



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 2nd Wednesday of every month except December and January at Carlingford Bowling Club.

Club Objectives

- To foster a better acquaintance and social spirit between the various owners of Thoroughbred Sports Cars in Australia
- To help and advance Thoroughbred Sports Cars in Australia
- To establish and maintain, by example, a high standard of Conduct and a Respect of the Laws of the Road

Club Shoppe

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

Correspondence

All correspondence to The Secretary, TSCC
P.O. Box 1318, Mona Vale, NSW 1660
Email: secretary@thoroughbredssportscarclub.asn.au

Incorporation

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

Affiliation

TSCC is affiliated with CAMS Limited

Committee

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

Membership Forms

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

Website

www.thoroughbredssportscarclub.asn.au
Contributions to the Webmaster:
webmaster@thoroughbredssportscarclub.asn.au

Top Gear

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

Other Information:

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

Disclaimer:

Any opinions published in the Newsletter should not be regarded as being the opinion of the Club, of the Committee, or of the Editor. No responsibility is accepted for the accuracy of any information in the Newsletter, which has been published in good faith as supplied to the editor.

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

Top Gear has been continuously published since September 1981.



CUL DE SAC JOHN SLATER



We recently bought a new kettle.

I quite liked the old one, it was polished stainless steel and operated by flipping a small lever at the base. It was also, well, kettle shaped, you know sort of conical with a smart little lid. It started to corrode where the lid meets the body. I know from my mate Boris, that heat accelerates corrosion and stainless steel will corrode, depending on its grade. It started to weep from the handle when I decided to clean the corroded area, leaving a small puddle on the bench.

With that, it was black flagged. So the Comptroller of Internal Equipment and Assistant acquired a new one. Let me tell you, this isn't just any old kettle, oh no. This kettle comes with a handbook, er "Instruction Booklet" (I prefer to think of it as a handbook) and it's 19 pages long. As you might expect in these days of increasingly dangerous kitchen machinery, the first seven pages of the handbook are devoted to safety warnings, many of which are very important. Such as, "Cleaning and user maintenance shall not be made (sic) by children unless they are older than 8 and supervised". This is sufficiently important that it is stated twice. And it includes a revolutionary new invention called an Assist Plug™. This is "conveniently designed with a finger hole in the power plug for easy and safe removal from the wall outlet". Like the Avocado Slicer, it's hard to imagine how we managed without it.

This, however, is merely the overture, the entree, the warm up lap, because this kettle has no less than seven (7) buttons with which to boil water. All of which are clearly necessary, along with the beep when a function is complete. Now, I'm not going to be a cranky old troglodyte and start banging on about complexity for its own sake in the name of marketing and the good old days when, if our old Hotpoint element blew, it was fixed simply by undoing two screws and changing it. Not me. But it did make me start to think about buttons and modernity.

By way of comparison, my 1965 Buick Riviera "Owners Guide" is 79 pages long and contains no safety warnings.

The car is operated by two keys, three pedals (one is the handbrake), a wheel, five levers, five switches, four handles and five buttons, all of which change stations on the radio. All of this can move 5.2 metres of car (17 feet in the proper measurement) at more than 160 kph, whilst carrying five people between reasonably proximate petrol stations.

There was a time when buttons were just things that were used to hold fabric together. After Charles Kettering invented the electric starter in 1913 buttons found that fundamental use in cars, starting. Then in 1949 Chrysler changed everything when it introduced key only starting, commencing the process of banishing starter buttons for ever. For ever until the naughties that is, when they changed from uncool back to cool.

Surprisingly, given the above, in the 1950s buttons become synonymous with progress. In 1956 Chrysler introduced buttons on the dashboard to operate it's two speed Powerflite automatic transmission (The famous Torqueflite three speed transmission was introduced later that year). At the same time computers were being developed using them and the humble push/pull/turn switch started to be, er, pushed into the background.

In motoring, the major impact of this started to be felt in the 1980s and reached a high point in the 90s. My 1993 M3 has BMW's ubiquitous computer with a plethora of small buttons all of which are fairly easy to use, except of course, setting the time, which needs to be undertaken twice a year, more if the battery goes flat or is disconnected. To effect this, I need to refer to the Instruction Booklet, because naturally, I've forgotten how to do it as daylight saving ended six months previously.

It all got a bit silly with dashboards and consoles festooned with buttons until BMW fixed it all when it launched iDrive in 2001. This was a spectacular success, memorably highlighted in the Top Gear episode when they challenged some people to start and drive one, with

hilarious lack of success. Of course, things have moved on since then with touch screens and Sat Nav. The latter ensures that a whole generation of drivers can find out how to get where they're going without having any idea where they are.

And now we have multi media interfaces through multi function touch screens, programmable engine and gear change settings, launch control and so on. I wouldn't say that this is confusing, however, it has led to the average "Instruction Booklet" taking up more room than the Income Tax Assessment Act 1936, as amended. The other day I pushed a button on our Golf's steering wheel and the dash display changed to German....

I call all of this Function Overload (FO). If you watch old English films you will know that FO used to stand for the Foreign Office, however, we have all now moved on.

Just as the primary function of a kettle is to boil water, the primary function of a car is to move people from A to B. This does all seem to be becoming obscured in a sea of "functionality", or perhaps it's because I haven't the time to read all of the Instruction Booklets that now litter our house.

As others have commented it was a fairly miserable start to this years motoring "season". Nevertheless, the ever intrepid TSCC members put on their wellies and splashed around Eastern Creek at the CMC Display Day.

Barry's article this month is quite insightful and I again thank all of those who have contributed to it. A special thanks to Rick Marks for his effort in raiding the photo and memory vaults and to Miff James for his report on the Goodwood Revival Meeting, requested at very late notice.

See you on the road, just as soon as I finish another Instruction Booklet.



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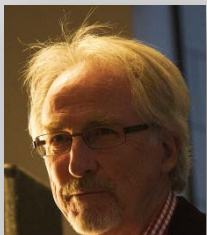
ALL THE REGULAR STUFF:

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 20th
November



OFFICE OF THE PRESIDENT

BARRY FARR



I would like to welcome both Ian Johnson and Lloyd Thompson as new members, thus bringing membership to our 100 limit for the year. At the same time, we farewell Helen Dent who has moved to the South Coast and Richard Jenkins who now resides in South Australia.

Maree Dawes continues to recover well from her double knee operation and our thoughts and prayers are extended to life member Jim Peters, whose wife Val is currently undergoing chemotherapy treatment.

Like me, you are no doubt fed up with the cold and wet weather. It seems it has rained every week since I penned my previous report late July. Finally, it looks like Spring has arrived enabling us to get out and enjoy our wonderful classic cars. The wet weather of course affected the CMC Display Day at SMP with considerably less vehicles and spectators than usual and caused the cancellation (twice) of the All British Day at The Kings School grounds. Our Social Director Jeremy, employed quick initiative in arranging a substitute lunch for all the disappointed British car owners at the Linwood Country Club which was very well attended.

Whilst on matters British, Jaguar Land Rover, which was down on its heels under Ford ownership some years ago and which was purchased by the Indian Tata Group in 2008 is now on a high selling vehicles to China at premium prices. The China Region accounts for almost 30% of all sales with the Range Rover Sport selling for more than double the price than in Britain. The company's profit is now running at the rate of GBP10M per day!!

So what to do with all that money? Admirably Jaguar Land Rover have invested some of it in preserving classic cars by acquiring the largest known private collection of British cars in the world.

James Hull's 543 vehicle collection includes 130 Jaguars, amongst them fine examples of C, D and E-types and XKSS and 120.

The Jaguar Heritage Division will maintain the Jags in active mode in a new purpose-built facility at Coventry.

The latest round of classic car auctions in the northern hemisphere demonstrates a continuation in the rise of values. With investment interest rates in the USA sitting almost at zero the past 5 years and with Europe still recovering, where else do well-heeled investors put their cash? There is certainly a change going on with the majority of the top-end classics being purchased by investors rather than the owners/racers of the past. At the very top-end a Ferrari GTO has exchanged hands for USD52M and at the lower end, a Sunbeam Alpine Tiger sold for just short of USD250K. In the UK, a 1970 Jaguar E-type 4.2 series 2 Roadster is advertised for the equivalent of AUD270K.

The rise in values means that a wider range and greater number of distressed vehicles are now economic to restore. Recent UK research concludes 7000 restoration specialists need to be trained in the next 5 years to satisfy expected demand. As mentioned in my May report, at least there is action being taken there to address this issue but I am not aware of any similar restoration apprenticeship/training programs planned here.

Great to see Daniel Ricciardo doing so well in F1, out-qualifying and out-racing his 'tough luck' team mate Vettel. In recognition of Daniel's skill and bravery, the 3 time GP winner was earlier this month awarded the prestigious Trofeo Bandini joining such legends as Schumacher, Alonso, Coulthard and Webber. Great also to see that CAMS has introduced 'The F1 in Schools Technology Challenge' into Australian schools. This is the world's largest secondary school technology program.

CAMS will assist 50 'F1 in Schools' teams across 16 schools with an overview of Formula 1 development over the years and help them in their designs during the initial phases of their projects.

The State Government has indicated the speed limit on the dual carriageways of the Pacific and Hume Highways could be raised from 110kph to 120kph. Having driven extensively in the USA and Europe I would concur with the limit being increased with the proviso that large trucks be restricted to their existing 100kph limit as is the case in many countries overseas. On the motorways of Europe I have observed the truckies employ a responsible attitude in keeping to the 100kph limit in the kerb lane. The penalty for exceeding the speed limit on motorways in the UK is now very severe as the maximum speeding fine has been increased from GBP2500 to GBP10000.

I leave you with a quote from long term respected motoring journalist, Simon Taylor.....'a car not used is a car in a coma. We must all find reasons to enjoy our old cars as often as we can. The more demanding the drive, the better: and if there's an historical reason or an anniversary to be marked, that's better still.'



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

19 th October	Sydney Gold Cup. Picnic at the Polo
31 st Oct to 9 th Nov	THE BIG TRIP organised by Jeremy and Julie Braithwaite with lots of help from Peter and Jelly van Dyk
15 th November	Penrith Pas de Deux . CRC event organised by Garry and Wendy Maher
16 th Nov	POO Day organised by Terry Daly
6 th 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:

- 8th October
- 12th November
- There is no Club Meeting in December or January

WEDNESDAY RUNS

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

- 15th October organised by Grant Liddell
- 19th November organised by Lionel Walker
- There are no Wednesday runs in December or January

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



RINGWOOD RACEWAY & FIGHTER WORLD

15 OCTOBER 2014






We're meeting at Macca's Mt Colah & we'll leave at 9.30 for [Fighter World](#) at Williamtown for a visit to the RAAF Museum. On to lunch & water views at the [Junction Hotel Bistro](#) at Raymond Terrace. The menu is [here](#). Then a visit to [Ringwood Raceway](#) and an inspection of the new racing circuit designed by TSCC member and Past President, Grant Liddell which is approved and is currently in the construction phase.





RSVP PLEASE BY Thursday 9th October 2014
 RSVP to: Grant Liddell at grant@grantliddelldesign.com.au or on (02) 4963-6002



PRIDE OF OWNERSHIP

SUNDAY 16TH NOVEMBER 2014



We have a wonderful variety of cars in our club and POO Day is the time to empty the shed and put them all on display at Terry & Robyn Daly's lovely home in Dural.
 Arrive 9.30 a.m. Judging from 10.00 a.m.
 A carvery style buffet lunch will be served with champagne, beer & soft drinks BYO wine & glasses



Please RSVP to Terry Daly by 11th November on 0418 675 253 or terry.daly@live.com.au
 Pay \$40/head for members, \$50/head for invited guests into the Thoroughbred Sports Car Club Account
 BSB 032-282 Account No 135873
 In the description field insert: POODAY YOURNAME e.g. POODAY SMITH if your surname is Smith



WOLLOMBI WEDNESDAY

SCULPTURES IN THE VINEYARDS

19TH NOVEMBER 2014



We're meeting at our favourite Macca's at Mt Colah for a 9.30 departure for Wollombi and the [Sculpture in the Vineyards](#) exhibition which covers all the vineyards in the Wollombi area.

Lunch will be \$20 for 2 courses at the [Wollombi Tavern](#) - the home of Dr Jurds Jungle Juice - and after lunch there are some further Vineyards and more sculptures to visit.
 A choice of ways home, including the great Putty Road, or alternatively make a night of it in the Hunter.

RSVP to Lionel Walker by 12th November
 Phone 0412 345 331 Email lionelwalker@bigpond.com




Sculpture
IN THE VINEYARDS



SYDNEY GOLD CUP

SUNDAY 19TH OCTOBER 2014

The Sydney Polo Gold Cup will be on again on the 19th October. It's the TSCC picnic day where the ladies can put on a nice summer frock and the gentlemen can don a boater and be entertained by the Sydney Polo Club. The Gold Cup is the highlight of the polo year and is becoming a significant event in the Sydney social calendar.
 It's also attracting some great motoring machinery.
 This year we will also see Olympic standard show jumping in addition to the Polo.
 For the first time the event will be catered for those that would prefer not to bring their own.
 Please RSVP to Terry Daly by 8th October on 0418 675 253 or terry.daly@live.com.au




One horsepower
A lot of horsepower





2014 Christmas Party



We're having our Christmas Party
 We hope that you can come
 There'll be lots of people
 Having lots of fun
 So if you'd like to join us
 And we really hope you do
 Send an email to Julie
 We look forward to seeing you

You are cordially invited to the TSCC Annual Christmas & Presentation Dinner
 Date: Saturday 6 December 2014
 Time: Five o'clock dinner at the Terrace 7.00 - 7.30
 Buffet dinner 7.30
 Dancing until midnight
 Courtyard bar/lounge
 Where: 7 Vasey's Road, North Ryde 2113
 Parking: Complimentary - make sure you have the ticket enclosed in Reception.
 Cost for the food and soft drinks is \$10.00 per person.
 The club will be paying for pre-dinner drinks on the Terrace.
 There will be a bottle of red and a bottle of white on each table.
 Non-alcoholic drinks are at your own expense.

Please make direct payment to the Club account using 'Terry and your name'
 It's a BSB account: BSB 032-282 A/C number 13-5873
 Friday 28 October 2014 by Julie Braithwaite - see below for email
 Please advise if you have paid and if not where you will, along with the names of any possible accompanying guests.
 If you have any dietary requirements please let Julie know
 Lounge suit or smart casual
 15 seats have been set aside as a special rate of \$10 which includes full buffet breakfast for 2. To make the booking please click [here](#)
 Please bring a \$10 gift for Santa's sack

RSVP to Julie Braithwaite at julie@bigpond.net.au



RAIN, RAIN, RAIN: 2014 SHANNON'S EASTERN CREEK CLASSIC

NEIL MASON



Shannon's Eastern Creek Classic has evolved over the years to be one of NSW's most outstanding "must go" gatherings for Classic Car enthusiasts, where the variety of cars displayed by the members of the multiple clubs affiliated with the Council of Motor Clubs (CMC) can take the entire day to move around to absorb and take in.

Over the last 25 years of CMC Classic gatherings at Eastern Creek and before that at the Penrith Fire Museum, we've been mostly treated to absolutely perfect weather for our Classic car owners to pamper their steeds and drive them to their display sites with confidence that their preparation was worthwhile and the drive would be a safe and enjoyable trip.

With only two previous show days marred by inclement weather, this year's display day was by far the worst ever with rain, cold and mud making it a day for only the most hardy to venture out in the hope there'd be enough Classics arrive to put that smile on our faces to be seeing what we enjoy most and have a chat to folk we only see each year at the Shannon's event.

It's stating the bleeding obvious to observe that August was the most miserable wet end of spring month we could have imagined, resulting in the cancellation of many Classic events around Sydney, in particular the All British Day, but the ever hopeful organisers kept the Shannon's event gates open and it went ahead.

The enthusiasm of the TSCC members, aided by the fact that we had a great, mostly under-cover display area, meant that close on 2/3 of our enrolled 25 signed up participants actually turn up, making ours the biggest display group on the day. We also appeared to be the group that stayed longest at the event, no doubt made easier by the overhead cover.

Much credit and thanks goes to Adrian Walker, the long term organising master of our Shannon's display day for all the pre work that made sure we had a no fuss entry and understood the day's arrangements. Colin Allerdice served his time this year as Adrian's apprentice. Thanks fellows!

Just as interesting to many as the traditional Classics we all enjoy at Eastern Creek each year, many TSCC members thought the rain and mud just a step too far to bring out their cherished, carefully detailed, chrome wire wheeled classics, with many chose to bring along their alternative or modern classics that gave our display cars an eclectic edge of interest this year that brought some favourable comments from some of the younger visitors.

Walking around our display we were able to contrast the classic 1960s lines of the Mark 2 Jaguars of Adrian Walker, John Moody and Ian Norman and sturdy Volvo Amazon Rallye Special of Vic Andrews to the smooth understated muscled style of Roger Korte's Porsche 944 and the pure European excellence of John Slater's BMW M3 and Colin Allerdice's stand out BMW M635.

Always a favourite of mine, as much for its amazingly daring style that only fibre-glass construction could allow and its unexpected Austin Sheerline sourced engine, was Stephen Knox's Jensen Interceptor 541, contrasting to the smooth and modern lines of Dominic Truelove's Mercedes Benz 380SL, that gives soft top driving without the bumps and with plenty of get up and go.

Italian simplicity and cutting edge leading style of its era was the Smiths' Maserati Merak. If you get a chance, next time you see the Merak, do take a slow walk around it and take in its pure and simple elegance that made the Italians world leaders in design style.

Jumping a long way forward in time, the rare Holden Monaro CV8R presented the best of Australian sporting power and luxury we enjoy from the beginning of the new millennium. Jeremy Braithwaite's super modern Nissan GTR Turbo 4WD gave us the chunky modern bench mark of aggressive Japanese style mated with performance, efficiency, dependability and handling capabilities that were unknown in the Classic era.

With umbrella in hand and coats buttoned up tight, it was a long walk to take in the sparsely spread cars belonging to the other Club groups and the smallest contingent of Concours entrants who were out on the pit lane.

Where we usually see upward of 1500 classics on display in other years, 2014 had less than 200 spread around in the rained out tarmac areas. Even so, under the brollies for those who were there the car banter, admiration, tyre kicking, exhaust breathing and buzz we all get from enjoying our favourite pastime were intact.

The award for the most dedicated time travelling car enthusiasts must go to the "British Bulldog" types who arrived together in their oilskins and soft caps, wet but beaming in their early Brass era Veteran tourer and landau.

Mark your calendar and cross your fingers the rain stays away in 2015, because Eastern Creek will be bigger and better then.



RAIN, RAIN, RAIN: 2014 SHANNON'S EASTERN CREEK CLASSIC NEIL MASON



EVENT REPORT BY GARY AND WENDY MAHER: LUNCH RUN TO KEN DUNCAN GALLERY ERINA



It's official – we've had the wettest August for 25 years. It was no surprise then that Wednesday 20th August dawned a fairly miserable day. It was also no surprise that half the attendees (39 members plus 2 visitors) brought their 'plastic' cars – even though it wasn't actually raining in the morning.

As has become the custom when we are heading north, we met at MacDonald's Mt Colah and as usual, a large group of local police officers were there for breakfast. As the gallery we were visiting was on the right hand side of a four lane road, I decided I would park my car on the left opposite the gallery and mount a large red letter 'P' on the back – which I had borrowed from Classic Rally Club. I had this set up for demonstration purposes at Maccas and it caused much mirth among the constabulary and produced the comment from one 'should have gone to Specsavers'. Maree Dawes loved that!

Flushed with the success of our last attempt to have all the participants contribute to the magazine article, we decided to try it again – with a great response – so here I go at an attempt at editing...

THE RUN:

Having had issues at the recent Jaguar Mountain rally, Wendy Kelly loved our '**comprehensive and easy to follow route instructions**' although we did manage to confuse the Walker group – Adrian, Lorraine & Lionel and Maree Dawes who was following them because she was travelling on her own. However, Maree did enjoy the Old Pacific Highway: '**As I have not travelled on the Old Pacific Highway in years, it was a bit of a trip down memory lane. As a kid we went north every year for the Christmas Holidays. On the road by 3.30am to 'beat the trucks', my brother and I rattling around in the back of a Ford 10/10 Panel van.**'

Jeremy & Julie Braithwaite commented: '**The Old pacific Highway is a glorious road. A smooth surface, long sweeping bends and fantastic views. All spoilt by a couple of nasty smelly slow utes and the nanny state imbecilically slow 60kph limits.**'

Simon Mitrovich in that great looking Honda NSX also enjoyed the route and wrote: '**Nice, easy drive with some nice twisting bits on the Pacific Highway. The weather held off for us with just a little rain towards the end of the run.**'

Yes, we were lucky with the weather but then there was the 'Vern Factor' which prompted this comment from Vern Kelly: '**re my (totally accidental) 'prowess' in delivering good weather for events that I attend, we did get a little bit of rain, however, given that the forecast for the whole week was for wet weather, I'd like to think that the small bit of rain we received has kept my 'reputation' somewhat intact.**'

Vern and Wendy had more to worry about than a few spots of rain – read on: 'We **did have a bit of concern on the road there.**

A lady coming the other way on a curve not long before we reached the gallery ran off her side of the road and corrected strongly to bring herself back and, in doing so, appeared to be drifting back into our path, coming the other way. I was watching her and readied myself to run off our side of the road to avoid her. In the event, she just managed to stay on her side of the road and any problem was avoided.'

THE GALLERY.

Many of us had been to the old Ken Duncan Gallery at his home near Matcham but the new gallery and theatre was something different. I'll let Laurie & Fran Bromley explain: '**Our first introduction to the gallery was by 2 ten minute video presentations of Ken Duncan's photographs set to music. The music was appropriate and the photographs suitably impressive.**

Wide screen panorama is Ken Duncan's choice of format and his pictures are notable for exquisite sharpness and strong colour. Sometimes the colour is a bit overpowering. The second video was annotated with biblical and spiritual quotations, reflecting Ken Duncan's strong creationist beliefs. He tries to interpret the beauty of nature as a reflection of God's gift. For sale was a large selection of high quality prints, both framed and unframed with subjects as varied as Australian and New Zealand landscapes and African wildlife, including a great photograph of a leopard on a tree branch looking directly at the camera. I left the gallery with a strong desire to emulate, in a small way, these beautiful images.

Eve & Peter Stefan were inspired by the gallery and wrote: '**We thought the gallery was amazing. Ken Duncan's photographs are awesome and really worth seeing. We had never been in the theatre before so it was wonderful to see the photographs on the big screen. Ken Duncan's love of the beauty of natural Australia comes through in every photograph.**



EVENT REPORT BY GARY AND WENDY MAHER:

LUNCH RUN TO KEN DUNCAN GALLERY ERINA



LUNCH RUN TO KEN DUNCAN GALLERY ERINA



He has an amazing talent to bring out the beauty in every situation whether it is an amazing sunset or sunrise, a dense green forest or the deep strong reds of the deserts. Ken Duncan certainly opens your eyes to the beauty around you.'

John & Val Dixon was another couple who liked the gallery and said: *'Lovely presentation in the theatre- spectacular photos. Great coverage of Australian landscapes from bush to the sea. Spectacular photos in the gallery, amazing dedication to the taking of the photos.'*

The gallery was popular with Robyn Daly too – she won the lucky door prize – a lovely book of Ken Duncan's work. Actually, Robyn had a big day, debuting in her new Jaguar F Type – or is it Terry's?

Maree probably summed up everyone's thoughts: *'I thought the photography / scenery in the presentation was spectacular. What a beautiful country we have! I ended up buying a couple of the books – not only for the photography but for some of the great quotes from people like Nelson Mandela, Woody Allen & Amelia Earhart.'*

THE LUNCH

Maree went on to say: *'Lunch was lovely and the staff did a great job to get the food on the table so quickly'*. Neil & Joy Hood thought it was pretty good and they emailed: *'Great lunch venue with a great selection to choose from. Joy & I had the corn fritters and prawns with sweet chilli sauce – really yummy and nicely presented'*.

The Walkers & Ian & Lisbeth enjoyed the usual TSCC camaraderie and got together to say this: *'We sat at the table with the Daly's and Terry & Roby regaled us with horror wedding stories. Lisbeth was horrified about all the things that could go wrong. Adrian's large appetite necessitated his ordering toast with his meal. The company at our table was very convivial and added to the enjoyment of the day.'* However, you can't please all the people all the time. Vern & Wendy Kelly were a bit unlucky and quite fairly commented: *'The lunch was nice with a small range of options which nevertheless seemed to suit all, but the service of food & alcohol was quite slow and those at our table who ordered the pie all considered the dish far too small. As we were the last table to have our orders taken, I saw the small pies coming out to the other tables and decided to order the steak sandwich – which was very good.'*



Launch of Terry Daly's new F Type Coupe at Macca's



LUNCH RUN TO KEN DUNCAN GALLERY ERINA



We invited some friends from the Classic Rally Club, Wayne & Dianne Gerlach (aka 'Wine & Dine'). They have just retired to Matcham, just up the road from the gallery. Their thoughts were: '*Visitors to the TSCC lunch today - Great people, great cars and thoroughly enjoyable.*'

Thank you all for your support on the day and a special thanks to those who contributed to this article.

Wendy & Gary Maher - Volvo 940

John & Val Dixon BMW - 318

Jeremy & Julie Braithwaite - Nissan GTR R35

Neil & Joy Hood - VW Tiguan

Terry & Robyn Daly - Jaguar F Type Coupe

Maree Dawes - Audi Convertible

Simon & Jane Mitrovich - Honda NSX

Vern & Wendy Kelly - Mercedes CLK 430

Adrian, Lorraine & Lionel Walker - Mazda 6

Ross Brackenbury - Audi

Peter & Eve Stephan - Colorado Ute

Barry Farr - Audi

Vic Andrews & Maria - Porsche Cayenne

Colin Watts & David Lee - Nissan Z

Ian Norman & Lisbeth Allen - Subaru

Derek Scott & Maggie - Porsche 911 993

Robyn & Kevin Leggott - Porsche Cayman

Fran & Laurie Bromley - Triumph TR8

Chris & Debra Hallam - Porsche 911

Graham Eds - Range Rover

Stephanie Clark/Julie Wellington - Aston Martin Vanquish

Wayne & Dianne Gerlach - Friends of the Mahers



Derek Scott's 'new' Porsche 993. Ex-Stephen Knox.



WEDNESDAY RUN TO PATONGA



The drive commenced at the normal time from McDonalds at Dural with members from the Kurrajong area joining the drive at Wisemans Ferry.

The first stage of the drive was along Old Northern Road which was pleasant except for getting stuck behind the occasional articulated truck from the local quarries and the "Poo Truck" (on its way to those country properties not connected to main sewer).

The last few kms before Wisemans Ferry the road has some interesting twists and turns and the passengers do get a good view of the U bend in the Hawkesbury River and the surrounding countryside (that's if they have complete confidence in the driver's ability to negotiate those bends!)

Wisemans Ferry is a rustic village on the Hawkesbury River about 60km from Sydney and is encircled by national parks - Dharug (north and east), Yengo (north-west), Cattai (west), and Marramarra (south). The area is rich in Aboriginal and early European history. There is 16km of the convict-built Old Great North Road that once connected Sydney and Newcastle; the Hawkesbury River was one of the major routes for transporting food from the surrounding agricultural areas to Sydney during the early 1800s.

Wisemans Ferry was named after an early settler in the district, the emancipist entrepreneur Solomon Wiseman. He was an ex-convict and had been transported to Australia in 1806. Solomon Wiseman obtained a license to operate a ferry across the Hawkesbury River in 1827. This was one of the earliest vehicular ferry services across the river.

However, his contract stipulated that he could not charge officials to cross the river, they were to be exempt from any fare. In his ingenious and entrepreneurial way Solomon was not going to be outdone – he devised a new payment plan - charge for horses (who were not considered officials!).

The modern-day punt ferry is now powered by diesel engines and driven by cables underneath the water and can carry 24 cars. The crossing is 366m in length and 4mins duration.

On our drive the ferry lady was delighted to carry so many interesting vehicles in a single crossing and was very helpful to ensure that the cars approached the drive on and off ramps at an angle to ensure enough clearance and prevent expensive damage.

On crossing the river we turned right; the Wisemans Ferry Road is sandwiched between the river and significant sandstone escarpments. The road follows the northern bank of the Hawkesbury and passes through some small, picturesque river communities. After Spencer the road continues north and follows a tributary - Mangrove Creek.

We continued through the rural hinterland of the Central Coast towards Somersby, then under the freeway (now M1) and through the residential suburbs of Kariang down to Woy Woy and Umina. The final stage of the drive was around the headland of Mount Ettalong with its sweeping view of Umina Beach and Broken Bay, and up through the Brisbane Water National Park.

The tranquil fishing village of Patonga, sometimes written on early maps as "Betonga", meaning "oyster" in Aboriginal, is situated near the mouth of the Hawkesbury River and is on the edge of Brisk Bay, which faces south-east across from West Head, Pittwater and Barrenjoey.

The village pub – Patonga Beach Hotel – has lots of outside seating from which to enjoy the beautiful location and views across the Hawkesbury River. It has a good range of beers and no poker machines (!) It is always a popular spot at the weekends and visiting midweek is probably a better idea.

Unbeknown to Laurie and Fran when they were organising the drive, the new owners and managers of the pub commenced at the beginning of this week and their new chef started today! However, even though they were still learning the ropes, we received a warm, friendly welcome from Matt & Alisha and their staff. We were happy to be the first to sample the new menu – typically pub fare, with oysters and fish/seafood, all reasonably priced.

All in all a very good days drive on some interesting roads, through some attractive countryside, ending up at lovely location and pub in which to enjoy the good company of the club members.

Thanks to Laurie and Fran for organising are great run and for ensuring such lovely top down weather.



EVENT REPORT BY VIC CLARKE:
WEDNESDAY RUN TO PATONGA



The following members attended the run or joined us at Patonga for lunch:

Ian & Lisbeth Norman
Les, Roselee & Roslyn Johnson
Stephanie Clark & friends
Julie Wellington
Neil & Joy Hood
John & Sue Burton
Barry & Judy Thew
Barry & Carole-Ann Lunn
Graham & Carol Edds
Vic & Jane Clarke
Peter & Jelly Van Dyk
Barry Farr & Dott Forrester
Peter & Maria Dal Santo
Derek & Maggie Scott
Laurie & Fran Bromley
Lorraine Mooring
Ian Hutchinson
Colin Watts
Jeremy & Julie Braithwaite
Kevin & Robyn Leggott



EVENT REPORT BY VIC CLARKE:

WEDNESDAY RUN TO PATONGA



GOODWOOD REVIVAL MEETING 2014

The Revival Car Show – the mother of all classic car displays!

I have just returned from the Goodwood Revival held over 3 days at the end of the second week in September. For those who have attended the Revival, you know what an extraordinary event it is and it's not all about the car racing!

Having said this, grid up the 2.36 mile circuit with priceless open wheelers, GP cars, GT sports cars and racing saloons that raced during the heyday of the Goodwood track between the late 1940s and mid 1960s and fill them with the best drivers, current and past, from the British touring car series through to F1 stars and you have the best door handle to door handle racing you'll ever see. Watching a giant Mk7 Jag drift aggressively through the double apex corner onto the main straight in the capable hands of Derek Bell is a vision you don't quickly forget.

This year's Revival showcased races for the Maserati 250F, the open wheeler made famous by Juan Manuel Fangio in the early 1950s and the D Type Jag. To see a grid full of priceless D Types was worth the price of admission alone. When I went to the Revival in 2012, they featured the Mercedes Silver Arrows from the 1930s, cars that rarely leave the Mercedes museum, and the largest ever assembled grid of Ferrari 250 GTs.

Those who attend the Revival will tell you however that they don't go just for the racing!

This year's event was a sell out again and saw around 160,000 people attend over the 3 days but if you think that all the fun of the Revival takes place within the motor circuit environment, you would be mistaken.

Before you enter the circuit and have your ticket scanned, you walk through a vast area known as "Over the Road". Thousands of people congregate in this area, and it doesn't require a ticket

It has all manner of excitement in the shape of vintage fairground rides, vast shopping areas, live music and bars plus all the main vehicle auction houses are located here. It is also a place where weary Revival ticket holders can relax a little, picnic with their friends and watch the races on the big outdoor screen.

Adjacent to "Over the Road" is one of the Revival's greatest attractions – The Goodwood Revival Car Show – which for many people has become as much a part of the Revival as the racing inside the circuit. Close to 5000 pre 1974 tax exempt cars book their place in this inner car park and each day, Stirling Moss selects the 10 best classics to display in a special tented area. Being a British event, it is not surprising that English marques dominate the display, something that I know would bring joy to the hearts of many TSCC members. Aside from the Jags, Astons, Bristols, Jensens, MGs, Austins, Minis, Morrisies, Bentleys and Rollers you will see every model of early Porsche, Ferrari, Maserati, Mercedes, Bugatti, BMW and Alfa. I counted 5 Lamborghini Muiras on day one – each in a different colour – and there was a totally original, unrestored Porsche 550 (the James Dean car) also on display. Some car owners who bring their pride and joy to the Revival Car Show never get further than the picnic rug set up alongside their car. It is hard to explain the symptoms of classic car overload. This display is so vast and the cars so extraordinary that you don't know where to look next. Heather, my wife, and I made sure we allocated at least 2 hours a day to cruise the car park.

If you get the chance to visit the Goodwood Revival, take it! My advice would be to plan your time wisely. It takes considerable time to admire 5000 classic automobiles.



EVENT REPORT BY MIFF JAMES:

GOODWOOD REVIVAL MEETING 2014



EVENT REPORT BY MIFF JAMES:

GOODWOOD REVIVAL MEETING 2014



IN THE SHED

COMPILED BY JOHN SLATER



A Tiger's Tale

This year, 2014, celebrates the 50th anniversary of the Sunbeam Tiger V8 and so I thought that this story might be of interest to the TSCC membership. The background to the Sunbeam Tiger is interesting – conceived by US West Coast Rootes Executive, Ian Garrad with assistance from racing legend Ken Miles and born out of an unlikely foursome between Lord Rootes, Carroll Shelby, Henry Ford 11 and Jensen Ltd.

Ken Miles and Ian Garrad put together the first Alpine V8 prototype using a 260 V8 Fairlane engine and two speed auto. The engine was simply shoved in where the four pot sat and apparently went well in a straight line but handled like a pig. Nevertheless, Ian Garrad arranged some Rootes bottom drawer money and paid \$10k to Carroll Shelby to build a decent Alpine V8. George Boskoff handled this for Shelby and the finished product had the engine tucked way into the firewall and a 51/49 weight distribution. This car was shipped to the UK for Lord Rootes to see and drive following which he ticked off the Alpine V8 production. A deal was done with Henry Ford 11 to supply the V8 engines. Originally, the car was going to be called "Thunderbolt" but this name was owned by Ford so it was named "Tiger" after the Sunbeam land speed cars of the 1920's. Hence, a legend was born!

In total 7,067 Tigers were built between 1964 and 1967. All except the 533 Mk2 Tigers were powered by the Ford 260 V8 with the Mk2's only using the Ford 289 V8. Interestingly, Chrysler bought the troubled Rootes Group in 1965/66 and so this heralded the end of the Tiger. The Chrysler V8 would just not fit and it irked Chrysler somewhat to have to install and warrant a Ford engine in the Tiger. To further complicate things Jensen Ltd had been commissioned to build the Tigers – which they did. A failed Le Mans attempt in 1964 (due to the 275 HP 260 V8 engines supplied by Shelby breaking) didn't help but the Tigers went on to do quite well in both circuit racing and rallying in their day. These days they are very competitive in historic racing and classic rallying.

Approximately 90% of all Tigers were built LHD and exported to the US. Those that remained in the UK or went to the US East Coast were subject to the demon rust. Those fortunate to go to the US West Coast generally have rust free bodies. In Australia, Tigers has always been somewhat rare. When I bought mine some 40+ years ago you could count those here on one hand. The Australian & New Zealand Sunbeam Tiger Register shows that these days there are 100+ in Australia and NZ.

This particular story is about B9471138LRXFE which was completed by Jensen Ltd on 23 October 1964 as a left hand drive Mark 1 Tiger 260 roadster bound for the good old USA West Coast in a lovely shade of Balmoral Grey with light blue trim. Very early history is scant but suffice to say the Tiger was imported from California to Australia around 1967 and converted to right hand drive to meet local registration requirements at that time.



My belief is that the owner was connected with the US Embassy in Canberra. That person clearly didn't like the original colour and it was painted a mid metallic blue at some point to match the light blue trim.

Fast forward to 1973 and the writer, aged 21, was already a past Sunbeam Alpine owner, having purchased a nice low mileage white Series 5 Roadster in 1971.

Unfortunately, this car wasn't really suitable as a daily driver and was traded in for a brand new LJ Torana GTR XU-1 in March 1972. To be honest, this car wasn't a great daily driver either but it did have some serious street cred for a 20 year old. In April 1973, Sunbeam guru, Peter Thomson (Thommo to those who know him), turned up at my parent's home in his newly acquired Sunbeam Tiger V8 at that time painted Vermillion Fire. He took me for a ride, as only Thommo could, and from that point I just had to have one of these V8 gadgets as soon as possible. After a couple of false starts, I saw an ad in the Sydney Morning Herald for "1964 Sunbeam Tiger V8, asking \$2,200 ono, call after 12 noon".

The phone number was at Seven Hills but when I called at around 7am I found out the owner, Desmond Lyons, was bringing the car up from Canberra and wouldn't be there until around 12 noon. I got there before 11am and arranged for Thommo to meet me after he finished work. By this time, the Tiger had been re-painted in white enamel and as soon as it turned the corner and burbled up to the Seven Hills house where I was waiting I knew I just had to have it. Long story short, even though the re-paint was so new it was still not dry and even though it was running a bit rough, after an inspection by Thommo, I made an offer of \$1,800 and the Tiger was mine. The date was 15 September 1973 – 41 years ago this year! The mileage was just on 60,000 then and is on 92,400 as it sits in the garage today.



IN THE SHED

COMPILED BY JOHN SLATER



How time flies and here we are in 2014. My Tiger will be 50 years old on 23rd October – coincidentally Joy's and my 38th wedding anniversary! To be honest, I have most likely forgotten half the things done in and with the Tiger over the past 40+ years – some might say probably a good thing. An engine rebuild in 1974, a new soft-top in 1975, a bare metal re-paint in 1978, a re-trim in black in 1979 – the car is pretty much like that today with that patina of age that has its own certain charm.

A trip to the US in 1976 nearly resulted in the Tiger being fitted with huge flares and 10" wheels which was all the rage way back then. Luckily, this never happened although the poor Tiger was drag raced at Castlereagh, hill-climbed at Silverdale, dirt circuited at Amaroo Park and lap dashed at Oran Park and Amaroo in the early to mid 1980's, classic rallied in the early 1990's and even CAMS logged as a Group SB historic race car in 1993 and raced in a six hour teams event at Eastern Creek – all with me at the wood rimmed steering wheel! Fortunately for this particular Tiger, I retired it from any further active competition in 1994 before I did any serious modifications or damage to it.



Some might say that they rarely see the white Tiger at club events or Sunbeam Rallies in recent years. This might be true but since 1973 Joy and I have travelled several times to Victoria, South Australia, Queensland and throughout NSW in this particular Tiger.

As some may know, I have had quite a few other Tigers over the years including the ex Le Mans Lister Tiger (one of three – bought in 1984, historic raced and regrettably sold to the UK in 1993). I currently still have a Forest Green 1966 Mark 1A historic race car as well as a Signal Red 1967 Mark 2 – owned for 11 years and 15 years respectively. However, the Old English White Mark 1 holds a special place in our family and getting back into it is like putting on an old comfortable (but a tad daggy) slipper – sure it could be restored to a high degree and sure I could use it more often than I do, but, to be honest, after all these years I like things just as they are!



Happy 50th Birthday to the fantastic Sunbeam Tiger V8 and many happy returns.

Rick Marks



MY PASSION FOR PORSCHE, HOW IT ALL STARTED

DARRYL PIKE

Saturday February the 6th 1960 dawned a hot Victorian summer day. For me it was Independence Day.

I lived a privileged childhood, privileged only by environment, as I grew up in country Victoria, I felt sorry for my city cousins who marvelled at our craftsmanship when they visited our tree houses, or paddled our canoes with us on the Yarra.

However all that changed later in my teens as I started to replace my bow and arrows with tight blue jeans and a Tony Curtis hair cut and the attraction of flared skirts which were out of my reach. My elder brother's mates would visit on weekends in their MG TCs, Healey's and FJs, then Saturday night was a procession to the Jazz clubs of Melbourne, 431, Powerhouse and the Keyboard Club.

But I was left behind, with only one bus out of town it was impossible.

So turning 18 and getting my licence (yes Victoria is one year behind, or in front) was momentous, Independence Day.

I had purchased my 1958 VW, GWS 674, some months before and therefore Feb 6th could not come soon enough. I was in my car at seven in the morning, and in the car park of the local Police Station knowing that it didn't open until 8. It was to be my permanent car spot.

I had to be there early as I knew that by eight there would be a procession of cars wanting registration labels.

You see in Victoria then, you could only register your car through the local cop shop and they would label your car only on Sat. mornings.

I knew this well because this was my Saturday job, yes Dad was the local cop. He waited till right on eight, I'm sure as a tease, then said in his usual gruff manner "Well drive down to the corner and back". That was my test. By the time I had returned he had written out the receipt for 30 shillings, handed it to me then said, "now don't kill yourself".

He wasn't joking as there was hardly a week go by

without him being called out to some horrific accident. Nationally we were fast approaching the high watermark in Australian road fatalities which peaked at nearly 3800, four times the fatality rate of today, with under one quarter of the cars on the road. He had a right to hammer me, it was only a month before that he had given one of my mates, Dale Senior his licence and 10 hours after that Dale crashed head on into a tree on a winding country road. He was killed instantly and at midnight Dad and the tow truck driver took an hour to get him out. No ambulance arrived.

So where do Porsches fit into this?

Well the months rolled on and my Dad watched in anticipation as I slowly modified my Beetle, joined The Australian Motor Sports Club and started hill climbing at Templestowe.

He didn't notice that I had removed the hubcap clips on the back wheels, reversed the wheels and painted them silver, the two white lines over the top were acceptable but he thought stupid, and he knew nothing of the twin SUs I had fitted. Leaving home with an Okrasa exhaust system became a challenge and the only modification he insisted I change was to remove the lap belt I had fitted. "Get that out he said, how the hell are we going to get you out when you roll it."

So, minus the seat belt and with all the other modifications it was time to test it down the Templestowe straight. This was a mile long, slightly down hill straight of public road just outside the Hillclimb.

Maximum speed pre modifications at the end of the straight was 72 mph. Maximum speed after the modifications was 68, but how good did it sound.

So finally the Porsche bit. My father would regularly visit the local orchidists doing what they called statistics. His interest and knowledge of cars was zero, however he came home one day and said to me "I've just been out to a property where this bloke has got some sort of rear engine racing car, he said it's from Germany."

Of course this raised my interest level. What could this be? maybe it's one of those 356 models, I hadn't seen one yet so that would be a first, so after two weeks dad decided to shut down my whinging and take me to see this thing.

I took my best mate Brian Wakeham who hill climbed with me in his Fiat 1100, which was similarly modified to mine, except he couldn't reverse his wheels but with extractors it had a note to die for.

The day arrived and as we drove up to the farm in the Police FJ Holden a lady appeared on the veranda, we stopped and Dad introduced us to Mrs Godbeher. She said if you're after Jack he is down in the shed. Dad's only interest was in a cuppa and a chin wag, so he sent us down to this huge agricultural shed to meet, not Jack but Mr Godbeher. That was the way it was then.

A wiry little guy appeared at the door and after pleasantries and him insisting that we call him Jack, we wandered past the tractors, old trailers, oil tins and tools to a car covered with new chaff bags.

Jack removed the bags and there sat the very first Porsche 550 Quad Cam silver Spyder in Australia, imported by Hamiltons as a competition car only. Jack, at that time we found out, was the gun mechanic and Hamiltons engaged him to commission the car and prepare it for a race, some months off.

Wow this was spiritual stuff, Jack gave us a long run down on the 550 then started it up, it idled at what seemed to be my VW max revs. Then he said "Wanna come for a run?"

So strapped into the passenger seat in my first full harness, he idled up the drive, stopped at the verandah and said to Dad "Be back in 15 minutes."

This was an unregistered racing car and he had just told the cops that he was taking his son out on a public road for a test run, knowing that the speed limit was irrelevant because the local cop car was parked under a peppercorn tree at his property. And you reckon times weren't better then?



MY PASSION FOR PORSCHE, HOW IT ALL STARTED

DARRYL PIKE

We took off sedately, probably out of some respect to my father, then into second. The 550 comes into it's own after 4000 revs, Jack taped me on the knee then pointed to the rev. counter as he flattened it, the acceleration was incredible, 4000 revs came up in seconds and I could not bring my head forward off the head rest as it roared past 4/5/6000 revs then into 3rd and we were away. What speed we did I have no idea, I did glimpse at the rev counter when it was at 6000 in 3rd, and we were still powering away in 4th.

The 15 minutes was the most exhilarating blurr that I have ever experienced, then and now, but then it was Brian's turn. I stood on the veranda as Jack repeated the trip, and at no time in the next 15 minutes could I not hear this amazing little 1500s scream in the distance.

How my father could sit there dunking his Arnott's and chatting and never ever making any comment about this experience I'll never know.

Porsche has been part of my life ever since and there is never a time when I'm driving my Speedster with the hood down and that little jet engine whistling in the rear, that I don't think about that 550. But now, with the last sale of a 550 in the U.S. at \$3.3m, the chances of a hundred mile an hour run down a country Victorian road would be nil.

We dream of the past.



PARTING SHOT

