

September 2015

# *top* *gear*

**THE OFFICIAL MAGAZINE OF THE  
THOROUGHbred SPORTS CAR CLUB**



# Contents

## (Fairly) Regular Columns



About our Club Page 3



Office of the President Page 4



Two-finger Typing Page 6



Coming Events Page 9



You can't be serious Page 51



Old and News Page 52



The End Page 60

## Event Reports

Mystery Weekend Page 14

Midweek Run to Gerroa Page 22

Restaurant Night Page 25

Shannons CMC Day Page 27

Run to Yarramalong Page 29

All-British Day Page 31

Lunch Run to Long Reef Page 34

## ...and

Adrian Walker Part 1 Page 38

Members' Travels Page 43

Help!!!! Page 43

VW Nationals Page 44 <sup>2</sup>

Passage of Time Page 46

Some Rare Jaguars Page 48

*The December issue of Top Gear will come out soon after the Christmas party. The deadline will be 27<sup>th</sup> November plus a few days for the party report. Issues of Top Gear after that will be bi-monthly. Publication dates will be the first of March, May, July, and so on. Jill and I will be away for the month of October. See you in November.*

*Stephen*

# About our Club



## Calendar

The [Official Calendar](#) 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 appropriately for the next event.

## Correspondence

All correspondence to The Secretary, TSCC  
P.O. Box 1318, Mona Vale, NSW 1660  
Email: [secretary@thoroughbredsportsclub.asn.au](mailto:secretary@thoroughbredsportsclub.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 Website.

TOP GEAR SEPTEMBER 2015

## Other Information:

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

## Disclaimer:

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

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

## Membership Forms

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

## Website

[www.thoroughbredsportsclub.asn.au](http://www.thoroughbredsportsclub.asn.au)  
Contributions to the Webmaster:  
[webmaster@thoroughbredsportsclub.asn.au](mailto:webmaster@thoroughbredsportsclub.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](#)  
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**Top Gear** has been continuously published since September 1981.

# Office of the President

## Barry Farr



Since returning from overseas, I've attended all TSCC events except the lunch run to Gerroa. The mystery weekend to Gloucester was a cracker, the mid-year dinner at Ironwood in Woolwich was a sumptuous Greek feast, the mid-week lunch run to the Yarramalong Valley Memorial Club (via Maitland for Dott & me instead of Old Maitland Road) was well worth it for the spectacular valley views alone, the Club's display at the Shannons/CMC day at SMP was special and our display at the All British Day once again showed great variety. A big thank you to Stephen and Jill Knox, Barry Thew, Theo & Tammy Demopoulos, Colin Allerdice, Derek & Maggie Scott and Terry Daly for organising all these wonderful events which were well supported by members.

On the members front, Adrian Walker has had a slow recovery from his sixth open heart surgery and is now out of ICU and currently recuperating. Three members did not renew their membership - Robert Brill, Barry Clarke and Phillip O'Loan, which provided the opportunity to welcome three new members from the waiting list, Neville Bowden, Harold Martin & Bruce Richardson.

With the AGM fast approaching, I appeal to all members to give due consideration to my email of last month calling for nominations for the position of Secretary. Apart from the Club not being able to function without a Secretary, there are statutory obligations as well. The position is not that difficult especially since almost everyone is now email efficient and besides it is just a small motoring club and not a public company, so Minutes are simple and straightforward.

As foreshadowed previously, looks like Paris is serious about eliminating all but newer vehicles from its City. Trucks and buses registered before 2001 have

TOP GEAR SEPTEMBER 2015



already been banned from entering the city between 8am and 8pm and from July next year, the restriction will apply to all cars registered before 1997 with no exemptions for classic cars. By 2020 the increasing restrictions will extend to 24 hours and include all vehicles manufactured before 2011. Did somebody say that's typical French arrogance?

In my Report last September I mentioned that CAMS had introduced 'the F1 in School's Technology Challenge' into Australian schools, the world's largest secondary school technology program. Through a series of inter-school, regional, state and national eliminations, two teams out-performed thousands of others to break through to represent Australia in the world final later this year. 'Precision

Racing' from Brighton Secondary School Adelaide and 'Hyperdrive Performance' from Trinity Grammar School Kew had the best aggregate results across the eleven criteria which included designing and building miniature F1 cars capable of reaching 0-80kph in under 2 seconds, using 3D design and aerodynamics software as well as smoke and wind tunnels and exceptional manufacturing centres. Globally, more than 9 million students from 17000 schools entered the Challenge. Hopefully, a good many of these students' interest in motor vehicles will extend to being involved with historic and classic vehicles in years to come.

In last December's Top Gear, I related the significant changes that had taken place in Ferrari. Now Ferrari's parent company, Fiat Chrysler Automobiles, is rumoured to be seeking a merger with a suitable partner. The reason appears to revolve around a significant debt level, the legacy of the heavy losses incurred in the last years of the Agnelli brothers reign in 2002/3 and the subsequent significant investment by the Agnelli/Elkann family company. John Elkann, the 39 year old great-great grandson of the Fiat founder Giovanni Agnelli and family connections are reputed to have invested Euro1.43B in the company since Elkann took over after the Agnelli brothers. The family company now owns 29% of Fiat Chrysler. Another company that has been buying into Fiat Chrysler is the People's Bank of China with a 2% shareholding. Also, China National Chemical Company is buying a 26% stake in the iconic Italian tyre maker Pirelli, from the management buy-out investment vehicle that currently owns Pirelli.

With increasing market value of classic/collector cars overseas and our exchange rate making imports more expensive, the question arises - 'what's your classic currently worth?' Not so much to gloat over any substantial increase in value or to consider selling any of your prized possessions, but merely for the practical reason of insurance coverage. Prices of E-types, early 911's and Sunbeam Tigers to name a few, have escalated enormously. To be under-insured should a total loss occur, insurance payout may be well short of an owner's expectation. This is, of course, magnified the higher the value of the vehicle. To have the peace of mind and the ultimate financial security should such an event arise, it is well worth some research as to your vehicle's current worth. As most classics are very well maintained and not driven extensively, you may be surprised with how little the insurance premium increases even when you increase the value significantly.

There's never much mention of what ladies have achieved in motoring. There is, however, one lady whose family name is world famous through her brother's exemplary exploits. Pat Moss, Sir Stirling's younger sister, achieved many accolades during her 20+ years in rallying. Like her brother, Pat was influenced by her parents motoring experiences. Father Alfred actually drove in the 1924 Indy 500 and mother Aileen was successful in British trials. Pat started rallying in a Morris Minor followed by her own Triumph TR2. She was then invited by BMC to rally an MG TF before becoming a BMC works rally driver in an MG Magnette competing in Europe and an Austin A90 in the 1957 Monte Carlo rally. The following year Pat won the European Ladies Rally Championship in an Austin Healey 100/6, the first of a number of Healeys in which she competed over the next five years winning outright the prestigious Liege rally. It was during this time Pat met her husband to be, Swedish rally driver Erik Carlsson and eventually joined the works Saab team of which Erik was a member. After her daughter was born in 1969 Pat's rallying became less and she retired in 1974 at age 40. Pat died of cancer in 2008 being remembered for having noticeably contributed to the Moss family motoring dynasty.



# Two-finger Typing

Stephen Knox



It's very rare that you can listen to a revealing talk by a man who was there at the very early days of an iconic company and its legendary products some 55 years after the event, but that was the privilege extended to a group of enthusiasts on 18<sup>th</sup> July. It was a talk given by Tony Caldersmith about his days with the fledging company, Lotus Cars.

Tony's brother, Brian is the man behind LEADFOOTS which stands for **Lotus Elite Association of Drivers, Followers, Owners, Operators, Tinkerers & Suchlike**. Fifteen people attended the first meeting 17 years ago and this luncheon attracted 54, so it's certainly not in decline. A special guest was Don Christopher

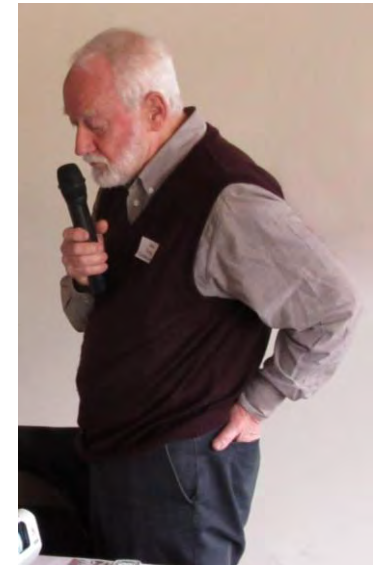


TOP GEAR SEPTEMBER 2015

from the USA where he produces the Club Elite Newsletter and world register. TSCC was well represented by Terry Daly, Jeremy Braithwaite, Roger Morgan and the writer. Bruce Richardson who has applied to join the club was also there. (If there were any closet TSCC members I have missed, I apologise.)

Tony joined Lotus when the company still worked out of tiny premises behind Colin Chapman's father's pub in Hornsey, North London. They were cramped and very basic, giving no due to the expansion that would take place later. That is where the young man who had just completed an aeronautical engineering apprenticeship with Qantas turned up and asked for a job. He was taken on as one of the three man team assembling pre-production Elites.

Tony painted a picture of a company run by the charismatic Colin Chapman – 'Chunky' to his friends but never to his face – and a team of dedicated, under resourced, poorly paid but enthusiastic workers from the drawing office to the factory floor. He told of the genius of Chapman, illustrating it by telling how he told his designers to fix the useless handbrake on the Elite and how he dismissed





all their suggestions and came up with a simple effective remedy. It was how he did things.

Tony formed the first service and spare parts department when the company moved from Hornsey to Cheshunt where Elite production began. His other roles included base coordinator for Team Lotus and creating an engine shop for the Elite production division. His stories of the company's cash flow problems were amusing, but probably not at the time. Suppliers, in particular Coventry Climax who produced the special FWE engine, ZF (gearboxes) and Lucas (electrics) not only required cash-with-order but wouldn't release their product until the cheque cleared!

Bodies were originally produced in component form by well-known boat builder Maximar from Bognor Regis but after the first 12 pre-production cars were made, manufacture moved to Bristol Aircraft Company.





This is the famous Team Lotus transporter. The old Thames van had its anaemic four cylinder engine replaced by one from a Zephyr Zodiac. The man in the suit is Tony while the one on the right is Mal Simpson, whom many may remember worked in bookshops owned by Fred Vogel (Clarence Street) and the writer (Cremorne).

In more recent times, long after first returning to Australia, Tony built the successful racing specials under the 'Alton' name and was involved in restoring and/or racing many famous cars including the Anderson Holden, Mildren Cooper, Gemini Mk2 FJ and Lotuses, Mark 6, Types 12 and 18. He is most recent specials have been an Amilcar with a Ford Model A engine with a Riley OHV conversion and an OM with Fiat mechanicals. He was awarded the CAMS Service Star for his work with historic racing, in particular his role as the first Chairman of the Historic Eligibility Committee and an Order of Australia for his services to motor sport.

TOP GEAR SEPTEMBER 2015



Top: Alton AR1

Middle: Alton AR2

Bottom: Lotus Six



# Coming Events



\*Indicates a leaflet about the event follows

Bridge to Bridge*	Sunday 27 <sup>th</sup> September
Coffee and Cars, Kurrajong	Sunday 11 <sup>th</sup> October
Club meeting	Wednesday 14 <sup>th</sup> Oct.
Sydney Gold Cup (Polo)*	Sunday 18 <sup>th</sup> October
Midweek run	Wednesday 21 <sup>st</sup> Oct.
Big Trip to Tasmania	Sunday 25 <sup>th</sup> October to Friday 6 <sup>th</sup> November
Club meeting	Wednesday 11 <sup>th</sup> Nov.
Coffee and Cars, Rookwood	Sunday 15 <sup>th</sup> November
Midweek run	Wednesday 18 <sup>th</sup> Nov.
Pride of Ownership Day*	Sunday 22 <sup>nd</sup> November
Christmas Party*	Saturday 5 <sup>th</sup> December



POO Day at Villa d'Este on the shore of Lake Como, Italy

Don't forget ours at Villa d'Aly on Sunday 22<sup>nd</sup> November



# Bridge to Bridge

Sunday Lunch Run  
27<sup>th</sup> September 2015



We start at the Regional Gallery beside the picturesque Hawkesbury River in Penrith and then follow the river from Bridge to Bridge to the fabulous [Bushy Restaurant](#) at Wisemans Ferry for a scrumptious lunch.

Breakfast is optional at the [Cafe at Lewers](#). Please make your own reservations on 02 4735 4265.

Full details of the planned route will be provided before the day.

**RSVP:**

Please r.s.v.p. by 18<sup>th</sup> September to Jeremy Braithwaite at either [jb202@bigpond.com](mailto:jb202@bigpond.com) or 0416 222 112





# SYDNEY GOLD CUP

SUNDAY 18<sup>TH</sup> OCTOBER 2015



Please RSVP to Terry Daly by  
14<sup>th</sup> October on 0418 675 253 or  
[terry.daly@live.com.au](mailto:terry.daly@live.com.au)

The Sydney Polo Gold Cup will be on again on the 18th 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 a significant event in the Sydney social calendar. New last year, the world class show jumping is brilliant to watch. Arrive by 9a.m. & park in allocated TSCC spot. Entry is \$15 per car payable at the gate at 100 Rydges Lane, Richmond.

# PRIDE OF OWNERSHIP

SUNDAY 22<sup>ND</sup> NOVEMBER 2015



Every year Terry & Robyn Daly open their lovely home at 44 Cranstons Road in Middle Dural for the club's affectionately known 'POO Day'. It's a chance to show off your pride and joy and to see the incredible diversity of machinery in this club. Arrive 9.30 a.m. Judging from 10.00 a.m. A carvery style buffet lunch will be served with champagne, beer & soft drinks.

Please RSVP to Terry Daly by 11<sup>th</sup> November on 0418 675 253 or [terry.daly@live.com.au](mailto: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.



# XMAS 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 Terry  
We look forward to seeing you"



**Date:** Saturday 5 December 2015  
**Time:** Pre-dinner drinks on the Terrace 7.00 - 7.30  
Buffet Dinner 7.30  
Dancing until midnight  
**Where:** Courtyard Marriott  
7 Talavera Road North Ryde 2113  
**Parking:** Complimentary - make sure you have the ticket endorsed at Reception.  
**Cost:** Cost for the hot and cold buffet is \$70.00 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, thereafter drinks are to your own expense

**Payment:** Please make direct payment to the Club account stating 'Xmas and your name'  
It's a Westpac account, BSB 032-282 A/C number 13-5873  
**RVSP:** Friday 20<sup>th</sup> November 2015 to Terry Daly on 0418 675 253 or [terry.daly@live.com.au](mailto:terry.daly@live.com.au)  
Please advise the names of the people accompanying you  
**Dress:** Lounge suit or smart casual  
**Overnight stay:** 15 rooms have been set aside at a special rate of \$189 which includes full buffet breakfast for 2. To make the booking please click [here](#).  
**Kris Kringle:** Please bring a \$10 gift for Santa's sack

# Mystery Weekend - 11<sup>th</sup> & 12<sup>th</sup> July 2015

Words by Colin Piper (Day 1) and Norma Slater (Day 2) Photos by Jeremy Braithwaite and Stephen Knox



*Two 'volunteer's agreed to write reports on the weekend in the usual way and I was blown away by the job they did. Colin Piper, clearly used to performing major works, has contributed a very complete and insightful record of the first day. Day 2 was written up by Norma Slater, mother of John and David. It arrived via David's wife, Linda in ready-to-go form, too good for me to re-format, so what you see is what I got. Thanks very much to both our correspondents – Ed*

## **Day 1 - A personal perspective**

In the days preceding this event, I became aware from the various media that storm, tempest and snow was expected at the very time that we, under instructions from Stephen Knox (hereinafter referred to as Agent 69) were scheduled to travel to an as yet unknown destination.



My level of apprehension was raised further when the phrase "Antarctic Vortex" was mentioned and when I received an email from the MX5 club to say that the "Brass Monkey Run" to Bathurst on the Sunday was to be cancelled on advice from no lesser authority than the SES! I had also noticed on one of the communications from Agent 69 the phrase "*but if it's snowing*". Now I am quite new to the TSCC but had heard from various people on several occasions that if

Vern and Wendy Kelly were listed as participants in any event, then there was absolutely nothing to worry about weather-wise.

Early Saturday morning as we were about to depart for Brooklyn, the fog was so thick in Lane Cove that the end of our quite short street was not visible; that, and news that there were no ferries running on the harbour made me wonder if Vern's 'hotline' to the weather gods had suffered some sort of damage. By the time we arrived on the M1 however, there was a clear blue sky, the sort that always follows thick fog and I am sure, like Jan and I, everyone making their way to our meeting place at Brooklyn at that time were confident that we were in for a good day ahead.

Brilliant coffee at "Estuary" further lifted our spirits





and pretty much right on time at 0930hrs a cavalcade of beautiful cars headed off on our (no longer) Top Secret Run. Agent 69 aided and abetted by Jill (Agent 99, in keeping in the Get Smart terminology) was handing out envelopes from the boot of his gorgeous 575; I secretly wondered if these might self-destruct in the manner of Mission Impossible as soon as we opened them (the envelopes that is, not the Ferrari).

From what I observed, only the Hallam's Boxter GTS, Greg Ball's Boxter and our humble little MX5 were being driven 'al fresco', though there were a few other participants with that option had the mood taken them. The Trueloves had an excuse, as Dominic told me later that the hard top on their NB MX5 had probably never been removed from the car since new.



The trip north to our luncheon stop provided quite a diverse set of road conditions, ranging from super smooth to something more reminiscent of the Pompeii ruins. I reckon the archaeological community would have quite a 'dig' to discover some of the original fabric of a few of the back roads...the surface being nothing but repair over repair over repair so that we were possibly 5 to 10cm or more above the original surface. Bone jarring it was too in a few places, but we seemed to manage it all; nothing fell off.

I discovered about the 41.8km route instruction that my odometer reads slightly under; I still had .3 to go...and was a bit un-prepared for what was quite a small

RJ; that and the new skills Jan and I were learning deciphering TJTL CRSO RJTR RJSO on the instruction sheet (the Enigma Code and Bletchley Park came to mind as I wrote that) meant that we sailed past and didn't TR. We then did a hasty UT. Earlier, I had pulled aside to let the beautiful DB5 overtake. I loved looking at it in the rear view mirror; the typical 60s narrowish stance, not dissimilar to Norm Johnson's magnificent gunmetal grey E Type that followed me for part of the trip to Mudgee in May. Such narrow wheels too...anyway, I wanted Michael to overtake so I could hear the sound from the exhausts. He didn't get anywhere near the redline, but it was music to my ears! (A similar symphony of sound on the Sunday when the Hallam's Boxter roared past, on this occasion with Marie Louise occupying the passenger seat for the run down to Nabiac). Back to Saturday. That left us with a few others in our wake...they of course DID TR at the RJ and must have immediately dismissed me as a stupid drummer who couldn't follow instructions! It was MY fault, not Jan's I should add.

We travelled through some truly magnificent countryside, made all the more beautiful by the 'al fresco' nature of our travel. With no further mishaps with the route instructions, we arrived at Luskintyre and noted that, happily, we were not the last there. Such an array of beautiful cars lined up on the grass in the sunshine; life is good.

I held a pilot's licence in the '70s and loved seeing the DH82 Tiger Moths being put through their paces. I visited the Shuttleworth Collection in the UK in 2006, and the atmosphere at Luskintyre, a true grass airfield, was very similar to that of Old Warden, where the Shuttleworth Trust's collection is housed. The BBQ lunch



was appreciated by all and sundry in the, by now, warm winter sunshine. There was the opportunity available for people to have a ride in one of the planes, but I don't think anyone in the TSCC group flew. Forty years ago I probably would have jumped at the chance, but these days when I fly, I prefer a choice of 60+ movies, chicken or fish and red or white wine. For the flying enthusiasts in the TSCC, according to my research, the blue high winged aircraft with the American markings on it is a Consolidated Vultee Aircraft Corp "Stinson L-5 Sentinel", built in 1945.



Agent 69 had suggested that we be on the road by 1430hrs but as much as I would have liked to have a look in the aircraft museum, Jan and I decided to make the most of the stunning weather (thanks Vern) to continue 'al fresco' while the sun was still high in the sky. Again, lovely roads and scenery spoilt to a slight degree by a Hyundai Excel who decided, when there were no double lines, to see how fast his car would go, (not very) only to resume a plodding gait around all the corners and anywhere there were double lines. I hesitated to attempt an overtake a couple of times due to the very narrow and very rough nature of the road, thinking it was more than probable he or she had no idea that I was behind him/her anyway. Managed the move on the outskirts of Patterson with what I thought was a brilliant out-braking manoeuvre worthy of any F3 Race.

All of a sudden everything and everyone ground to a halt. It was just before the TJTL. Turned out that there was a train crossing just past the TL and out of our sight, but and after 10 minutes or so, we were again on our way again.

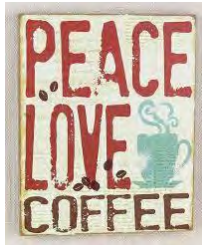
We arrived at the Country Lodge Motel in good time for a cuppa in the sun and a chat with Vic and Jane Clark who also decided to depart Luskintyre before the official time as well (though we noted they were NOT travelling 'al fresco' in the Honda).

As mentioned before, being new to the TSCC I was wondering how and where the pre-dinner drinks were to be organized. Gradually, people gravitated to the lawn area as described in the missives from Agent 69 (and no, it wasn't snowing), so as the sun set in a still beautifully clear sky, wine and nibbles flowed freely and the conversation levels increased up the decibel scale. It seems to me that as Colin Watts had told me on many occasions when urging me to join, the TSCC is indeed a wonderfully social and welcoming group of enthusiasts. The gathering then repaired to the restaurant in the adjacent Country Club where the level of good cheer only increased. Good food, good wine and good company...as I said earlier, life is good.

It had been a terrific day. Everything going like clockwork save for my missed RJTL. Agent 69 and Agent 99, Stephen and Jill should be thanked for the brilliant organization as the timings and instructions were faultless and the accommodation and meals surpassed what we had been expecting. We enjoyed the Sunday as much as the Saturday; the Blue Mountains were covered in snow; roads to the north west of Gloucester were blocked and the temperatures were well below normal. The Brass Monkey cancellation was indeed a good call...a pity Vern isn't a member of the MX5 Club. The Brass Monkeys might have gone ahead with fine weather! Thanks for coming with us Vern.

## Secret Weekend – Day 2 – Gloucester/Nabiac/ Toronto

On Sunday we awoke to a cool, crisp morning. After a satisfying breakfast we left Gloucester, and drove through lovely scenery of beautiful rolling hills and farmland to arrive in Nabiac. The



Greenhouse Café was in our sights as a real coffee was in demand for many. Here we stopped for coffee, tea and scones whilst admiring the cottage crafts displayed on the walls. Over the fuel stove was a sign “Mothers are slightly insane” which stirred quite a conversation at our table as did other signs and crafts displayed about the room such as “Love the Life you Live” and “Life is a Garden-dig it”. It was then mentioned that a gift shop was next door which excited the females of the group. Off we went to investigate and discovered the “Circle of Friends” gift shop for some retail therapy. After a “few” urgently required purchases, we set

off along the freeway to reach our destination for lunch. We arrived at The Toronto Yacht Club, which

has a very scenic location, overlooking Lake Macquarie. Our appetites were once again fulfilled, with the homemade seafood pie being a favourite at our table. After a relaxing and enjoyable lunch, it was finally time to bid farewell and return from another great car run.



Many thanks to Jill and Stephen Knox for their great organisation skills –

and their ability to keep a secret!!











# Midweek Run to Gerroa – 15<sup>th</sup> July 2015

Words by Colin Allerdice, photos by Barry Thew and Jelly Van Dyk



In keeping with TSCC tradition, Barry & Judith Thew put on an extremely well organised mid week event for the members.

Starting at the Frank Partridge VC Rest Area at Menangle Park, we travelled south and south west through the Southern Highlands to Kangaroo Valley for a coffee stop, then to Berry and onto the Gerroa Boat Fisherman's Club for lunch – in all a drive of approx 132 kms.

In fact Barry multi tasked – please note ladies that not all men are devoid of this capacity – he was an organiser, a teacher and a leader.

At the driver's briefing Barry handed out a two page set of instructions for the day. This included a set of "standard rally abbreviations and meanings" (shown below) in the hope that no-one would get lost.

<b>RA</b>	<b>Roundabout</b>	<b>TJ</b>	<b>Tee Junction</b>
<b>SO</b>	<b>Straight On</b>	<b>XR</b>	<b>Cross Roads</b>
<b>TL</b>	<b>Turn Left</b>	<b>SP</b>	<b>Sign Post</b>
<b>TR</b>	<b>Turn Right</b>	<b>XPT</b>	<b>Very Fast Train</b>

Such instructions certainly tested our newly acquired rally skills – to say nothing of reading at 100kmph whilst driving – with things like:-

<b>57.4km</b>	<b>TJ TR</b>
<b>58.1km</b>	<b>TJ TL</b>
<b>64.2km</b>	<b>XR SO</b>
<b>109.7km</b>	<b>TJ TL</b>

TOP GEAR SEPTEMBER 2015

I for one never saw the XPT!

Whilst Barry should rejoice in the fact that as a teacher he was 100% effective – no one got lost – with his white Porsche 912 as the lead car everyone else used the rarely mentioned mid-week survival abbreviation of **FTCI\*** to successfully meet all the checkpoints.

Lunch was superb as was the view and the company of TSCC members.



Barry and Judith Thew  
Maree Dawes  
Peter and Jelly Van Dyk  
Theo & Tammy Demopoulos  
John Bailey  
Colin Allerdice  
Dennis Parrish  
Harry Martin

1987 Porsche 912  
2007 Audi A4 Cab.  
1979 M/Benz 450SEL 6.9  
2012 Holden Maloo  
2011 BMW 750i  
2001 BMW Z3 3.0  
2004 M/Benz E55 AMG  
2015 Jaguar XF

Note: **\*FTCI = Follow The Car Infront**



### Post Script:

Frank Partridge was a genuine Australian hero. Born in Grafton in 1924, he had had little formal education before being conscripted into the Army during WW2.

Posted to Bougainville in June 1945, he was awarded the VC for gallantry under fire whilst wounded in the leg and arm.



After the war, he returned to farm life in the family dirt-floored farmhouse but devoted his spare time to self education by reading the Encyclopaedia Britannica by the light of a kerosene lamp.

In 1962-3 he was a contestant on Bob Dyer's TV Show "Pick a Box" and was one of only three contestants to win all forty boxes.

Tragically he was killed in a car accident in 1964 – he was only 39.



# Restaurant Night at the Ironwood Coffee Club – 1<sup>st</sup> August

Words by Terry Daly and photos by Tammy Demopoulos

In the mid sixties part of our school's football training was a run from Hunter's Hill to the Woolwich pier wharf and back and many times did I run down Woolwich road past what is now the Ironwood Restaurant . In those days, if my memory serves me correctly, located at the spot where the Ironwood is was a Grocery store, and on either side of this store were a greengrocer and a butcher and just up the road was an ice maker! How times have changed and I recall a house on the waterfront being sold for \$43000!



Fast forward to the 1<sup>st</sup> August 2015 and forty TSSC members and their friends gathered for a Greek feast at this newly opened establishment. Tammy and Theo Demopoulos had organised an antipasto entrée to “die” for. So many different tastes and so much of it. I know those on our table had more than enough and were wishing that the mains (either lamb or chicken) would be delayed several hours so the entrée could be digested! I had the

slow cooked lamb and it was simply delicious and I believe the chicken was equally as good. Of interest, the Greek family that own this restaurant started out in business in the chicken distribution game and this new restaurant is an expansion of their current business and run by two of their five sons. And then

there were desserts, just what the doctor ordered for those with an already full stomach.

Whilst everyone was busily eating Barry Farr thanked Tammy and Theo for arranging such a successful night and Denys Gillespie ( friends of the Pipers) stood and when he had everyone's attention sang a birthday wish song to Gae Bristow who was celebrating her 21<sup>st</sup> or was it her 31<sup>st</sup> first ! I'm sure when Gae was 21, grocery and greengrocery stores were where her parents shopped and ice was delivered in an ice van. As for the internet, it was simply “pie in the sky” stuff.



Once all the ladies had spoken their 22000 allocated words, the night was called to end. However, once the ladies reached the pavement it seemed someone had given them a new allocation of 22000 words as the talking restarted in earnest and all I could do was look to the East and wait for the Sun to rise!

A big thank you to Tammy and Theo for organising such a great night.

I have since taken the family back for diner and the experience was just as good and we will be putting the Ironwood Restaurant as one of our regulars.



TOP GEAR SEPTEMBER 2015

# Shannons' CMC Day – Sunday 16<sup>th</sup> August 2015

Words and photos by Colin Allerdice

Celebrated English conductor and impresario, Sir Thomas Beecham (1897 – 1961) famously said to a female cellist:

“Madam, you have between your legs an instrument capable of giving pleasure to thousands – and all you can do is scratch it”



You may question what this quotation has to do with CMC's Shannon's Day at Eastern Creek ... well the answer is both nothing and everything.

Nothing with the day itself but everything when referring to the classic cars in attendance.

For a classic car to provide its owner with true pleasure and enjoyment it must be used correctly – it must be taken from its garage and both be seen and heard to full effect much like all the musical instruments in any of Beecham's orchestras.

Thus twenty three (23) of TSCC's finest member cars made it from their slumber places to Sydney Motorsport Park (formerly Eastern Creek Raceway) for what is one of the few external events annually attended by the club. The range of cars covered sixty (60) years from 1954 to 2014 with sixteen (16) different marques from seven (7) different countries.

The full list of cars is shown at the foot of this article.

TOP GEAR SEPTEMBER 2015

Each car on display was adorned with its own story as drafted by its owner for the benefit of those visiting our area.

All of the stories were unique as you would expect – some were outstanding!

We learnt that we had a genuine movie star in the club – David St Julian's 1968 Morgan 4/4 Series V had featured in the locally produced movie “Now and Forever” starring Cheryl Ladd (ex Charlies Angels) and Rod Mullinar.



David reported that the car scenes were great but the movie was a flop!

A majority of stories highlighted the uniqueness and rarity of the car itself, as seen below:-

- Les Johnson's 1969 De Tomaso Longchamp is one of only 395 built
- Colin Allerdice's 1985 BMW M635 CSi is chassis no. 30 of the 524 RHD versions built
- John Slater's 1991 Nissan Skyline GT-R (left) was purchased new being no. 71 of the 100 sold in Australia





- Vic Clarke's 1963 Bacchus Clubman (right) is one of only five (5) ever made
- Derek Scott's 1990 BMW E30 Alpina was a locally produced vehicle made under licence from Alpina Germany

And whilst we were fortunate to have some "exotics" like Tyrone Smith's 1977 Maserati Merak, Jim

& Jenny Catts' 2002 Ferrari 575 Maranello and Les Johnson's 1967 Ford GT40 Replica, we also had award winning cars like Barry Farr's 1958 Alfa Romeo Giulietta Spider Veloce 750F, Darryl Pike's 1958 MGA Roadster, Colin Watts' 2011



Nissan 370Z, and Len Fardell's 1954 MG TF.

These contrasted beautifully with the remaining cars being later model sports cars and sedans of an extremely high presentation standard.

In all fantastic cello playing by all concerned.

However, if there was an award given on the day for effort above and beyond all expectations, it has to go to Vic and Jane Clarke. Vic trailered his 1963 Bacchus Clubman from the Central Coast and then, at the end of the day, long after

everyone else had left, he just put the car back on the trailer for the Sunday afternoon drive back to the Central Coast.

Jane went where few TSCC member's wives have ever feared to tread – she accompanied Vic and spent the whole day at Eastern Creek.

Thank you to all the TSCC members who came for the day and made it soooo enjoyable.

That said, it would be remiss of me if I did not give Colin Watts a "special" thank you for having the foresight to shoehorn Vern Kelly into coming as his passenger. This single act not only ensured that we all enjoyed picture perfect weather for the day but took Vern's "weatherman" reputation to new heights.

Colin Allerdice	1985 BMW M635 CSI
Jim and Jenny Catts	2002 Ferrari 575 Maranello F1
Vic Clarke	1963 Bacchus Clubman
Terry Daly	2014 Jaguar F-Type Coupe
Joe Di Francesco	1967 Alfa Romeo 2600 Sprint (replaced)
Len Fardell	1954 MG TF
Barry Farr	1958 Alfa Romeo Giulietta Spider Veloce 750F
Les Johnson	1979 De Tomaso Longchamp Coupe
Les Johnson (Rick)	1979 Ford GT40 Replica
Gary Maher	1966 Volvo 1800S
Rick Marks	2007 Lotus Elise Roadster S2
Ian Norman	1963 Jaguar 2.4 Mark 11 Sedan
Darryl Pike	1958 MGA Roadster
Colin Piper	2007 Mazda MX5
David St Julian	1968 Morgan 4/4 Series V
Derek Scott	1990 BMW E30 Alpina C2
David Slater	1994 BMW E36 M3
John Slater	1991 Nissan Skyline GT-R
Ashley Smith	1983 Alfa Romeo GTV6
Tyrone Smith	1977 Maserati Merak
Dominic Truelove	1983 Mercedes Benz 380SL
Peter and Robyn Wards	2006 Mercedes Benz SLK 350
Colin Watts	2011 Nissan 370Z

# Run to Yarramalong – Wednesday 19<sup>th</sup> August

Words and photos by Derek and Maggie Scott

A group of 25 interesting and interested people, in 15 cars from the sublime to the proverbial ridiculous (see the list at the end) met at McDonalds, Mt Colah at about 10am for coffee etc. After catching up with each other, and receiving any last minute instructions, complete with error (see later), we all headed off in



beautiful sunshine to the Yarramalong Valley via the Old Pacific Highway. This road is a joy to use if you are not in a hurry, particularly in a good-handling and good-

sounding car. The corners and gradients are plentiful, and the scenery is varied and beautiful.

A pit-stop if needed, hopefully not for cars, was factored in at the Ourimbah Rest Area just off the M1 Motorway, and was taken advantage of by several of us. From there we were meant to rejoin and follow the M1 for just a few kilometres until the Wyong Exit, which we were to take and then join Old Maitland Road which took us to Yarramalong Road. However, because of the glitch in the instructions, about 5 cars stayed on the M1 until we, as organizers and lead car of this sub-group, realized that we should have taken the Wyong Road Exit, and not looked for Old Maitland Road. We realized after just a few kilometres past that exit, so kept going until we reached the next exit, about 5kms further on. Alas,

the Farris, who didn't need a pit-stop, and who were ahead of us, continued up the M1 looking for the Old Maitland Road Exit, until they were near Maitland.

Our sub-group lost about 20 minutes enjoying different scenery until we joined Yarramalong Road, but Barry and Dot lost about an hour. Maggie and I sincerely apologize for the stress that they undoubtedly suffered. Hopefully Dot's lovely 380SL enjoyed the extra work-out.

The road up the Yarramalong Valley is another delightful road with lovely scenery, gentle comers and a few nice straights. The village of Yarramalong is quaint and quiet, so not a lot of time was spent there before heading up the relatively steep and winding Bumble Hill Road and over the range to George Downs Road. From here we turned left to travel the short distance down to Central Mangrove where we had a leisurely lunch at the Mangrove Mountain Memorial Club. Although they were catering for a wake of about 200 people in another area of the building, we were served nice fresh food, without undue waiting. The only impact the wake had on us was the inability for us all to park in the same area. Even though an area had been set aside for us, and was roped off, wake attendees disregarded that effort. Thankfully the weather remained clear and sunny for us all day, thereby allowing us to appreciate the beautiful views over the ranges from the windows, balcony and carpark of the club.





Derek and Maggie Scott  
Barry Farr and Dot Forrester  
Gary and Wendy Maher  
Vern and Wendy Kelly  
Colin Watts  
Barry and Carole-Anne Lunn  
Peter and Jelly Van Dyke  
Phil Longfield

Porsche 911  
Mercedes Benz 380SL  
Volvo 122  
Mercedes Benz CLK 430  
Mazda MX5  
MGB  
Mercedes Benz SL350  
Lamborghini Espada

Kevin and Robyn Leggott  
Vic Andrews  
Colin Allerdice  
Rick Marks  
Peter and Robyn Wards  
Colin Piper  
Terry and Robyn Daly  
Bruce Richardson

(Left the Boxster at home)  
Volvo 123  
BMW Z3  
Porsche Boxster  
Mercedes Benz SLK 350  
Mazda MX5  
Jaguar F-type  
Datsun 260Z

# All British Day – Sunday 30<sup>th</sup> August

Words by Terry Daly photos by Jeremy Braithwaite



In complete contrast to 2014, the weather for the 2015 All British Day was just perfect with temperatures hovering around the early twenties. And to make the day just a little more pleasant, the Parramatta region had just over 2 inches of rain on the previous Tuesday which kept the dust down. A very comfortable environment.



I arrived just after 0710 to find David Slater was already parked his MGB in our “new “area”. I say “new” as it wasn’t quite the area that was defined on the map. It seems like the King’s School didn’t want any cars anywhere near the cricket pitches so our area was redefined. However, we

were still next to the Triumph Club and just behind the MG Restorers Club. Adjacent was the Aston Martin Owners Club which had 50 cars on display.

The TSCC area had 20 cars despite Keith and Carol Reynolds having to withdraw at the last minute. The extra spot was filled by a second McLaren, the first one being a new 650S in yellow and the other an earlier model Targa in brilliant orange. Both cars attracted a lot of attention. Not quite as exotic but equally as nice were other TSCC member cars, Tom Aczel’s beautiful black MGA, Steve Knox’s Jensen 541R, Ian Norman’s unrestored Jaguar Mk 2 3.8, Jeremy Braithwaite’s restored

Escort (his car not his wife! – photo on left shows Bill and Barbara McKell who bought the Escort from Bob Holden who imported it in 1978), my Jaguar F Type driven for the day by Roger Morgan, Laurie Sellers’ Series 2 E-Type, Rick Mark’s Sunbeam Tiger (brake problems with his E-Type!) Jenny Jones in Jack’s red XJS Convertible, Stephanie Clark’s Aston Martin Vanquish, Darryl Pike’s baby blue MGA, Barry Lunn’s original MGB, a beautifully restored Jaguar XK150, Vern’s Jaguar saloon and Malcolm Ireland’s Jaguar S Type. What a



collection of wonderful cars!



However, a quick wander through the other displays unearthed many other TSCC members cars, mainly Peter Wards with both his Triumph TR5 and his TR6, Mike Branson with his Aston Martin DB5, Stephanie Clark with her Aston Martin DB4

and her Aston Martin V8 Oscar India convertible, my very own drop dead beautiful Aston Martin Lagonda and too many Jaguars of members in the JDCA display to mention here.



At just after 2.00 pm I heard the announcers state that there were over 1700 cars present and the Rolls Royce Owners' Club had won the prize for the best club display with just over 50 Rolls Royces on display. It included everything from an early RR Silver Ghost to the very latest model. Other awards were announced with one going to President Barry Farr's son for his Austin Healy 3000, a car I admired during my all too brief wander through the areas.

Unfortunately, the day just flew. It seems like I had just arrived and it was now 3.00 pm and time to leave. I hadn't seen half of the cars and this year I hadn't even been to the Art exhibition (a definite cost saving!). Unfortunately, it seemed like everyone had decided to leave at once and the traffic jams to Pennant Hills road stretched back into the display areas, however, if you went the Masons Rd exit you had a reasonable run. Bring on 2016.





# Lunch Run to Long Reef Golf Club - 16<sup>th</sup> September

## Words by Gary and Wendy Maher photos by Jeremy Braithwaite



Just when you thought the whole of the Upper North Shore had been 'prostituted' by high rise developers (using our Super money) along come Laurie & Fran Bromley with a run that proves there are still leafy back streets bordered by lovely old federation houses in Wahroonga & Turramurra.

The list shows who was there & what they drove – and looking over it, I must however, share President Barry's concern that we don't drive our old cars very often these days. Well, some of us do, but that's because we don't have a choice. *(YET – I'm working on it!! Typist.)* We met at McDonalds, Mt Colah – our regular north side start (Sorry Stephen – but we knew you weren't coming) for a cup of 'questionable' coffee, followed by Laurie's 'competitor' briefing. He explained that, due to Hornsby Council's grab for cash, they no longer allow you to pass through Bobbin Head for free and now charge the full visitor's fee of \$11.00. Therefore, a new route via back streets across to St Ives was planned. I have to say that the way all the 'navigators' mastered Fran's very comprehensive 'rally' instructions, there is no longer any excuse why all of you shouldn't attempt at least the 'Social Tour' level of the Classic Rallies on offer now – you don't need a special licence anymore and they usually keep to good sealed roads.

We then travelled down Mona Vale Road to Terry Hills traffic lights, where we turned left and used a collection of scenic bush roads which eventually brought us out onto McCarrs Creek Road. The previous two times I have driven this road have been on Sunday mornings with the MGCC Breakfast Runs and it's been wall-to-wall lycra – on one occasion, five cyclists abreast coming towards me around a bend – that's right, two of them on my side of the double line! So, it was a

pleasant surprise to be able to enjoy the scenery around Bayview, although I wonder if all the people who own all those yachts use them as often as we use our thoroughbreds. We then used Cabbage Tree Road 'in its entirety' (that's a rally phrase). If my memory serves me right, the steep uphill section was known as 'Foleys Hill' and was closed off and used as a hill climb by Manly Warringah Car Club back in the late 1950s/early 1960s. I'm sure somebody will set me straight – but until then, 'never let the facts spoil a good story'. We came out onto Mona Vale Road, past the Baha'i Temple and headed back to the Terry Hills lights where we turned left – this time onto Forest Way. Another left turn found us on Morgan Road which at some point becomes Oxford Falls Road – the one that you often hear is flooded in the road reports when there's been some rain. The 'Rally Director' (oops, sorry, Laurie, I got carried away) said 'ignore the Gravel Road sign – it's really only bad bitumen. Well, it didn't bother our old Volvo but it must have been murder in Rick Mark's Lotus Elise - & maybe one or two of the others. This road led us past a huge collection of satellite dishes – who are they spying on and why are they hidden in that valley????

If ever our shutter-bug Jeremy missed a photo opportunity, then this was it. We had to cross the ford at Oxford Falls and while it had only a few centimetres of water over it, if tackled enthusiastically, would have made a great photo.



At least Colin Allerdice appreciated my efforts – thanks for the thumbs up Colin.  
In the absence of the official photographer, here's one which I prepared earlier!

A quick run around Narrabeen Lakes, which is always pleasant, then through the shopping centre found us all comfortably parked around the Long Reef Golf Club.

What a great luncheon venue – right on the beach. The mainly seafood menu, which satisfied everyone, was served quickly and when washed down with a beverage of choice, capped off a great day. The smiling faces in Jeremy's group photo give evidence of our gratitude to Laurie & Fran for their efforts in putting this run together - Many Thanks.



Ian & Lisbeth Norman – BMW 330  
Wendy & Gary Maher – 1967 Volvo 122S  
Colin Allerdice – BMW Z3  
Peter & Moira Dal Santo – Triumph TR8  
Dominic & Pauline Truelove – Mercedes SL

Bruce Richardson – 1975 Nissan 260Z  
Robyn & Terry Daly – 2014 Jaguar F Type  
Laurie & Fran Bromley – VW EOS  
Robyn & Peter Wards – Mercedes SLK 350  
Theo & Tammy Demopoulos – Commodore Maloo Ute

Colin Watts & John Watson – Nissan 370Z  
Maree Dawes – Audi A3  
Jack Jones – Jaguar XJ6  
Jeremy & Julie Braithwaite – Nissan GTR  
Rick Marks – Lotus Elise





# Club Member Profile – Part 1

## Adrian Walker



*The strength of this club is in its members and many have some very interesting stories to tell. Adrian responded to my editorial in the June issue and I asked him to expand upon it and to send some photos. He succeeded beyond my wildest expectations, so much so that his Life with Cars has to be serialised! Here is Part 1 – Ed.*

At an early age, I was seduced into the world of motoring with a desire to own a pedal car. My parents however, forbade me from having, fearful I could be run over mistaking the public roads for a backyard. It was rural Australia with beautifully graded gravel roads you see.

It scarred me for life. My good lady Lorraine believes I have been over compensating for this all my life and is the reason I keep buying more cars. How unkind! She believes I should be happy, like most Australians, with the throwaway Japanese car in the driveway, going to the shops and mowing the grass on Sundays, instead of hairing off to lunch runs and strange gatherings of motoring enthusiasts like we had on the June long weekend at Eastern Creek. But what strange and beautiful memories we motoring enthusiasts gather!

Like many enthusiasts, I have dabbled in cars and motor sport since I was a very young. I raced my MGTC at the dreaded Gnool Blas racing circuit at Orange as a callow youth, against such immortals as Ronnie Ward in his MGA Twin Cam (who was a very short and sat on a cushion so he could see over dash), Holt Binnie in his MGTF with the Holden engine (which had appalling handling and braking but  
TOP GEAR SEPTEMBER 2015

used to blast past me down the straights). I remember the Prad Alta, Paul Samuels' red MGTC open wheeler, Bill Buckle and many others.

I well remember Warwick Farm motor racing circuit near Liverpool where I went to the Australian Grand Prix, and the sports car races with a grey XK120 coupe which beat everything in sight. I remember Innes Ireland arriving in the pits in a silver Bristol Coupe, and Stirling Moss not to mention exhilarating touring car races between Neil Allen in the Mustang 289, Brian Foley in the Cooper S, and Pete Geoghegan in another Mustang 289. (For some great live footage look at [https://www.youtube.com/watch?v=tyjxtl\\_pk4Y](https://www.youtube.com/watch?v=tyjxtl_pk4Y)



Backyard photo; MGTC and XK120, then BRG, my Healey Duncan 2½ litre Coupe and my father's Jaguar 3.4 MK1 Sports Sedan. I bought the Healey from a wrecking yard in Fairfield having seen it from a moving train. I sold it to friend in Penrith who had acquired a burned out one exactly the same and "blended" the two together. It is now owned by Patrick Quinn.

My first car was an MGTC roadster which I dearly loved, and over the course of several years developed it extensively, completely rebuilt and improved the engine with full-race lumpy camshaft, bigger SUs, head ported and polished, valves hand ground, stiffer valve springs and half bonnets. I re-painted the car in Sherwood Green and had K3 style front cycle guards made up by a motorcycle mudguard maker in Newton who was referred to me by motor racing buddies. The front “wings” on MGTC were deadly, a sort of reverse aero effect. They not only slowed the car down, but made the car airborne, lifting it off the road when really pushing fast although in their original form with a standard engine there was not much fear of that. I fitted an extractor exhaust system made up for me by Jesse Griffith in Bankstown whom I met racing his Maserati 4CL open wheeler at Gnoo Blas. (I shudder to think what that car would be worth these days. We are somewhat spoilt these days, being able to go online or to special bits places to get extractors such as I did for my MK11 Jaguar and 1968 Mustang GT, however in those days nothing was available.

I followed the MG trend at the time by fitting wider 16” dia wheels and wider tyres - the original were like “postie bike” tyres and proved outright dangerous on a greasy road. With all the development it ended up as quite a quick car, its performance and handling greatly improved. I raced this car at Orange Gnoo Blas circuit and elsewhere and it was an everyday driver for quite a few years.

I first heard about my XK120 at Ronnie Ward’s MG parts place in Burwood which I frequented. I got to know Ronnie quite well over the years, and one day I was bemoaning the lack of brute uphill grunt in my MGTC, as I had been literally “blown off ” up Kurrajong hill by a BRG Jaguar XK120 Coupe on the way to Bathurst, the owner of which I later met - and had vowed to buy one of them one day .. He said “Come out the back. I’ve got something to show you. Et voila! It was an XK120 Convertible in a sad state. It had been purchased by a Snowy Scheme worker who failed to continue payments, and was repossessed. I bought it at auction for £830 from a finance company and my brother Lionel, who was

TOP GEAR SEPTEMBER 2015

still at High School at the time, and I restored the car totally including engine rebuild, trim, hood, tonneau cover etc. We painted the car firstly BRG, then Old English White. We secured a full workshop manual and taught ourselves engine building. I drove that car everywhere for the next 9 or 10 years including some motor sport events.



Car park at Warwick Farm; my XK120 roadster and my brother Lionel's XK140 roadster which he still owns.

I reluctantly sold my XK120 and MGTC to put together the deposit to build a clinker brick architect designed home which we live in to this day. I was a trainee engineer and not handsomely remunerated at that point, so when we moved into our new house we downsized to a tiny Cooper S, which turned out to be a great car. I later acquired two more.



acquired a lumpy D-Type engine, aluminium race radiator and HD electric fan. This car surprised a lot of younger competitors on the track with stiffened suspension sticky tyres etc. I have lots of happy memories and put down some surprising lap times on Super Soft Dunlops from Gordon Levenson.

I recall as TSCC President or Competition Secretary we decided to run a hill climb at Amaroo Hill Climb Circuit (now defunct) so we got the CAMS approvals and invited a few other clubs. My MK11 was amazing up the hill on new super softs, and quite a few TSCC Members ran up the hill, and the trees reverberated with the sound of a staccato howling of a lively V8 with Roland Clark wringing the neck of his million dollar Cobra. This car was delight to drive on the track, and I loved Amaroo Park and Oran Park particularly. One occasion Les Johnson came with us to Oran Park and I offered to show him the way round and of course, had a monumental lose over the dog-leg. It terrified the ducks, and I found out what the grass was like down near the dam in the hollow centre of the circuit. I retired this car back to wire wheels recently. Restoration started with bare metal paint BRG,

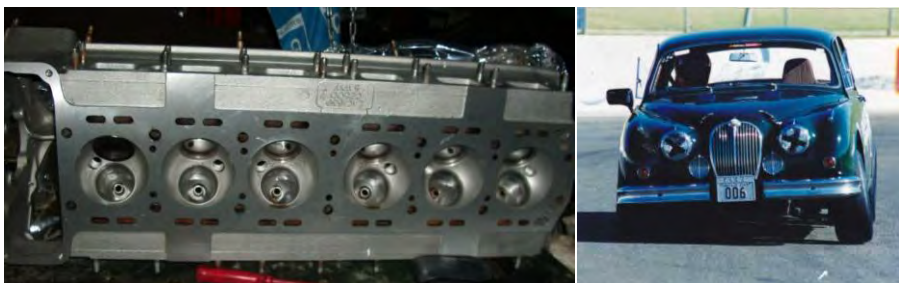
TOP GEAR SEPTEMBER 2015

It was an amazing little car, with surprisingly brisk performance. We drove it for quite a few years, and did some engine rebuilding, repainted it Marine Blue with a white roof and fitted Minilite mag wheels. I heard a guy at work had one in bits in his garage, so acquired a few more. I rebuilt the engine with rings and bearings, hand ground the valves and fitted a racing camshaft. I remember thinking at the time that driving it was more like being in a racing machine! Eventually I sold to make way for roomier more powerful cars.

My father used to observe Lionel and myself restoring my XK120, and was very impressed by the massive main and big end bearings in the XK120, so he bought a Jaguar 3.4 MK1 rapidly followed by a Jaguar 3.8 MK11. This car was passed on to me and we enjoyed it for over 50 years. I carried out an engine rebuild, rings, pistons, bearings, stainless steel extractors, hand ground valves. Along the way it

complete re-trim and interior. We had that car for over 50 years, offering it for sale for an obscene amount of money last year and sold it to another keen enthusiast.





I purchased a Maserati 3500 GT Spyder from a wrecker opposite Leaton Motors in Carlton and restored this very rare car over several years. The guys at the wreckers told me it belonged to one of Abe Saffron's gunnies. He was knifed as he left a Kings Cross night club in the early hours of the morning and was alive when he arrived outside his house in Paddington. Then a petrol bomb was thrown and he died trying to get out of the car. It was Italian Racing Red. When I looked at the rego papers they had a foreign name, and an address in Paddington. Later I heard reports of a gorgeous blonde seen ripping through Kings Cross in a red Maserati convertible around this period. I stripped the car a panel at a time, laid down a base undercoat, then iridescent gold as the final colour. I had the wire wheels refurbished; they had the smaller Dunlop B spline surprisingly like MGBs. I kept the engine oiled up by turning it over regularly. My daughter reckoned the car had a curse on it because someone had died in it, it had been hit in the back twice, and caught fire one day, all while parked in my garage! Eventually I sold the car to Les Miller and it is now in a classic car museum in WA. They are currently bringing £200,000+ at auction in Europe.



TOP GEAR SEPTEMBER 2015

At Leaton Motors Car Sales one day, I helped Frank Matich set the timing on his Lotus 19. Frank was a great racing driver and a lovely guy with an affable cheesy grin, who passed away just recently. I got to know him quite well, and I joined a Club he formed called the Australian Sporting Car Club.

My son Brendan while still at high school found a Fiat in the Trading Post and we went to a car park at flats near Sydney University. He suggested we match his contribution dollar for dollar. Turned out to be a Fiat 124S Coupe due to run out of rego the following week. So we got a pink slip, paid the rego etc, and together we set about tidying up the car. It needed new paint - Italian Racing Red – and a front wheel alignment. It had rather unsightly skinny wheels, so we found some new 13 x 7 Minilite mag wheels and new tyres. The Uni student bought the car from a mechanic who had set the car up with a stove hot 1600 twin Weber engine which was quite nippy and a delight to drive. Brendan was the envy of his classmates at Killara High, drove this car for the next five or so years and sold it for ten times what it cost, to get a GT Falcon.



An Alfa Romeo GTV 1300 Junior was my first Alfa, an amazing and very pretty car, with a beautiful twin cam engine with throaty Webers carburettors that made a tantalising hoarse roar when you opened them up, an even lovelier sound than the sports car exhaust note. Those who have experienced this sound will know

instantly what I mean. This car had an exhaust extractor system as standard equipment, it loved to rev out. Tuned to perfection, this car was more like a racing machine than a shopping car.



Lorraine bought an Alfa Romeo GTV 2000 Alfetta (the one with the transaxle) which was a very interesting car, so we had two Alfas, both Italian Racing Red. They were a great car for gymkhanas, handled extremely well on grass.



My daughter decided to get a Mini 1000 from the paper. She suggested we also match her contribution 50:50. It was a dirty white colour with a maroon roof and due to run out of rego the next day. She decided she hated the colour, so while



still at high school, she helped me rub it all back and we painted it Electric blue with white roof and found some Minilite wheels. We fitted new rings and bearings, ground the valves, bumped up compression, fitted Cooper S twin SUs and extractors. She drove it for 5 years and sold it for three times what it cost.

An Aston Martin DB6 coupé was advertised in the Herald. It was in very good condition both body and mechanical except for a broken exhaust system, which we replaced and, yet again, it was about to run out of registration.



Don't miss the next issue of Top Gear for the rest of Adrian's Life with Cars.

# Members' Travels

Bob and Debbie Fulop

Bob sent a few photos of their visit to Universal Studios, including one of his new best friends, Vin Diesel. In case you're not sure, that's Vin in the middle and Bob on his right hand side. (Note: only one of them is real.)



TOP GEAR SEPTEMBER 2015

# Help!!!!!!!!!!!!!!

Colin Piper

I have 2 enamel car badges; an AARC and a BARC one.

I would like to have them restored...the AARC one has the enamel lifting off and is quite dull and worn, whereas the BARC one has a not very large chip out of the 'lion' in the emblem. If anyone has had any experience in such restorations I would be very interested to know where I could get the work done. Thanks in anticipation.

[colinpiper@optusnet.com.au](mailto:colinpiper@optusnet.com.au)



# A Curmudgeon Visits the VW Nationals

## A Great day with some Surprises - by Darryl Pike



What is it about the humble Beetle that evokes so much passion among collectors? Is it nostalgia, are they really just a great car designed in the '30s, years ahead of their time, or are they just an affordable classic?

If you plan on heading off on a nostalgic trip, and are considering buying a VW, find a friend who has one first. Sit in it, have your partner sit in as well, then try the manoeuvre from front to back seat, in the dark, clothes on is OK, both together without opening the doors, in 30seconds. Sure there was a greater incentive in the '60s, but today it is an impossible task, just getting in and out of the car is a struggle.

So of course it's a nostalgic trip, but really the Vee Dubb is just a great car and the Nationals demonstrated that in spades.

Our plan for the day was a simple one, take the Vee Dubb for a run, stay a couple of hours, do some car perving, have a coffee and head home, but as we edged forward in the queue of what seemed to be dozens of Rat Rods, Kombis and mint Beetles, we missed the general parking area turn off at the entrance to the Fairfield Show Grounds.

"Where are we headed?" I asked a heavily badged official. "You're in the judging queue along with 242 others, \$40 please!"

So that was the first surprise, a concourse entrant? Fifteen minutes later we were parked, under cover, along with the other 242 Vee Dubbs which had travelled from all over Australia including Perth.

The next pleasant surprise was that amongst this huge crowd I was the only person with a slight tinge of grey, or white, no defibrillators or stand-by medical teams. The average age of these enthusiasts was between 30 and 50.

How good is that? The next generation of serious restorers – motor enthusiasts and collectors. Maybe this is practice for the anticipated inheritance.

Well, we all believe that our own cars are pretty good, obviously, or otherwise we wouldn't own them, but Cocoa, our 1954 Cabrio is something special to Andra and me. We each owned one in the '60s, and yes, the Cabrio does make that back seat manoeuvre possible. Our grandkids nick named it Cocoa because of its colour.

So where does the 'curmudgeon' fit in? Well, our plans had changed a bit, we did our car perving, coffee and chatting, but every time we passed our car people were around it, photographs, discussions, two offers, and questions. Yes, I knew that it was rare with only 14 known RHD 54 Oval Cabrios left in the world, but I didn't realise how popular it would be.

So we stayed longer and at around 1pm I noticed displayed on a table, 36 trophies. I said to Andra "Let's stay for the judging, with 36 trophies we might crack one, even if it's people's choice," so we stayed.

Then the microphone crackled into life, the crowd gathered, and the judging started. There was a category for every model / year / shape / modified/ original, the lot and the cars were magnificent.

But as the trophy table emptied, one by one, and passing completely any possible reference to Cocoa, I thought that this had to be rigged, so, with only two trophies left on the table, the curmudgeon kicked in.

“Come on” I said to Andra. “We’re out of here - it’s rigged!!” So we pushed through the crowd toward the car park, Andra pulling back saying “Just wait a minute let’s see the finish.”

But I forged on and hearing that the 2<sup>nd</sup> last trophy was awarded, I knew best.

As we got to the back gate, I could just hear the loud speaker kick into life. Then as I opened the gate we heard “And now the one we have all been waiting for,

The Car of the Show and the winner is Darryl Pike with his beautiful ‘54 Cabrio.”

I stopped “Did you hear that?” Andra said. “I told you to wait.” Back through the crowd we pushed to wild applause, these were great blokes, no favouritism here, no awards to their mates; we just won the VW Nationals top award! How good is that?

It was a lot of laughs on the way home, often glancing around to the back seat checking on that 50cm trophy.



TOP GEAR SEPTEMBER 2015

A day to remember.

PS. The term curmudgeon was bestowed on me long ago, by someone who I thought was a very good friend, and yes, he is a prominent member of the TSCC, and I think still a friend.

OXFORD DICTIONARY MEANING

‘CURMUDGEON’

*‘A crusty ill tempered old man who is easily annoyed, often complains and is usually a miser with no tolerance for people.’*

Anyone you know?

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*Editorial suggestion as what Darryl should do to his car to win again next year*

# The Passage of Time

by John Slater



A lot of things change with the passage of time, among them:

- wine bottles contain less
- hills become steeper
- you can see less of your shoes
- 12 point print becomes intolerably small
- you spend more time watching the world go by than being part of it
- the casual aplomb shown by a young person bending down to pick something up from the floor becomes annoying
- Clothing quality has deteriorated markedly, in the past it didn't shrink when you put into the wardrobe
- Your favourite band has turned into a bunch of old blokes
- You don't trip over any more, you now have a fall
- No one tells you that you look great anymore, instead they tell you that you look well

And so on....

Another change is that old cars become smaller inside, are harder to drive, more cantankerous and a lot slower than they used to be. Thirty minutes in your special/rare/valuable etc., 'classic' car leaves you looking for the nearest Hyundai Getz to luxuriate in.

This was brought home to me on two separate occasions recently. I took my E36 BMW M3 away on one of Dave Thomas' Driving Adventures two day mid week tours through the central west. Great roads and great company. The car was

fabulous, fast, handled well, sounded great and it was all good right up until I got to the end of the M1 at Wahroonga at 3pm. Then, unaccountably, it all went pear shaped. The clutch became heavy, the ride became very hard and the seat uncomfortable. I couldn't wait to get out of it.



*In company with Miff James' 911 in the Central West*

More recently I took my freshly completed 1982 Alfa GTV6 to the Alfa Club Display Day at Tempe. This car is in fine, almost as new, mechanical condition due to 18 months of furious fettling by Mick Mitchell and his excellent team at Corse Automotive. This is the third one of these I've owned, the first was bought in the late eighties and was my everyday car until our daughter arrived a few years later. The two were/are mechanically identical and the current one is in better shape than the original. However, I don't remember the gear change being as bad in the original one, the steering as heavy, the ride so firm or the a/c so poor.

Interestingly, I think that some of the deterioration is time related and I'm not speaking of years. No, I'm talking intraday. All these seemed markedly worse in the afternoon, than in the morning. Of course, I have noticed this before in respect of other things, like gardening, mowing lawns or cleaning out the spare room. This does not seem to apply to lunch. I find that I am altogether more insightful and wittier as lunch progresses.

The 25 minute drive back from Tempe to Chatswood seemed to take an age and I was glad to fall into my special limousine, a 2008 Mazda 6, for the trip from the shed to our house. Was ever a car so perfect?

I had a brief, traitorous thought that our classic cars might actually be better for looking at and talking about than driving, which of course, I immediately rejected.

Rather, I have, after much thought, concluded that these old cars do actually become worse to drive as they age.

A solution might be to take them on a trailer to a quiet road somewhere in the country for a drive in the morning and make sure they are off the road by lunchtime, but this seems to lack the ANZAC spirit.

It has been suggested to me that all of this has nothing to do with the age of the car and everything to do with the age of the driver. In a gesture of solidarity with all classic car enthusiasts, I reject this assertion absolutely.

If you will excuse me, I have to go as I have a meeting to discuss the conversion of the Alfa to automatic with power steering and the inclusion of airbags, keyless central locking, new a/c, traction control, sat nav and Bluetooth.



# Some Rare Jaguars



Poverty-pack C-type (XKC 044) with drum brakes and SU carburettors for sale GBP 495,000 .



Left: a modified XJS I saw in London, March 1995 – (Ed)

Right: a lightweight E-type (surely a replica) parked outside shops in Santa Monica Boulevard





XK120 Supersonic bodied by Carrozzeria Ghia sold by RM Auctions on 13-15 August for \$2.06 million US. The ex-Ecurie Ecosse C-type on the next page brought \$13.2 million US making it the most expensive Jaguar ever sold and casting doubt on the one on the previous page, listed at a 'mere' £495,000.



A Lynx Low Drag Coupé I photographed at Goodwood on 27<sup>th</sup> March 1995. Goodwood's come on a bit since then! - Ed



(Above) These are some 'spy' shots I took in Goulburn of a not-very-well disguised XJ40. It must have been early 1986. – Ed



# You can't be serious!



A funeral procession pulled into a cemetery. Several carloads of family members followed a black truck towing a boat with a coffin in it.

A passer-by remarked, "That guy must have been a very avid fisherman."

"Oh, he still is," remarked one of the mourners. As a matter of fact, he's headed off to the lake as soon as we bury his wife."



A recent worldwide survey showed that out of 2,146,703,436 people, 94% were too lazy to actually read that number.

# Old and News



Aston Martin's outrageous Vulcan; £1.8 million, over 200mph and only 24 built, at Festival of Speed, Goodwood in July 2015



Morgan EV3 all-electric concept

TOP GEAR SEPTEMBER 2015



Samsung is developing a 'see through' truck that will enable vehicles travelling behind large trucks to see what the traffic in the opposite lane is like in real time. This is accomplished by fitting trucks with a night-vision enabled and wireless video camera in the front and transmitting the footage to a large display on the back. The underlying goal is to help drivers keen on passing slow moving trucks make more informed decisions in moments where a rash decision could prove deadly.



### 3-D Printed Supercar *Packs 700HP!*

You're looking at the world's first 3-D printed supercar. Constructed by San Francisco-based Divergent Microfactories, the DM Blade is reportedly the first application of the company's lightweight chassis construction and full, working, printed body structure. The Blade runs on either compressed natural gas or just plain gasoline, and supposedly is capable of blazing through the 0-60 run in around two seconds with a claimed 700 hp.

The lightweight supercar checks in at about 1,400 pounds thanks to the carbon fibre and aluminium chassis components. The key is a piece of manufacturing called Node - it's a joint piece, made of 3-D printed aluminium, which connects the carbon fibre tubes that create the chassis.

Source: [Autoweek \(Joseph Grove\)](#)



Rhys Millen wins Pikes Peak under all-electric power in 9:07.022

Millen's race car is rather interesting. The Latvian-made Drive eO PP03 uses six electric motors, three stacked in series for each axle. A 50kWh lithium-ion battery feeds those motors, giving the PP03 1,368hp (1,020kW) and 1,593lb-ft (2,160 Nm) at its disposal. Millen's time is the fastest for an EV, but still almost a minute off the outright course record, set in 2013 by nine-times World Rally Champion Sebastian Loeb and his fire-breathing Peugeot 208 T16 Pikes Peak. That car was more than 700 pounds (325kg) lighter than the PP03; maybe with some battery development, an EV will beat Loeb's time 8:13:878.



Just the thing for a trip to Bunnings – this Aston Martin DB6 Mk1 sold at the RM auction on 13<sup>th</sup> August for \$682,000 US. You'd have to be careful not to spill the Dynamic Lifter!



## Mark Webber - Aussie Grit

Christmas gift suggestion: To avoid more socks and undies or another bloody Bunning's Gift Card, drop the Mark Webber bio into that certain someone's ear. Here's the blurb:

Mark Webber – two-times winner of the F1 Crown Jewel, the Monaco Grand Prix, shares the twists, turns, highs and lows of an amazing career. A compelling no-punches-pulled account of rivals, struggles, the big races and what drove him to succeed.

Available from Dymocks for \$29.99 and undoubtedly elsewhere like the dreaded Amazon for less.

## The 25 Most Expensive Cars sold at the 2015 Monterey Auctions

### **24 (tie). 1970 Plymouth Hemi 'Cuda convertible, sold for**

**\$2,475,000 (Mecum)** This was the factory demo car for John Herlitz, the man who designed the E-body Barracuda's classic lines. It's just about fully loaded, with the 426 Hemi, Torqueflite automatic, Shaker hood, Rim Blow steering wheel, and more.

### **24 (tie). 1971 Lamborghini Miura P400 SV, sold for \$2,475,000 (RM Sotheby's)**

Particularly in top-tier SV form, this Lambo very nicely wears a color scheme traditionally seen on Ferraris.

### **23. 1969 Lamborghini Miura P400 S, sold for \$2,530,000 (Mecum)**

A Miura sold on Day 1 for a similar price. This beauty is "mostly unrestored," wears dazzling original paint, and has about 30,000 miles on the odometer.

### **22. 1971 Ferrari 365GT S/4 Daytona Spider, sold for \$2,640,000**

**(Bonhams)** Along with another real, factory Daytona Spider this car helps nail down the current value of these rare, highly sought-after Ferraris.

Bonhams points out that the late *C/D* columnist L.J.K. Setright once noted that the Daytona "has been called the last great front-engined supercar."

### **21. 1972 Ferrari 365GT S/4 Daytona Spider, sold for \$2,750,000 (RM Sotheby's)**

Ferrari built only 121 Daytona Spiders (although many others have been created, and this is one of them). This matching-numbers beauty has air conditioning and a 4.4-liter V-12.

**20. 1965 Ferrari 500 Superfast Series I, sold for \$3,025,000**

**(Gooding)** This big-engined Ferrari has a 5.0-liter V-12 that was said to be good for a top speed of 170 mph. Naturally, the original owner was Prince Sadruddin Aga Khan, “a gentleman of incomparable wealth, taste, and influence,” according to Gooding.

**18 (tie). 1994 Ferrari F40 LM, sold for \$3,300,000 (RM Sotheby’s)**

The F40 was fast, but the lighter, more-powerful LM edition was even more special. This car, one of just 19 produced, has a 720-hp 2.9-liter twin-turbo V-8.

**18 (tie). 1967 Ferrari 275GTB/4, sold for \$3,300,000 (RM Sotheby’s)**

Not red in the least—and all the more beautiful for it—this matching-numbers restoration has a 3.3-liter V-12 that we’d never tire of hearing sing.

**17. 1934 Packard Twelve 1108 Dietrich sport sedan, sold for**

**\$3,630,000 (Gooding)** We’d have a hard time arguing with Gooding’s statements that this rare Packard body style resulted in “arguably the most attractive closed automobiles of the prewar era” and that this is “arguably the most beautiful classic-era Packard.” If you still had money during the Depression, you flaunted it.

**16. 1967 Ferrari 275GTB/4, sold for \$3,877,500 (Gooding)** Famed Ferrari dealer Luigi Chinetti took a Lamborghini Miura and a Maserati Ghibli on trade-in from this car’s original owner. This unrestored coupe took second-in-class at Pebble Beach in 2013 in the Postwar Preservation class.

**15. 1966 Ferrari 275GTB/6C Alloy, sold for \$3,960,000 (RM Sotheby’s)** This voluptuous Ferrari has many desirable features, including “long-nose” aluminum bodywork, a torque tube, and six Weber carburetors, which feed a 3.3-liter V-12. A California car from new, it retains its original paperwork, tools, and jack.

**14. 1931 Bentley 4 1/2-Litre Two-Seater Sports, sold for \$4,015,000**

**(RM Sotheby’s)** Only 50 “Blower Bentleys” were built, and this one still has its original chassis, engine, supercharger, and gearbox. The engine was overhauled in 2012 at a reported cost of \$150,000.

**13. 1957 Ferrari 410 Superamerica Series II (open headlight), sold**

**for \$5,087,500 (Gooding)** Clearly Shah Reza Pahlavi of Iran had very good taste, because he was the first owner of this gorgeous Grigio Metallizzato over red coupe. According to Gooding, he and his wife, Princess Soraya, “developed a love for Ferraris” when they “were exiled to Italy in 1954.” Soon after, they collected the car from Enzo Ferrari himself; she got the car in a divorce and kept it for about a decade.

**12. 1960 Porsche RS60, sold for \$5,400,000 (Gooding)**

This car didn’t sell on the auction block but Gooding has since found it a happy new owner. This Spyder’s first job was as a works racing car, and it was piloted by the likes of Jo Bonnier, Dan Gurney, Hans Herrmann, Graham Hill, Bob Holbert, and Stirling Moss at tracks such as Le Mans, Sebring, the Nürburgring, Nassau, and Mosport. (Talk about provenance!) While leading the 1961 Targa Florio with Moss behind the wheel, this magnificent mid-engine Porsche’s differential seized on the last lap, foiling a near-certain victory. Nonetheless, its significance is undisputed.

**11. 2005 Ferrari Enzo, sold for \$6,050,000 (RM Sotheby’s)** The final Enzo produced, this car was originally given to Pope John Paul II. His Holiness respectfully declined the gift and asked that it be sold for charity. He died a few months later, but the proceeds were given to his successor, Pope Benedict XVI.

**10. 1950 Ferrari 275 S/340 America Barchetta, sold for \$7,975,000 (RM Sotheby’s)** Alberto Ascari piloted this beauty in the 1950 Mille Miglia, where it DNF’d due to axle failure. Later in its life, the car was a needy Vermont

barn find that a teenager rescued, purchased for \$500, and drove under the power of its original 4.1-liter “Lampredi” V-12 for more than 100,000 miles over his four decades of ownership.

**9. 1959 Ferrari 250GT California LWB Spider (open headlight), sold for \$8,500,000 (RM Sotheby’s)** A Bolognese prince bought this car new but soon sold it to Wolfgang Seidel, a German racing driver whose résumé includes a dozen Formula 1 starts. It was restored in Italy circa 2001, retains all of its important original components, and features uncommon Superamerica-style fender vents and velocity stacks.

**8. 1959 Ferrari 250GT Interim, sold for \$8,525,000 (Bonhams)** Ferrari 250GTs are some of the more desirable cars in history, and this example was a successful racing car for privateers in its early days, including wins at Montlhéry, Lime Rock, and Watkins Glen. Plus it looks striking as all hell.

**7. 1982 Porsche 956, sold for \$10,120,000 (Gooding)** As a Porsche works racer, this marvel took overall victories at Le Mans, Spa, Fuji, Brands Hatch, and Kyalami in the hands of drivers Jacky Ickx, Jochen Mass, Derek Bell, Al Holbert, Hurley Haywood, and Vern Schuppan. Need we say more?

**5 (tie). 1956 Ferrari 250GT Berlinetta Competizione “Tour de France,” sold for \$13,200,000 (RM Sotheby’s)** First owned by Marquis Alfonso de Portago who piloted the car to victories in the grueling Tour de France Auto in 1956. This is the first of the famous TdF Ferraris, and it has earned best-in-class awards at various concours. It’s not hard to see why.

**5 (tie). 1953 Jaguar C-type lightweight roadster, sold for \$13,200,000 (RM Sotheby’s)** The auction house makes no exaggerations in calling this “one of the most important Jaguars ever.” One of the final (of very few) Jaguar C-type

racing cars ever built, this car is one of only three “lightweights” campaigned by the factory at Le Mans in 1953; it finished fourth overall in that race and went on to win eight races for Ecurie Ecosse in 1954.

**4. 1998 McLaren F1, sold for \$13,750,000 (RM Sotheby’s)** It started out life as a “standard” F1, but the factory later upgraded this car to LM specifications. As such, it has a 680-hp 6.1-liter V-12 but retains its road-going amenities.

**3. 1962 Ferrari 250GT SWB Speciale, sold for \$16,500,000 (Gooding)** Nuccio Bertone, head of Carrozzeria Bertone, was this car’s first owner; he co-designed it with a young Giorgetto Giugiaro. This sultry one-off was shown at Geneva and Turin when new and was featured at the Pebble Beach Concours d’Élégance in 1982, 1997, and 2003.

**2. 1961 Ferrari 250GT California SWB Spider (closed headlight), sold for \$16,830,000 (Gooding)** The fact that this car was originally painted metallic blue and had a red leather interior—a charming change of pace in the red-over-tan sea of Ferrari-dom—doesn’t seem to have hurt its value, although Gooding’s description of the car more or less encourages the next owner to return it to its original colors. (Naturally, it was painted resale red by a car dealer in New York in the late 1960s, pretty much as soon as it was brought over to the States and traded in on a new Jaguar E-type.) In any case, California Spiders are among the most desirable cars on the planet, and this example’s closed headlights and short wheelbase add to the appeal.

**1. 1964 Ferrari 250LM, sold for \$17,600,000 (RM Sotheby’s)** One of 32 built from a batch of one of history’s favorite Ferraris, this car has extensive (small-time) racing history and is mechanically all original, down to its 320-hp 3.3-liter V-12 and five-speed manual



=24



=24



32



22



21



20



=18



=18



17



16



15



14



13



12



11



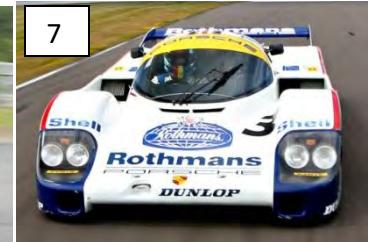
10



9



8



7



=5



=5



4



3



2



1

# The End



TOP GEAR SEPTEMBER 2015