



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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[Terry Daly](#)

Lotus Editor:

[Roger Morgan](#)

Other Information:

[Administration](#)

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[Club Plates](#)

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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



This is the story of a second hand book, six old photographs and a rare car that appears to have been lost.

Some time ago, when a comb was an item of necessity rather than vanity, I bought a second hand copy of *The Legendary Hispano Suiza* by Johnnie Green. It is a small book, only 235 pages, published in 1977.

When I was flipping through the book with a view to purchase, I found a small brown envelope inside and inside that were six, old, black and white photos of what was clearly an Hispano Suiza of late 20s vintage, taken in the early 1950s, somewhere in Europe. Intrigued by this I purchased the book. I couldn't identify the coach builder at the time and the book, with photos, went into the bookcase and was largely forgotten.

Late last year, I purchased the glorious three volume set, "Jacques Saoutchik, Maitre Carrossier" by Peter Larsen and Ben Erickson. This is a stunning piece of work and is now sold out. As I read through it I began to think that the coachwork on the Hisso in the Green book might be by Saoutchik, so I retrieved it and studied the photos.

It appeared to me that the coachwork was indeed by Saoutchik, although there was no photo of "my" car in any of the three volumes. I contacted the editor of *Veloce* today, where I had read the initial book review, with copies of the photos and to my surprise I received a response from the Hispano Club in Belgium. Not only did they confirm that the coachwork is indeed the work of Saoutchik, they provided the model and even the chassis number.

Within two days of my initial email, I received this response:

"I have had a second response from France, from the registrar of the French Hispano Club. He has positively identified the car in the pictures as H6B number 12254 of 1929 (same as Laurent, so this is now certain). It had license plate 7480.RD7 (Mr. Jacques Gay) and was re-licensed to 1498.AN 75 (Paris) in 1951."

There were no known pictures of this car, so it was nice to be able to add a small amount of information to the global store of knowledge. The car's whereabouts are not currently known.

This will be my last issue of *Top Gear* due to work pressures. I would like to thank everyone for their support.



12/01/2015



12/01/2015



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Please click on the pic

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PRESIDENT



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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 June



Office of the President

Barry Farr



Welcome to the first Top Gear for 2015. Based on previous years, I would have already written my first President's Report for the year and had it published by now but there has been a change in the regularity with which Top Gear is to be published. After some discussion at January's Committee Meeting, it was decided to publish Top Gear quarterly and not bi-monthly. The Editor's task is very time consuming as all articles submitted have to be edited and re-formatted, even more so when photos are included.

It has been a sad first quarter with the passing of lifetime member Jim Peters' wife Val and Leo Geoghegan, brother of member M-L Howard. The club was represented at both services and our condolences are extended to the families of both.

Our motoring year kicked off with a number of members entering the Best of the Best Concours d'Elegance on Australia Day. Initiated by Sam Movisio, this event was held for the first time at Doltone House and attracted more than 50 entrants. TSCC members John and Margaret Moody deservedly took out the top prize with their multi-award winning E-type Jaguar.

Our first club meeting for the year on 11 February attracted more than 40 members, easily accommodated, as the Carlingford Bowling Club has agreed to reconfigure the room slightly to allow more to be seated. This was tested further at the March meeting when David Berthon being the guest speaker, 50 were easily seated. David had everyone captivated for an hour and many of the ladies expressed the view David was the best speaker we have had. The first run for the year on 18 February organised by yours truly and Dott, attracted 32 participants, fortunately including 'weather master' Vern Kelly, who turned on a magnificent warm, sunny day for us all to enjoy.

Once everyone made it through the peak hours (with emphasis on the plural) Sydney traffic to the start point at Bulli Tops, the subsequent two hour drive and the location of the lunch venue boosted everyone's mood with much conversation over a lovely lunch. Everybody that is, except Robert Harrison, whose car troubles that morning precluded him from making the start. The pressure relief valve seal on his E-type gave way.

The March lunch run to the Camden Valley Inn organised by Barry and Carole-Anne Lunn, attracted 38 participants who rated both the route and the lunch venue highly.

Our club continues to be the one others wish to join as there are now 7 applicants on the waiting list.

A bipartisan Federal Parliamentary group was recently formed to raise awareness of the economic and social benefits of motoring and motor sport and its associated industries. It is also designed to provide a forum for stakeholders and peak motoring bodies to discuss issues with Senators and Members to celebrate the contribution motoring makes to Australia. The launch took place on 2 December 2014 on the grounds of Parliament House, Canberra, supported by a car show of classic and historic vehicles, jointly supported by the Australian Federal Police and the NRMA.

Dott and I have spent most of the year to date travelling throughout Queensland, Victoria and Tasmania and I shudder to contemplate the chaos of the road systems in years to come given recent changes in State Governments in both Queensland and Victoria largely on the tickets of not proceeding with infrastructure developments. Even in the coming State election in NSW, the opposition is promoting a platform of less infrastructure development by doing away with the M4/M7 link.

Just as our club is non-marque, our club should be apolitical so these comments are not meant to be political but merely to emphasise the community deserves and needs Governments that will build for the future.

I, for one, want to see our road systems able to cope with the 40 million estimated population in Australia in decades to come, amongst whom will be our children and grandchildren, hopefully wanting to belong to a motoring club and undertake road trips that are enjoyable.

Whilst in Melbourne, naturally Dott was itching to do some shopping in Chapel Street. This time however, I located a delightful cafe at the Yarra River end of Chapel Street to while away the time while Dott shopped. The cafe happened to be filled with Italian cars and memorabilia. Sandro Terzini, who has an extensive workshop in Bentley for servicing exotic cars, has recently established the cafe which opened early February.

On display against a very professional backdrop were some of his personal cars and an occasional exotic of his clientele. At the time of visiting, on display were a 1961 Alfa Romeo Giulietta 101 Spider Normale, a 1962 Ferrari 250 GT 2+2 (GTE), a 2000 Ferrari 360 F1, a 2002 Maserati 4200 Spider, a 2011 Ferrari 599 GTO and a Ferrari Formula 1 race car. Drop in for a coffee next time you're in Melbourne.

We now have wider choice for insuring our vehicles. Specialist motor cycle insurer Famous Insurance, has extended its cover to motor cars with choice of repairer and choice of agreed or market value. The cover extends to special, track and daily drive cars and is underwritten by Calliden Insurance which is associated with Munich Reinsurance.

Lastly, next year will be the club's 35th anniversary. If you have any historical club material please let Terry Daly know for inclusion in the 2016 display.



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



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.

WEDNESDAY RUNS

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

CAN YOU ORGANISE AN EVENT?

If you would like to organise an event please call Terry Daly on 0418 675 253.



Dates for Your Diary

Click on the flyers:

THE INN TO INN RUN SUNDAY 24TH MAY 2015



XK120 RUSHING FROM O'CONNELL INN BACK TO GOLDFINDERS INN

THEME

THIS RUN FOLLOWS HISTORIC ROUTES ACROSS THE BLUE MOUNTAINS AND INTO THE CENTRAL WEST, PASSING WAYSIDE INNS EN ROUTE, STOPPING AT ONE FOR MORNING TEA, ANOTHER FOR LUNCH, AND A FINAL INN FOR AFTERNOON TEA, AT KURRAJONG. FAST SPORTS CARS PREFERRED TO HORSE & CART.

MEET

MEET AT THE PUBLIC CAR PARK NEXT TO KURRAJONG POST OFFICE IN OLD BELLS LINE OF ROAD, KURRAJONG AT 9.00AM, FOR A 9.30AM DEPARTURE.

THE ROUTE

WE FOLLOW BELLS LINE OF ROAD OUT TO BELL, AND DOWN TO LITTLE HARTLEY FOR MORNING TEA AT THE AMBERMERE ROSE INN (1845). WE THEN DRIVE VIA HAMPTON AND OBERON TO O'CONNELL, WHERE WE STOP AT THE O'CONNELL HOTEL (1865) FOR LUNCH. AFTER LUNCH, WE PASS THROUGH TARA AND LAKE LYELL, THROUGH LITHGOW, AND BACK VIA BELLS LINE OF ROAD TO GOLDFINDERS INN (1809-1851) AT KURRAJONG FOR AFTERNOON TEA. MORNING OF ROAD TO GOLDFINDERS INN (1809-1851) AT KURRAJONG FOR AFTERNOON TEA. MORNING TEA AND LUNCH WILL BE AT MEMBERS' COST. GOLD COIN DONATION FOR AFTERNOON TEA.

CONTACT

IF YOU ARE COMING, BOOK YOUR PASSAGE WITH CHRIS HALLAM, ON CHRIS@CHRISTOPHERHALLAM.COM, OR RING 0419 260468.



2012 INN TO INN TSCC RUN



WARATAH HARBOUR CRUISE



SUNDAY 26TH APRIL 2015

You are invited to join fellow members of the TSCC on a cruise around Sydney Harbour on the historic steam tug "Waratah" c 1902 owned by the Sydney Heritage Fleet. What better way to spend a Sunday than cruising:

- on one of the world's most spectacular harbours;
- on a world-wide recognised preserved ship;
- in the esteemed company of Thoroughbred Sports Car Club members.

COST \$40 pp (Limited to 49 passengers)

This is a self catering cruise, so please BYO food & drinks. Consider bringing something you can share.

PLEASE RSVP & PAY BY WEDNESDAY 8TH APRIL 2015

RSVP to: Malcolm Stephen malcolm.stephen@ansto.gov.au and cc Terry Daly terry.daly@live.com.au in February, as I'll be overseas.

Payment: To club Westpac account BSB 032-282 A/C # 13-5873

Enquiries to: Malcolm T 02 9717 3273 (w) 02 9543 2951 (h) M 0413 171 806

In the description field insert: WARATAH YOURNAME e.g. WARATAH SMITH if your surname is Smith

Cruise Details

Boarding: The Heritage Shipyard on James Craig Road, Rozelle between 10:30 & 10:45am
Departing Wharf: 11:00am
Returning to Wharf: 3:00pm
Parking: Suggest Railway Pde Annandale (a picturesque ½ km easy flat walk). There was plenty of parking on the Sunday I visited and we have a map available.



Ron Tauranac at 90

Colin and Maria Allerdice

I can't speak for anyone else when I say that there are some aspects of "yesterdays" way of Australian life that I far prefer to "todays" way of Australian life.

Not many – but some!

You see I was born in an era when the more meritorious one's achievement, the more humble one was about it. People like Ken Rosewall (tennis), Herb Elliott (athletics), Brian Booth (cricket) and Hubert Opperman (cycling) were clear standouts and role models from that time.

And, of course, motor racing had Jack Brabham.

No in your face aggression or self-promotion through media channels (social or otherwise) with this group – no way – just great people letting their achievements speak for themselves.

But motor racing had one other of this ilk – motor racing engineer, designer and constructor Ron Tauranac.

I was out with friends recently at Parramatta Park and saw the HSRCA banner with a couple of display cars at the function centre and, me being me, just went up to see what was happening. I ran into fellow TSCC member Stephen Knox who explained that the HSRCA was celebrating Ron Tauranac's 90th birthday.

I thought that it was just fantastic to honour such a legend of motor sport in that way.

Brian Caldersmith had a cake done for the occasion which looked exactly like his designer posters produced for such events as the Tasman Revival meeting.

Now I am not going to produce a "Readers Digest" version of the Ron Tauranac story here .. that story has been expertly produced elsewhere .. but I do encourage readers to go to the HSRCA web site (www.hsrca.com) and go to their magazine "Loose Fillings" which is easily locatable – just keep scrolling down!

His story is being serialised commencing with #48 the 2014 Spring Edition.

However, I do produce below two examples of the legacy that Ron Tauranac has left the world with.

Just two – one could show dozens – it hardly seems either fair or respectful.

1977/78 RALT RT1

The first Ralt RT1 was produced for the 1975 season. It was a simple car designed to race in Formula 2, Formula 3 and Formula Atlantic.

It's first success came in 1975 with Larry Perkins winning the European Formula 3 title. 1975 saw Ralt's first Formula 2 win with Freddy Kottulinsky's victory at Nurburgring and Ralt also won the German Formula 3 Championship.

More titles came in 1977 with the Italian and Swedish Formula 3 Championships being added to the Ralt name. In 1978 Ralt drivers won two British Formula 3 Championships as well as the German, Swedish and European Championships in the same category.

One of the British Formula 3 Champions was Nelson Piquet in a Ralt RT1.

This particular car was raced by Eddie Cheever.

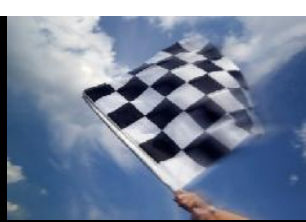
1967 BRABHAM BT24

The BT24 followed the Repco V8 engined BT23A and except for the larger engine bay, it was as compact as the Formula 2 car.

The Repco 74 engine produced only 330 bhp which was substantially less than the initial 400 bhp of the Cosworth engined Lotus 49. However the outstanding chassis of the BT24 coupled with upgraded suspension, wheels and brakes produced both a quick and nimble race car.

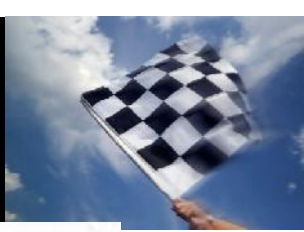
The BT24 first raced in the 1967 Belgian Grand Prix but neither car finished. However success wasn't long in coming as Jack Brabham won the very next race in France and again in Canada, whilst Denny Hulme won in Germany.

Denny Hulme went on to win the World Driver's Championship from Jack Brabham by five (5) points with the Brabham team winning the Constructor's Championship.



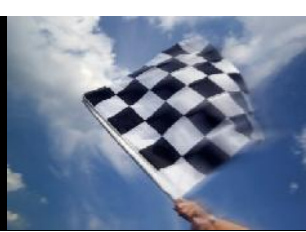
Ron Tauranac at 90

Colin and Maria Allerdice



Wednesday Run to Crooked River Winery

Barry Farr and Dott Forrester



Barry and Dott were the hosts for our first Wednesday Run of 2015 and what a great run it was. Starting location was the Gelato Emporium at the Southern Gateway Centre at Bulli Tops with a 10.00am roll call. Robyn and I set off from Middle Dural just before 0800am with the aim of arriving well before the due time but we forgot to allow for the traffic congestion which is now choking Sydney . How people sit in this mess everyday is a wonder to me and I just look at all that lost productivity as cars average little more than 10kph. By the time we arrived at Bulli both Robyn and I were dying for a coffee. Unfortunately Robert Harrison's e-type developed an oil leak along the way and consequently he did not make the start.

At 10.30am Barry issued the route instructions and wished all 31 of us well. The drive was down to Nowra, up to Robertson via Macquarie Pass, then past Burrawang and on through Fitzroy Falls and down to Kangaroo Falls.

It was here we encountered Kaye Stevens stopped in her beautiful Honda NSX with either a "flat tyre or some sort of noise in the NSX's front suspension". A close inspection by Vic Andrews and Ron Powell failed to find a problem so on we all motored in a convoy towards the lovely town of Berry. From there it was a straightforward run to our lunch stop except for one minor problem. The instructions clearly stated " Approaching Gerringong , note 2km blue sign" only problem was the sign was now brown!

For those who arrived early , the winery had a wine tasting and by the number of cartons people bought there must have been some great wines.

Lunch was a delicious two course meal with the preselected dishes clearly labeled as to who ordered what...none of that " I can't remember what I ordered " problem here.

The views were fabulous , the food great and the company outstanding but it all had to come to a close and at around 3.00 pm we all departed with a majority returning via the Princess Highway to Sydney, whilst the Bristows and the Powells continued their drive down the south coast via Braidwood for an overnight stop in Canberra.

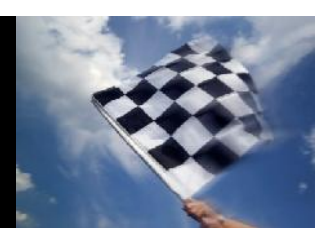
Thanks to Barry and Dott for organizing such a great drive and to Derek Scott for being the resident photographer.

PS I still don't know what the problem with Kaye Steven's car was..



Shed Tour 2015

Roger Morgan



Right Said Fred"....."What kind of Shed".....

It was clear from the bacon and egg roll start at 7.30 am that this wouldn't be an ordinary Saturday.

From the teasers from Daly Downs in Dural we knew the day would offer a "Professional Workshop Shed", a 'Playroom Shed", a "Shed a la mode" and 2 Industrial Unit Sheds.

Blokes need a shed, wives need blokes to have a shed, and sheds come in all shapes and sizes, as do car collections.

Some enthusiasts are loyal to a marque, others to a country of origin, others rescue rust buckets – the silk purse from a sow's ear "sucker"- whilst others demonstrate eclectic taste, and others squeeze the loves of their life into their adjacent garage or separate shed. Cars that is, not manageresses, wives or mistresses.

This shed tour gave us all.

The first shed was a professional workshop committed to rescuing, repairing and profiting from Ferrari, but most importantly heavily committed "Prancing Horse" devotee Miles Sandy is clearly a one marque man. From the Dino 246s in pristine, stripped or "being restored" condition to the customer and Miles owned car this was a Ferrari shed.

I learned that the Dino and 308 family had fiberglass floors and bulkheads – that was a surprise to an avid fiberglass and composite lover.

I drooled over the 288 GTO of the late Michele Alboreto which was part of Miles' private collection. The Testa Rossa was in very good condition, but just a tad wide, however the 512 BB which Miles is about to restore for Vern Schuppan is clearly in need of some TLC. The engines in the TR and BB are virtually identical other than four triple choke Webers on the BB against fuel injection on the TR.

Even Ferrari can organize a "new car" using 95% of the bits from an earlier model.

The 288 GTO and F40 of the next Shed have similar lineage.

My favourite would have to be Miles' beautiful Blue Dino 246, but I am certain others will have a different favourite – that's what makes car lovers special, we have different taste, or lack of it.

To Warren Browns "Pad" – or at least the pad/shed for some of his toys.

The LHD drive Ferrari F40, the Aston Martin V12.....the GT 40 we discovered was "absent for repair".

Now this shed was a "playroom" – somewhere a bloke can go, sit quietly watching a movie or driving the race simulator, or just sit and drool over toys or pieces of meaningful memorabilia from a life in advertising now past.

The F40 garnered the most interest. Built to commemorate the 40th anniversary of Ferrari it was I believe the last car "approved" by the late Enzo, and amongst the first road cars to use Kevlar and carbon fibre.

The rear engine cowl when raised leaving nothing to the imagination regarding the cars 200 mph capability.

Built between 1987 and 1992 this F40 is only 13 years away from being driven on the public roads in Sydney, although from Warren's comments about its traction under damp or slippery conditions it might be wise to leave it in the "Pad" – Shed really isn't a suitable name for this, our second visit of the morning

Off to Rick Marks' home, where something more resembling an extended garage gave us our third Shed of the day.

Rick is an eclectic collector....British, American or British/American.

A couple of Sunbeam Tigers in the home garage, behind which were two Mini Coopers both in beautiful condition, A flat floor Jaguar E type – A 1964 Ford Mustang Coupe, 1963 Falcon Futura Convertible, a 1963 Mk 2 Jaguar and a modern Lotus Elise. This was Shed one of Rick's cars.



One of the Mini Coopers would sit nicely in my car collection, but it could equally benefit from one of the Jensen built Tigers. Whilst Carroll Shelby was involved in the development of the prototypes for the Sunbeam Tiger, he wasn't actually involved in building production models.

I can remember seeing Sunbeam Tigers coming out of the Jensen works in West Bromwich when I was a teenager, and drooling over the now suitably more powerful version of the Sunbeam Alpine.

Whatever, a Tiger or a Mini Cooper would help me relive my pre Lotus childhood.

Shed 4 was an Industrial Unit, holding another eclectic range owned by Laurie Sellers.

For me the Marcos stood out as my kind of drive. Powered by a small four cylinder Volvo engine the wood framed, fiberglass bodied lightweight epitomized what cars should be. However we all have a view of what constitutes a Classic and Laurie had several other pristine vehicles. A Ferrari F430 stood in the doorway behind which stood two Mustangs and a Jaguar Mk 2 was parked alongside.

I have posted many photos of the day aside from the few within this article. Have a look, decide your favourite and fantasize about a lap of the Ring. The black drophead E Type was another highlight of this "Shed"..

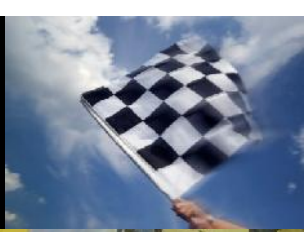
Finally we visited Rick Marks' second "shed" within which Rick had another Sunbeam Tiger, four Shelby Ford Mustangs, and a British Elva Courier.

We had a wonderful morning and should thank Miles Sandy, Warren Brown, Rick Marks and Laurie Sellers for the opening of their sheds for our visit.

Most of the shed visitors retired to the Terry Hills Tavern for a pie, pint and chat about the morning's exploits

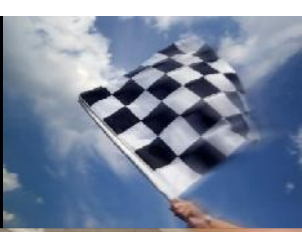
Shed Tour 2015

Roger Morgan



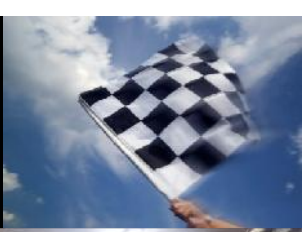
Shed Tour 2015

Roger Morgan



Shed Tour 2015

Roger Morgan



Lost in the Fifties Run

Terry Daly

If you were lucky enough to be born in the 40's , 50's or 60's this is the place to visit . Not only were there eighty odd beautifully restored American cars , their were cafés , kitchens , diners and memorabilia from that era. And like the heading said you could very easily get lost in the many wonderful areas that made up the complex.

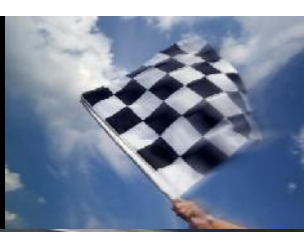
This museum is only opened 11 times a year and TSCC's Sunday run was timed to coincide with a great drive up to Newcastle via the Pacific Highway and the M1 Motorway.

The Thoroughbred Sports Car Club (TSCC) meet up with the Aston Martin Owners Club (AMOC) at Maccas Mt Colah for a very early 0730 start. Numbers were down from both clubs which was a real pity as both the drive and the ultimate destination were first class. Unfortunately, the weather was somewhat overcast and heavy rain hit the convey for a few minutes just north of Gosford but this was all clear by the time we arrived in Newcastle.

Paul Sampson from the AMOC had arranged for the Aston Martins to have pride of place at the entrance to the Museum, an area that is normally reserved for the first thirty patrons that turn up in cars from the 50's and 60's era. Of interest, the 1962/1963 R and S Series Chrysler Valiants were having their National Rally and some sixty examples flooded the complex and the roads outside.

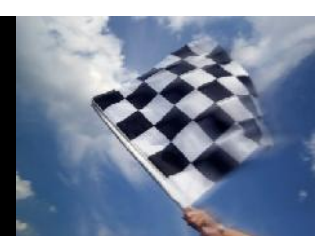
They were really a very good looking car for their era. Additionally , the Branson's Jaguar E-Type and the Moody's Jaguar Mark 2 were invited to park inside the complex. Surprising another red/silver E-type turned up and made a lovely trio of Jaguars.

Nearly three hours of wandering throughout the complex simply wasn't enough and as Carol Reynolds from the TSCC said " This is the best location the Club has been too , can you please organize another run later in the year" and the answer is, yes, we can.



March Wednesday Run to Picton

John and Val Dixon



Carole-Anne and Barry Lunn organised this Run on a beautiful day that took in Wallacia, The Oaks and Picton on the way to Camden Valley Inn for lunch.

Barry called this "a good old fashioned Wednesday Run". We all met at McDonalds Eastern Creek for a 10.15am departure. We were early for a change so enjoyed our coffee at leisure.

Although the instructions were excellent Lisbeth sent Ian exiting the freeway too early taking about 6 TSCC cars with him. Barry Farr then led us back on course so no harm done.

We regrouped at The Oaks for a welcome comfort stop. After setting off again the convoy of cars looked most pleasing as there were many curves to negotiate. Views of the surrounding countryside were stunning as the road reached a high point.

After the drive of 100km we arrived at Camden Valley Inn at 12.15pm. It's a grand old dame and is still putting on a good show- Built in the early 1930's, originally as a milk bar to promote the milk produced by Camden Park. It was always a popular meeting place for locals.

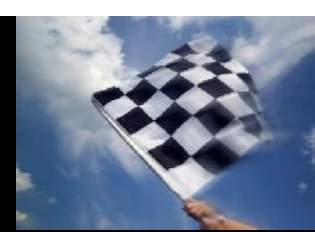
A lovely room overlooking the beer garden was set aside for us with an amended menu as the kitchen was being renovated. The bistro meals were served promptly and were of a high standard. Lisbeth enjoyed her lamb shanks and Ian his beef and Guinness pie. Prices very reasonable.

Thanks to Barry and Carole-Anne for a great day.



In The Shed

Compiled by John Slater



Rick Marks 1964 STUDEBAKER COMMANDER (R4)

Chassis No: C505830

Race History

Bathurst – Gallagher 500 1967 (Weldon/Hall) #55D

3rd in Class D, 11th Outright

Bathurst – Hardie Ferodo 500 1968 (Weldon/Hall) #21D

7th in Class D, 13th Outright

Catalina Park, Katoomba, Warwick Farm, Castlereagh Drags

Ownership History

Victoria Police (Commissioner)	1964 - 1965
NSW (Bert Needham and Family)	1965 – 1980
Victoria (Peter Cotton)	1980 - 1984
Victoria (Charles Schwerkolt)	1984 - 1985
Victoria (Alan Mottram)	1985 – 1988
NSW (Miles Felstead)	1988 - 1989
NSW (Jeff Morrow)	1989 - 1994
WA (Kevin Bell)	1994 - 2012
NSW (Rick Marks)	2012 –

Specifications

Canadian manufactured, Australian assembled by Canada Cycle and Motor Company and distributed by Continental and General, West Heidelberg, Vic (Police pursuit specification)

Original Sea Light Green with bone trim

Originally fitted with 289 ci engine, three speed manual box,

heavy duty suspension, finned drums, Dana 44 diff, large fuel tank

Fitted with Dana LSD 3.07:1 ratio in 1967 (pre Bathurst)

Fitted with Borg Warner T10 four speed in 1967 (pre Bathurst)

Fitted front disc brakes in 1968 (pre Bathurst)

Fitted with 304.5 ci Avanti R4 engine in 1968 (post Bathurst).

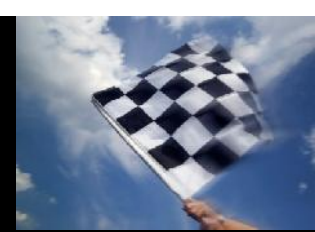
Very rare high compression Studebaker Avanti R4 engine prepared by Andy Granatelli of Studebaker Performance and STP fame. It has twin four barrel AFB carburetors and produces 280 bhp @4,500 rpm

The Commander has only travelled 33,000 original miles from new



In The Shed

Compiled By John Slater



Submitted by Adrian Walker

Fellow TSCC members ..

Toward the end of 2014 I sold two British Racing Green Jaguars ..

My beloved Mk2 3.8 manual, and my immaculate XJR Supercharged sports sedan. But I still have an ALFA and a Ferrari and my beloved BRG S1 3.8 E-TYPE convertible – which is incidentally a "sister car" to Rick Mark's E-TYPE we saw on the Shed Tour, were both restored by Steve Sulis-Ian Cummins' Classic Autocraft around the same time. On seeing Rick Mark's shed, I reflected that he has probably kept every classic car he has ever acquired.

If I myself had the space and kept them all in the same manner, my shed would be .. (excluding Company Cars).

MG TC convertible

Jaguar XK120 convertible

jaguar 3.8 Mk2 Manual BRG

Duncan Silverstone Healey Coupe (? Ed)

Morris Cooper S

ALFA Romeo GT junior 1300

MGB Convertible

69 Mach1 GT 351 Mustang BRG

Alfa Romeo Alfetta GTV

Ferrari 308GT4 coupe

68 GT Mustang al la Shelby BRG with gold Hertz stripes

Ducati 900 SS motorcycle

Alfa Romeo 156 2.4V6 Monza

Ford XR8 police pursuit

Jaguar XJR supercharged BRG

Jaguar E-TYPE convertible BRG

Jaguar XF Luxury Sports 3.0V6 BRG.

I have had a Jaguar continually since I was a callow youth, the first one being an XK120 convertible repossessed from a Snowy Scheme worker, bought at auction from the Finance Company, restored by my brother Lionel and myself.

Many of these cars campaigned in sprints, hill climbs, circuit events, Gnoo Blas Orange, Amaroo Park. Oran Park, Eastern Creek, many extensively restored, and I built my own engines.

But I digress ..

Those who know me well will attest my love of this particular BRG colour .. (*not at all obvious!* – Ed) not that I am an Anglophile or a rabid Monarchist, but I am a devotee of the Jaguar Motor Sport Heritage, of which BRG is an important part .

Not since I was a CEO in the private sector with the packaged company car have I had the pleasure of owning a current model vehicle (I had my own Management Consulting Company for 10yrs) So .. not to be outdone by my good friend Terry Daly, who has a new 3.0V6 Supercharged XFR, and a 5.0V8 supercharged XFR also, it was with great joy that I acquired a 4 door XF in BRG

A very rare colour indeed as it transpires. I have yet to set eyes on another one.

It is an absolute delight to drive. Sticks to the road like glue, a firm but not uncomfortable ride (my Ferrari is really too firm), not quite the brute punch of the supercharged XJR, but beautiful smooth power all the way up, and more off the mark punch using the ZF 6 speed transmission in manual mode with the Formula One Paddles.

And my wife loves to drive it !! Enough from, me, hope to see you at future club events .



Parting Shot

