 Marc Genere and another, put on a great display attacking the track at full pace, whipping into the pits for pit crew wheel changes and executing burnouts at session end. 'That's what F1 should be like' was a common chant.

This was followed by the time-limited (30 minutes) Ferrari Challenge Trofeo Pirelli Race 1. From a rolling start, the 30 cars sped towards turn 1 with the pole sitter out front. The field however, very quickly spread out and by the end of lap 5, the tail enders were being lapped, not by either of the two front row grid 458s though. At about the 20 minute mark, light rain began to fall on parts of the track. By this time Dan and I had made our way to the fence between turns 3 and 4 when suddenly there was an almighty thud as one car slid into the wall, bounced back onto the track and was hit by a following competitor who also left the track. With the disabled car in the middle of the track, the driver crawled out just as three other cars came over the crest, two of which were side by side at full speed and for a moment it looked inevitable that at least one would hit the "disabled" driver. It's a credit to those three drivers that they made the right split second decisions in avoiding what would definitely have been a fatal outcome.

The rest of the afternoon program was more of the same and for those with \$150 left in their pockets, the VIP after party at the Museum of Contemporary Art was beckoning. Dan and I simply drove home with our commemorative stickers still on the car and Dan with Ferrari's gift of a leather keyring in his pocket and some wonderful memories of the day's activities and exhibits.





EVENT REPORT BY JEREMY BRAITHWAITE:

# CRC AUTUMN CHALLENGE 26<sup>TH</sup> APRIL



The Autumn Challenge was a one day event starting and finishing at Doyalson and spending most of the day in the Hunter Valley.

We had three teams from TSCC all running in Tour:

- Gary and Wendy Maher in their trusty virgin white Volvo
- Liz Kornhaber and Geoff Scott in their trusty virgin white Jaguar XJ6
- And Julie and I in the GTR. We had an exhaust leak in the Starion and neither of us felt like getting gassed!

The day before there had been thunderstorms and very severe weather, but all had blown over by the start at the Doyalson RSL ... or Doylo's as the locals insist on calling it.

Unfortunately the event was on a double points weekend so a conservative approach to the use of the loud pedal was required. Travelling slowly didn't help us and only the Mahers clean sheeted the day sharing the top spot in Tour with two other crews out of a total of 16.

Winners in Masters were the father and daughter team of Bob and Jane Morey.

Bob has been Crew chief for Richard Carter since the year dot, and is the Editor of the CRC magazine.

The results are [here](#).

A great way to spend the day.





# EVENT REPORT BY JEREMY BRAITHWAITE: SYDNEY RETRO SPEEDFEST



Colin Allerdice organised a great day out to the Sydney Retrofest at Sydney Motorsport Park .... a.k.a. The HSRCA Historics at Eastern Creek.

There was free entry for car and driver and a display area for us in the South Circuit pits. The obvious solution was to take two cars which is what we did.

In our display was:

Colin Watts	Nissan 350Z
Colin Allerdice	1985 BMW M635 Csi
John Moody	1974 E Type Jaguar
Terry Daly	Ford Mustang
Jeremy Braithwaite	2012 Nissan GTR R35
Julie Braithwaite	2000 Honda S2000
Malcolm Stephen	1997 BMW M3 E36
Stephen Knox	Ferrari 575M Maranello
Neil Mason	Jaguar Mark 11
Elizabeth Kornhaber	Aston Martin DB7
Ernie Schmatt (guest)	2013 Toyota Sports

TSCC Members who were competing on the day were:

Group N:

Lionel Walker 1960 Jaguar Mark 11

Group S:

Laurie Sellers Shelby GT350

Regularity:

Rick Marks Shelby GT350

Vic Andrews' Formula Ford was also running with Vic's son Ross behind the wheel of Vic's RF81.

It was the first club outing for the newly acquired Ferrari 575 Maranello of Stephen Knox. The car looks absolutely gorgeous in Silver with dark red trim. See the pics on the right for a very happy Stephen beside his pride and joy and a shot of the silver crackle finish on the cam covers of the V12.

At the head of the line in the top photo is the immaculate and very collectable M635 Csi of Colin Allerdice.

What a lineup!





# SYDNEY RETRO SPEEDFEST



Lionel Walker had some issues with a cracked sump and the immaculate red and gold Mk2 was retired for Sunday.



Laurie Sellers ran his Shelby GT350 in Group S. He finished 12<sup>th</sup> in the scratch race and was way down the order in the 9 lap handicap, which makes one wonder whether the handicapper had made his calculations correctly!

Rick Marks ran his GT350 in the Regularity event. For those not familiar with this type of motorsport, Regularity is where you nominate a time and the person who gets the closest to that time over 4 laps is the winner.

Its a great test of driving skill. It automatically levels the playing field as the slowest lap time can win the day, and it also has a major attraction for many in that you can run with a L2S licence and avoid the drudgery of an annual medical check plus all the observed practices etc to get a full licence. You car does not require a roll cage either.

Lap times varied form 1.55 to 2.25 so quite a spread. In the last event Rick was amazingly consistent with laps of 2:01.6631, 2:01.6596, 2:01.5065, and 2:01.4810. Shame he nominated a time of 1.59!

I didn't get any pics of Laurie – too busy socialising – but did manage to get a couple of Rick...

-//-

Rick's Shelby has an amazing history. Shipped on 7 July 1965 from Shelby American to Southern Ford in Long Beach it was drag raced by its 1<sup>st</sup> and 2<sup>nd</sup> owner from 1966 to 1969. In 1970 it started circuit racing which it has done continuously to this day. In the USA it was run by Al French (The Budget Racer) and Don Buck (The Real Quick Buck) and ran in N Production, GT-1 sports racer, AARC, SCCA. HSR and SVRA events.

What a history





EVENT REPORT BY JEREMY BRAITHWAITE:

# SYDNEY RETRO SPEEDFEST



There was no shortage of really interesting cars at the meeting. The headline was the F1 display which was housed in its own marquee and included an ex-AJ Williams FW07, Spirit Honda, 1300bhp Benetton B186, Surtees TS9B, Mike Ryves ex-Mildren Brabham BT11, a BT23, Guido Belgiorno Netti's lovely Ferrari F156, and a March 741.

Ivan Glasby's lovely ex-Bob Gerard Cooper Bristol (bottom left) was there with its distinctive 6 exhaust stacks.

We'd last seen the car at Monaco GP Historique where we'd given Ivan a hand; this included sourcing a litre of acetone from the local chemist who appeared to have stocked up just for the occasion. The car still sported its Monaco stickers including the Age and Treachery Racing badge which we just happened to have with us.

A Sunoco Lola T70 Spyder and a Match SR4 were also included in the marquee display. George Nakas' Porsche 962 looked quite superb and was extremely quick in the wet on Saturday only being bettered by Tom Tweedie in the Team VDS Chevron.

In the first Group MandO race on Sunday morning, Richard Carter (bottom right) was behind Damon Hancock's Brabham BT23C when a fuel fitting came adrift and the car fireballed. I understand Damon had some difficulty getting out of the car and suffered some burns. He was released from hospital that night and one can only hope makes a full recovery.





# EVENT REPORT BY JEREMY BRAITHWAITE: SYDNEY RETRO SPEEDFEST



There was a strong Group A and C field headed by the Gibson Motorsport GTS-R of Carey McMahon (top left) with the Bill Pye ex-DJR Greenstuff Mustang hot on his heels. Just like the old days ...

We'd first met Carey back in the 1970's when he was running a Torana Sports Sedan out of Bob Holden's Condamine Street workshop. It was a little like 'old homes week' with an extremely strong representation of Bob Holden machinery. There was no less than four Escorts and two Corollas, the front wheel drive car for the 81 year old (bottom left) and a rear wheel drive Sprinter.

Fastest of the lot was Barton Mawer in Steve Williams Holton Spares car. He finished 7<sup>th</sup> in the last race having passed three V8 Commodores, a Mustang and Tony Pallas XJS! Steve's son usually drives the car but was in hospital with appendicitis. Good to see Dave Mawer out there supporting the effort. Bart really is an undiscovered talent and spends a lot of his time as a race coach. At the Bathurst 12 hour he was coaching the Radicals as well as driving a Porsche in the main event.

Lovely to also see Keith Berryman's Match SR3 back after an extensive and very expensive engine rebuild. The car is now going better than ever, and a time of 1.44 around the GP circuit is hardly shabby for a 1960's sports car that is almost half a century old.

Again, many thanks to Colin. A great day out with a lot of great racing and a huge variety of machinery.



[Jeremy Pics](#)

[HSRCA Pics](#)





# REAL HOTELS AND UNREAL ROADS



One of the (many) things I like about this club is that many people contribute in many ways to its activities. The committee is very proactive. A few months ago, Barry Farr placed a hand on my shoulder and said, "You've organised events before. How would you like to do one for us?"

Before I could answer he said that we need someone for May and August. "August's out," I was quick to say. "Great," said Barry. "May it is then!"

The truth is that Jill and I were very happy to organise a weekend away and the idea of sharing the load of club administration amongst members is a good one. Waiting for volunteers never works. Buttonholing people does.

The run which took place on 17<sup>th</sup> and 18<sup>th</sup> May started at the Southern Gateway Centre at the top of Bulli Pass. The view over the Illawarra Escarpment is sensational and the new Altitude 1148 coffee shop was the ideal place for a warming coffee on a cold clear morning.

The only no-shows were the Braithwaite's, as Julie had a tummy bug and the Reynolds who met us at the motor museum, our first stop after coffee.

The Australian Motorlife Museum is a credit to the dedication of those who started and continue to run it. There are vehicles there that are rarely seen elsewhere and I heard more than one of the girls say that they found things of interest to them too, not just cars. Dominic and I, and perhaps others, spent a very interesting time with the man spinning metal to make new brass headlights for a veteran car. His mate was also a craftsman who is off to London very soon to prepare the royal coach, originally called 'Britannia', but renamed 'Golden Jubilee', for transport from Windsor Castle to Buckingham palace from where the Queen will travel to open Parliament. This is the coach built in Sydney by Jim Frecklington and the intricate lamps were made here at the museum.



The drive to Bundanoon in perfect weather took us up the fabulous Macquarie Pass and through Robertson. It was top-down for the Kellys and Greg and Vicki drove topless for the whole weekend!

Jeremy and Julie were sitting in front of a warming fire when we arrived at the lovely old Bundanoon Hotel, Mrs B having made a remarkable, although not yet complete recovery. Lunch was in the Tudor-styled dining room and as we only had 70 kilometres to go to Goulburn, it was a leisurely affair.

Amongst the 46 starters were eight guests. Four of them, Barry and Jenny Clarke and Sam and Carol Johnson left us after lunch, but Lloyd and Betty Thompson and two mates travelling together, John Milne and Bob Killorn stayed the distance.

Trappers is a popular motel for car clubs with plenty of parking, reasonable security and a good restaurant. The two aforementioned male guests, John and Bob were the butt of jokes being referred to as the only same-sex couple on the trip! I believe Keith Reynolds made some wise-crack (most unlike Keith, I know) at reception. When John and Bob were booking, seeking a twin room, the receptionist said something about the availability two 'queens' and Keith wanted to know which one John was, Queen 1 or Queen 2?

Unfortunately, Norm and Pam didn't get to spend the night in a queen, king or twin for that matter. The E-type failed to proceed from its spot in Woolworth's carpark and had to be trucked back to Sydney. N and P decided to go with it, so that was the end of their rally.

Originally we were to have our meal in the function room but it was being renovated so we were given two long tables in the restaurant. That was no problem for us but other patrons might have wished the renovations had been completed. Imagine the look a couple's faces when they turn up for a nice quiet dinner for two to be confronted by 40 noisy revellers. Ah well, we've all been on both sides of that fence.





EVENT REPORT BY STEPHEN KNOX:

# REAL HOTELS AND UNREAL ROADS



Sunday dawned cold and clear, perfect motoring weather. The Pikes had to leave us as Darryl had an urgent need to drive to Gympie. Many had breakfast at the motel but the word around the streets was that the bakery across the road makes the world's best egg and bacon rolls and excellent coffee. Store that away for a later trip.

I think the road from Goulburn to Oberon is one of the great driving roads in the state. The surface can be a little rough and there were road works that had not commenced when we did the survey in March, but the corners flow and the road rises and falls through verdant farmlands and, as you get further north, forest. It also proved to be free of tax collectors.

Taralga is a pretty little village and a popular place to stop for a coffee, which we all did.

After a leisurely stop, it was on to Jenolan Caves and lunch at Caves House. Because we were a fairly large group, we had the grand dining room to ourselves and enjoyed a meal befitting such opulent and traditional surroundings, a Sunday roast.

And that was it. Jill and I would like to thank everyone who came and made this a most enjoyable weekend with treasured memories of time spent with nice people.

Stephen Knox





# SEEING RED

## SYDNEY FERRARI RACING DAYS BY THEO DEMOPOULOS

As I get older I feel like I am getting angrier, frustrated, and more cynical, one reason being is there are a lot of events, depressing, daily news, conspiracy theories about flight MH370, politicians being corrupt, Medibank Private acting like a bunch of greedy Roman autocrats, and the Sydney Motor Show for 2013 was cancelled because it became very expensive for the manufacturers.

Another major stuff up by greedy organisers, and so the Sydney Motor Show an Australian institution since 1925 goes down the proverbial drain. You and I, and the rest of this dying breed of car enthusiasts are running out of options to share our passion for cars with other people and to share cars of our dreams with other people as well. Or so it seems, because from where I am standing and since I jumped ship a few years ago from the HSV club to the TSCC, I see and feel a resurgence of that feeling of passion and excitement I felt for the first time, back when I bought my first car, an LJ Torana XU1.

So I started my spin for this story with a negative, but I am sure going to continue and finish it with a stupendously, enormous, beautiful red BANG, with a little white, black and blue just to make things interesting.

I am talking about the Sydney Ferrari Racing Weekend that was held over the 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> of April. It was spectacular and very well organised. I arrive at gate B at 8.30am in the morning Sunday the 13<sup>th</sup> of April. Weather is cloudy with a little drizzle during the middle of the day and with a few sunny breaks.

Before I go on with my story, I would just like to back track a little to the day before. On Saturday I had a few errands to do including a dentist appointment in the morning. After lunch I drove down to the Ferrari and Maserati dealership in Waterloo and had a bit of a wander in the showroom and then bought a red t-shirt, a Ferrari shoulder bag and a Maserati hat.

I thought I might get into the spirit and atmosphere of tomorrow's event so I bought some Ferrari merchandise to



blend in with the rest of the crowd, and it has been quite a pleasant change from the usual HSV merchandise I have been collecting for over 20 years.

So to continue on my main story, I had prepaid my ticket on the internet for the price of \$99.00 and that included a pit pass. My friend Elvis and his young son Thomas are to join me at around 9.00am to wander around Eastern Creek to admire and take lots of photos of Ferraris. The day before a cavalcade of 100 or so began their trek early in the morning from Glebe to Sydney's Motorsport Park.

Never before has an event of this magnitude been organised for one specific brand of car. It has been said that there were 300 in attendance worth \$180m. All I can say is that during our visit there on Sunday there was no way there were 300 Ferraris. Maybe there were that many when the cavalcade arrived but my guess is that a lot of the cavalcade left on Saturday.

Despite that, there were enough cars there to keep us entertained for most of the day. Once you walk through the tunnel and up the stairs to the pit lane and garage area, you are ushered into the paddock area and the first hall housed the Ferrari supercars and you could say the pinnacle of the Ferrari brand, LaFerrari.

I can go on with the stats for this absolutely gorgeous car but I won't bore you with numbers and endless information. All I can say is that we spent over an hour in that room alone taking pictures of the car and the other supercars that were in that room. We took time to just stand back and appreciate it all.

As I learned during the course of the morning, this particular car was on loan from a Japanese buyer. Its Ferrari's first delve into the hybrid market with a system called HY-KERS system. There are to be 499 cars made and all are sold, 120 going to USA alone.

In the same room there were 4 other cars, a 1984 288GTO, 1987 F40, 1995 F50 and Ferrari's jewel in the crown, the 2002 Enzo.



# SEEING RED

## SYDNEY FERRARI RACING DAYS BY THEO DEMOPOULOS

I don't pretend to know much about Ferraris and to be honest people talk to me about statistics and mechanical things about cars and I don't remember most of what we talked about 5 minutes later, however the Enzo not only looks fantastic but has some very impressive statistics, some would say that the average person would never experience in a lifetime. I hope I am not the average person, so is there anyone in the club with a Ferrari Enzo in the garage?

Anyway I am digressing. But just to give you an idea, something that I can relate to: my HSV 2012 Maloo Ute would probably do 13.5 -13.7s for the quarter mile, I will find out very soon when I take it to Eastern Creek in July before our trip to Greece. The 14 year old Enzo, however, will do it in 11.00 seconds flat. I wonder what the Laferrari would do on the quarter mile? (around 9.8s Ed)

We stayed in Hall of Supercars for over an hour and then proceeded to the next hall, Hall 13, the Showroom Hall. This hall houses the more modern Ferrari's. We start with the 458 Spider, then the 458 Speciale, the 458 Italia, the F12 Berlinetta, and the awesome FF.

Being the unselected representative for the Thoroughbred Car Club of NSW, I tried to con my way into the back of the display to take close-up photos of the 2 cars at the back, by going up to the very attractive lady guarding the gate to the back section.

She did allow me passage and Elvis asked me how I managed it, and I replied that it was my assertive professional demeanour, winning smile plus the fact that I had three cameras on me.

I just bought a new phone, the Samsung Note 3 and I love it. It has a bigger screen so I can see emails, Youtube and photos a lot easier. Plus, it has an impressive camera which I like operating a lot better than my other two cameras. I took the bulk of the photos with the Note 3. It has a 13MP resolution and it's easy to use, compared to other two, and good battery life. By lunchtime, the battery was flat in one, and the other one that is 5 years old has a small screen, and the resolution is only 8MP.

So well done Samsung, your technology is awesome.

Nestled between the supercar and the showroom halls, was the Classic Owners tent and piazza where you could sit down and have eat. In the Classic Owners tent were 10 cars. A 1955 250 GT Europa in burgundy, a 1964 330 GT in silver, two Dinos, a few Daytonas, and the most prized of them all and most expensive the 5 million dollar 166MM Ferrari Scaglietti. All I know about this particular work of art is that is owned by a New Zealander and had been lovingly restored to its original condition. It has an important and illustrious history.

I found a YouTube clip of a 166MM Barchetta which the owner was brave enough to drive on the street of London. But again I digress, so back to my Ferrari weekend adventure.



Progressing along the next section of the paddock, was the kids zone, where I took some pictures with two of the tallest beauties flanking me in front of an F1 race car.

Next to that was the open area of the pre-owned car display. In this section was a selection of 9 cars that were for sale.



Cars in this area included a 2012 a Grigio Silverstone California for \$379,900.00, a Rosso Scuderia 599 GTB "60F1" for a measly \$821,273.00, a Nero Daytona 599 HGTE for \$408,495.00, another 599 GTB in Nero Daytona for \$324,495, a Bianco Avus FF for \$499,900.00, a red 458 Italia and a black 612 Scaglietti which I failed to take pictures of how much they were going for. I left the 2010 Azzuro California with Crema interior, hard top convertible for last because it is my favourite. This particular model was selling for a very affordable \$299,900.00



The time was approaching midday. It was overcast and it did drizzle a little around lunchtime but overall the whole day was dry, and we were all very fortunate both for the spectators and for the organisers. I also felt that there were not a lot of people attending the show, but that proved to be a good thing because I was able to walk around more freely. What was also disappointing was the fact that a lot of the Ferraris that took part in the parade from Glebe to Motorsport Park were not present on Sunday.



# SEEING RED

## SYDNEY FERRARI RACING DAYS BY THEO DEMOPOULOS

If they been, it would have taken me a few more days to look at them and take photos and appreciate them .

Up to this point, I have only covered the unofficial part of the day. I could hear in the distance that high distinctive sexy and high pitched sound of the Ferraris that were taking part of the Sport and Enjoy drives.

I ducked into one of the garages below to take photos of the FXX Ferrari and a Formula 1. The FXX is part of a program Ferrari has set up for Ferrari owners. The FXX is a racing version of the Enzo that can only be driven on the track.

Ferraris owners around the world, have the opportunity to race their cars in the Ferrari Challenge Trofeo Pirelli. The cars that are raced are 458 Italias and were taking part in the second round of the inaugural Ferrari 458 Asia Pacific Challenge series.

The other Ferraris that took part races during the two day event were 599XX's. The 599XX is really a 599GTB, and they have been tricked up to rev up to 9000rpm. The other session held during the weekend was the F1 Clienti. Everything is provided for them, racing cars, transport, maintenance and even the racing suits.

Due to the rapidly improving engineering technology that is always associated with the development of F1 engines, the screaming wail of a multi cylinder racing may not be heard again. Some are complaining and causing a lot of fuss that F1 followers are not getting their money's worth, and I tend to agree with that.

So we wander to the top of the garages to hear, and see all these Ferraris go around the track, take pictures and videos, before a quick bite to eat. For the next hour or so the Ferrari show took place with the F1 doing doughnuts and the photo shoot with the drivers of the Challenge Series.

Another event that I assume took place yesterday, because I don't think it took place today, and was rather annoyed to miss was the Corso Pilota.

This is another Ferrari initiative which I think it is important, when you consider how many exotics, including Ferraris, have been destroyed by inexperienced drivers who fail to invest in a driver training session or three.

At around 3.00pm I said goodbye to Elvis and Thomas, and made my way to my car for the drive back home. I have to congratulate the organisers of the event and most importantly to the grand master of the event the CEO of Ferrari Australia Mr Herbert Appleroth, and of course to the MP Minister of Tourism Mr George Souris, or should I say ex Minister of Tourism. Well done gentlemen and lets sincerely hope it's not the last time an event like this occurs for the mutual enjoyment of all the petrol heads including myself.

<http://media.theage.drive.com.au/cars/car-news/ferrari-convoy-stops-traffic-5344212.html>





# WEDNESDAY RUN TO WILBERFORCE



The TSCC May Wednesday Run was organized by Jelly Van Dyk. The weather gods were good, for the 30 members and friends who came along, many with their roofs down. Autumn weather is great for top-down motoring in the countryside. Sports cars are all about top-down motoring! Peter and Robyn Wards had their Mercedes 230 SLK, Maree Dawes had her top down (the cars that is) in her comfy Audi A4 Cabrio, Colin Watts and David Lee were in a red MX5. Kumiko Yamamoto of course came in her Porsche Boxster, while Lisbeth and Norman Allen were in their BMW 330Ci. Deborah and I came in our XK120.

Fixed roof people were Terry and Robyn Daly, with friend, in their very formal Mercedes CLS 500. They followed us on the run and I thought we had a large purring sowing machine behind me. Didn't hear it growl at all. The cats no doubt purred and growled in turn, with Jaguar Mk IIs driven by Malcolm & Toni Ireland, and John & Margaret Moody. I am sure the Jeremy & Julie Braithwaite's Nissan GTR did a bit of growling on the way, particularly when they left Australiana Village by a different route, to set up for their photo shoot. Our trip organizers, Jelly & Peter Van Dyk were in their Porsche 911 C4, owned from new. Good to see a classic 911 (but not as classic as an early 901 series, if my personal bias creeps in!). Barry & Dot Farr were in an Audi A6, Vic Andrews in a classic Volvo 123GT, Gary & Wendy Maher were in their classic Volvo P1800, John & Leslie Bailey in a BMW 750, a more sedate drive than what John usually brings, and Stephanie Clark & Julie Wellington in an Aston Martin Vanquish.

We arrived at Australiana Village at Wilberforce for our morning tea, with tea, coffee, damper and scones. Gluten free also organized, so full marks by Deborah.

Australiana Village has been in place for many years, with many buildings relocated onto the site in 1970. It has been through some ups and downs over the years, but it is now under community management and moving ahead strongly.



To see all the pics from the day, please click [here](#)





EVENT REPORT BY CHRIS HALLAM:

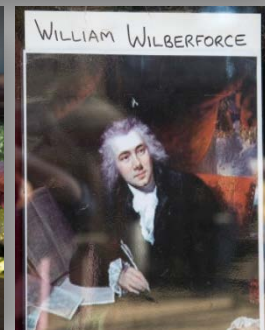
# WEDNESDAY RUN TO WILBERFORCE



The little train opened for rides on Australia Day 2014. We were given a brochure with map, and individually wandered around the grounds, seeing how things worked and lived in yesteryear. Various comments overheard about the good and bad old days, and how they had it hard. And they only had to worry about one or two horsepower transport.

Australiana Village is located next to Rose Cottage, which was built on this site by Thomas Rose and his family from split ironbark timber in 1811. This cottage was occupied by the Rose family for 150 years. While we did not have the opportunity to go inside on this visit, from our past visits it is very interesting. It is claimed to be the oldest timber dwelling still standing in Australia. However research by Deborah and myself has shown that the oldest part of our timber cottage in Kurrajong was in place by September 1809, which has been documented through records and confirmed by the physical evidence of the building (the latter by TSCC member Graham Edds, a conservation architect). It could make our cottage the oldest timber dwelling in Australia, and most likely the oldest dwelling that has been continuously inhabited. With the modern tools of historic research on-line, including all old newspapers from 18<sup>th</sup> Century England, 19<sup>th</sup> Century Australia and Australia up to 1954, from the comfort of your own lounge room you can correct many inaccuracies published over the years. (TROVE is the on-line source.) Family history research can get very addictive, can't it Deborah!

Leaving Wilberforce, the run took us through Freeman's Reach, Slopes Road, Mill Road (Jelly wanted to avoid the Kurrajong traffic signals) and onto Bells Line of Road, for the great run to Bell. This road, in my back yard from Kurrajong, remains my favourite short drive, and is particularly good on a weekday, without the Sunday drivers, or hoons (apart from us). It needs to be promoted as a tourist route, like the Great Ocean Road and Great Alpine Road. Most of us managed a fairly fast pace, with few trucks to slow us down.





EVENT REPORT BY CHRIS HALLAM:

# WEDNESDAY RUN TO WILBERFORCE



Our lunch place was 2.2 km west of the Bell intersection, at 227 Bells Line of Road. It is called Monkey Creek Café, or as her card said: "Ellie-Cats @ Monkey Creek", run by Ellie, with cat tats evident. This is a great place to stop on the run along Bells Line, with a very interesting building and great view. The food was honest and reasonably priced. This is the sort of place that should be promoted as part of the Great Bells Line of Road tourist route. The steak was good, the burgers were enjoyed by many and all appeared to enjoy their lunch. Ellie's card reads "*Burgers & Beers At Altitude*", so beer available as well as wine by the glass. Ellie's staff were very enthusiastic about our cars, and liked the variety present. After two of them had their photos taken in the Braithwaite GTR, I offered the XK for cockpit shots. At least the girl preferred the XK – style over power.

As we left, Jeremy and Julie invited anyone wanting a tea/coffee on the way home to stop in at their house at Kurrajong Heights, which about 10 of us did, all the locals plus the Moody's. Jeremy gave us a quick shed tour, while Gary scrutineered the Braithwaite Pajero for the upcoming Barry Ferguson Rally.

A very good day thanks to Jelly, and we look forward to more like it.

Chris Hallam





# MGA FROM 'GO' TO 'WHOA' TO 'GO' AGAIN

## TOM ACZEL



I drive my two MGs quite a lot, in fact whenever the opportunity arises. Driving to work in an MG for example is commonplace for me. Even a spur of the moment interstate trip is not an issue. As a result my MGB has covered over 220,000 miles in my ownership. Due however to work and family commitments, I only rarely have the opportunity to head out on MG club runs. Even more rare is an occasion where my wife Ged, can accompany me on such outings. The occasion of the MG TC run to the Southern Highlands, with lunch at the Bundanoon Hotel in September last year was however going to be a much anticipated exception.

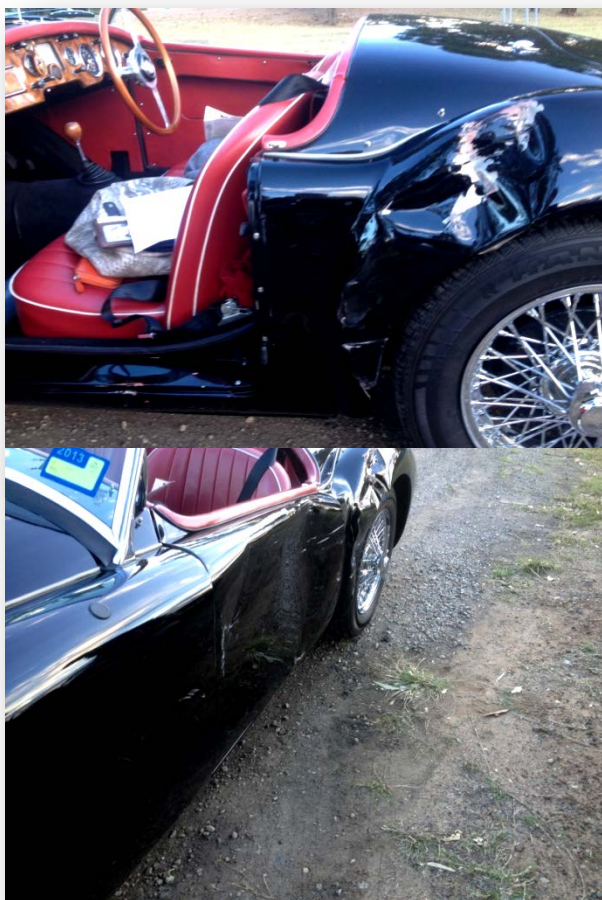
A beautiful day dawned positively glowing in bright golden sunshine. The temperature, just perfect! As we purred along on our way in our MGA, we commented to each other on just how good life can be; indeed it was difficult to imagine it getting much better than this.

First, a rendezvous in Camden to meet up with some familiar faces, and then motor on down to Bundanoon. Great venue, great company, get to look at a bunch of MGs; how good is this!!

The day ultimately reaching into the later afternoon, we bade our farewells to many, and headed off for home.

Coming off the M4 and heading into Penrith, we followed a rather faded old purple Hyundai. I didn't think too much of it, though the three occupants seemed to be quite taken by the MGA, turning around to look repeatedly. We then followed the same car all the way through Penrith, and onto Castlereagh Road. About twenty minutes after first following the Hyundai, the driver indicated "left" and began to turn. I pulled out to go around when the driver suddenly changed her mind, and swung right, directly in front of me. Despite braking hard and swinging to the right, our cars collided side to side!

I wasn't too worried about the purple Korean thing, but my lovely MGA was damaged down the whole near (passenger) side. Poor Ged too was badly hurt, though thankfully in the end she was just badly bruised, for the next month; there's not much protection afforded



by those aluminium-skinned doors for anything more substantial than dust, (light) rain and errant insects!

Needless to say, not just the car's panels and my dear wife's side were crushed; so was I.

I'd long been thinking that "one day" I'd have my MGA repainted, maybe in ten or twelve years. There was no

immediate need. And the few scattered blemishes meant that I had a car that I could just jump into and use at any opportunity, without worrying about the odd stone chip or careless mark.

Now it was "crunch time" in both meanings of the words! There was simply no way to just repair the damaged side with the rest of the car looking less than pristine. It looked like "resto time" had arrived unexpectedly early!

Well, it was a BIG job, but it's done now, and beautifully too. We're talking here of a complete body strip down: guards, doors, bonnet and boot lid, valence all came off. Much was chemically stripped, the rest stripped by hand. Michael did a remarkable job caressing those crushed and dented steel and aluminum panels back into perfect shape. Predictably, we discovered a large amount of poorly done previous panel work, with which Michael had to deal.

The insurance company was, shall we say, less than generous in their contribution. For example, Michael Stillone quoted an, in my opinion very reasonable, eight hours labour to strip the paint from the damaged front guard, door, sill, rear guard and adjacent shroud. The insurance company allowed a ridiculous two hours for this!! And so it went on. My contribution to the work was unfortunately considerable. Let's just say that effectively I've bought my MGA for a second time!

So now I have an even more beautiful MGA (and a far less attractive bank account). I now, however, find myself a little hesitant to use my pristine shiny as good as new MGA.

Ged says, "Hey, you bought that MGA to have fun! Go on, just get out and use it!" Ah, what a gal. And, as usual, she's of course absolutely right! So look out, here we come again!

P.S. A word of warning to all. It was a source of great surprise for me to learn that the above-described accident was deemed by the two insurers to be my fault! The following driver is expected to make allowances for any action of the driver of the vehicle in front.



# AH SYD AND JOHN, YOU GUYS JUST CRACK ME



As many of you will be aware, my MGA has recently been laid up for 5 months due to a most unfortunate accident. My MGA's battery has deteriorated as a consequence. I jumped in excitedly last Sunday to head out, only to find the car didn't have enough electrical "oomph" to start. Oh bummer! No problem; I'll pop the car on the charger.

For those of you not familiar with the MGA, let me tell you what this involves. Like the MGB, which followed, the MGA has a pair of 6 volt batteries either side of the prop shaft under a shelf behind the passengers and forward of the rear axle.

Makes sense of course. It moves some of the weight in this front engined car a little rearward, lowers the centre of gravity by keeping the batteries' weight close to the ground, and keeping the weight inside the wheelbase, all contributing to the fine handling, for their time, that these cars manifested.

OK; so what to do to pop the charger on? (And incidentally what you need to do to simply check your MGA batteries at regular intervals).

Simple!

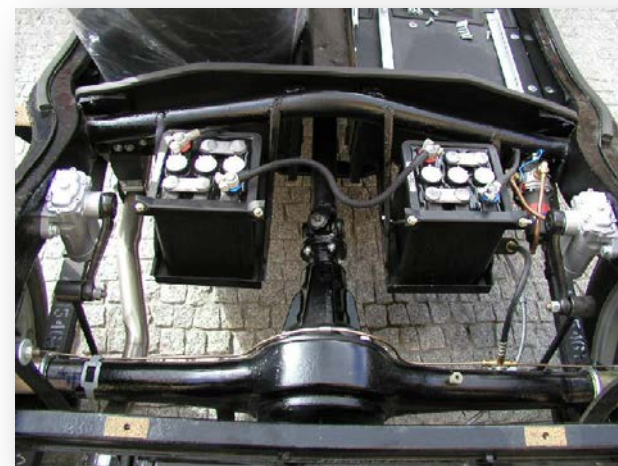
1. Walk around to the near-side of the car. Tip the passenger back rest forward, and gently manipulate your multi-jointed wrist and fingers past the side curtain holster and contained side curtains, and past the folded soft-top, and by Braille find the ring-pull to release the boot-lid.
2. Walk around to the back of the car, lift the boot lid and support it on its prop.
3. Lean forward to the front of the luggage compartment and release the two straps securing the tool roll over the top of the spare tyre, and remove said tool roll.
4. Release the spare tyre securing clamp, and pull the tyre out of its slot. (The spare is stored partly inside the car to centralize the car's weight within its wheelbase. These MGA designer boys were serious about the handling of their little sports car!)

1. Walk around to the cabin again, and now remove the side curtains from their holster behind the seats.
2. Fold the holster up and back over the rear shroud. If it doesn't stay there you might have to walk around to the back of the car again to put the boot lid down again.
3. Find a screw driver or decent coin, lift the carefully folded soft top (for which I still use the owner's manual to jog my memory how to fold and store the soft top each time I put it down) and release the Dzus fastener to release one side of the battery compartment top shelf.
4. Walk around to the opposite side of the car and repeat 7).
5. Lift the shelf out. Hey presto, you're in business. The batteries are there in view. Off you go and hook up your charger! (or just check your batteries if that is your task at hand).
6. To put things away again, simply reverse steps 1) to 9) !!

Don't you love it? I can draw no other conclusion than that life was much slower 60 years ago. And that dear Syd Enever and John Thornley are looking down on us from motoring heaven, bemused as we carriers of the MGA flame patiently battle with the eccentricities of these pretty little cars

Sydney Enever was the long serving gifted, and to a large extent self-taught chief engineer at MG for a considerable period. He directed the design of both the MGA and the MGB described above.

John Thornley was the passionate and very capable General Manager at MG over this same period.





# PARTING SHOT



What the fashionable Mercedes is wearing.....

