

July-August 2016



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



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The deadline for copy for the September - October issue of Top Gear will be 1<sup>st</sup> November as the editor will be absent overseas from 19<sup>th</sup> September until then.

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\*Afraid of Facebook?  
Think it's only for kids?  
Found it too complex to be part of?

The truth is that Facebook is a great way of keeping in touch with your friends and family.

Your club has a Facebook page and you could be missing out on interesting pictures and videos.

Jeremy Braithwaite has written an easy to follow guide to Facebook on Page 32. Give it a go!

# 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 78, Cherrybrook, NSW 2126.  
Email: [secretary@thoroughbredssportscarclub.asn.au](mailto:secretary@thoroughbredssportscarclub.asn.au)

## Incorporation

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

## Affiliation

TSCC is affiliated with CAMS Limited

## Committee

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

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## 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.thoroughbredssportscarclub.asn.au](http://www.thoroughbredssportscarclub.asn.au)  
Contributions to the Webmaster:  
[webmaster@thoroughbredssportscarclub.asn.au](mailto:webmaster@thoroughbredssportscarclub.asn.au)

## Top Gear

Top Gear Magazine was [first published](#) on 1st September 1981 by the Club. There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993.

Current and previous editions may be downloaded [here](#).

All contributions to:

Stephen Knox

M: 0427 705500 Email:

[editor@thoroughbredssportscarclub.asn.au](mailto:editor@thoroughbredssportscarclub.asn.au)

## 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



Attendances at events since my last report have been down a bit, possibly the seasonal influence as the northern hemisphere summer beckons and partly the result of the caravanning contingent within the membership undertaking an extensive tour. Less than 20 attended the Forster Keys Fun Day organised by Jeremy Braithwaite and just 20 attended the August Wednesday Lunch Run to Como Hotel organised by Laurie Bromley. Those who did attend the latter event experienced a cracker day with more than half the vehicles being open top sports cars. In between, 34 attended the July Club meeting, 31 on Jack Jones' Wednesday overnigher to Tea Gardens, 33 on Tom Aczel's Sunday Hawkesbury run, 38 at the August Club meeting and 16 presented their vehicles at the Shannons/CMC Display at SMP where both John Slater and Len Fardell won their respective Concours classes - see separate report in this issue.

Based on these numbers there is certainly scope for more members participating in events, each of which the respective organiser usually has to put in a fair amount of effort to convene but feels warmly rewarded when attendance numbers are at or near capacity. This leads me to bringing to your notice that a motion will be put to all members soon to increase the maximum membership limit. Please refer to Other Business item 2 in the August Club meeting Minutes for more detail.

For something a little different, I would like to devote the rest of my report to the increasingly publicised subject of semi-autonomous, autonomous and self-driving vehicles. Telstra's CEO Hugh Bradlow, recently predicted

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all vehicles on Australian roads will be driverless by 2030 but we've learned from previous Telstra CEOs namely Sol Trujillo, big predictions need to be taken with a grain of salt. However, if Elon Musk, the CEO of Tesla, pulls off his very ambitious master plan, the above predictions may well be achieved.



From its headquarters in Palo Alto California, Tesla envisages driverless cars, SUVs, buses and heavy duty trucks fuelled by Tesla batteries and rooftop solar panels within 3-5 years. Already in the US more than 15 States have legalised autonomous driving whilst in Australia, South Australia is the first State to legalise controlled testing of autonomous vehicles. NSW has commissioned Clayton Utz to research what a driverless vehicle regulatory framework might look like in Australia. Meanwhile, Transurban has been conducting autonomous vehicle trials in the US on the express lanes of I95 in Northern Virginia and plans to undertake similar

Tesla Model X



trials on both the Melbourne and Sydney tollways once legislation in those States allows.

The autopilot function installed in the Tesla Model S and the Tesla Model X SUV is not autonomous at this stage and must be activated by

the driver. Tesla itself says drivers should remain engaged behind the wheel and that failing to periodically place hands on the steering wheel violates the terms drivers agree to when enabling the feature. Most would be aware of the fatal accident in the US early May this year when a Model S ploughed into a semi trailer crossing its path. In that case, the driver had given over control to the autopilot function and the forward collision warning and emergency braking functions failed. Following this fatal crash Mobileye, the supplier of the computer chips and algorithms to Tesla withdrew its support due to a disagreement about how the auto pilot technology has been deployed by Tesla and the US National Highway Traffic Safety Administration is investigating the autopilot's design and engineering. Since then a Tesla Model X SUV crashed into traffic impact wires early July.

Notwithstanding these issues, Musk announced mid-July a four point master plan to marry smart cars with smart energy through Tesla acquiring SolarCity. The plan is to :

1. Seamlessly connect energy generation and storage to create solar roofs with integrated battery storage
2. Expand the product line to include electric SUVs, buses and heavy duty trucks
3. Develop the current semi-autonomous function to fully automated versions, and

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4. Provide customers the ability to share their autonomous vehicles through a mobile App thereby monetising your car when it's not being personally used

With such bold plans inevitably there will be criticisms and they revolve around Tesla's production and financial capacities. In the past five years Tesla has fallen short of more than twenty of Musk's projections. The Model S debuted on schedule in 2012 but the Model X SUV, which debuted last September, was nearly two years behind schedule and the release of the low priced Model 3 for which there are 373000 orders, is three years behind schedule with targeted rollout being end 2017. The latest quarter results indicate around 14400 vehicles were produced against a target of 17000. Musk predicts 500000 vehicles will have been produced by the end of 2018 and that Tesla will be turning out one million vehicles per annum by 2020. The financial challenge is that Tesla has continued to incur substantial losses since its inception a decade ago and the master plan is devoid of any financials to back it up.

Whilst Tesla attracts most of the publicity the traditional motor manufacturers are also in the race to produce fully driverless vehicles. Ford, which has a shareholding in California based laser sensor maker Velodyne, predicts it will produce vehicles in five years time with no steering wheel or pedals for delivery to ride-sharing fleets and packaged delivery services in cities with pre-mapped zones designed for autonomous vehicles. General Motors, which has



Chev Bolt

a US\$500M stake in Lyft, with whom it plans to start testing a fleet of driverless Chev Bolt taxis and this year acquired the autonomous driving startup Cruise Automation, expects to introduce its handsfree driving SuperCruise feature next year. Fiat Chrysler has partnered with Google parent Alphabet, to jointly test self driving technology in mini vans.

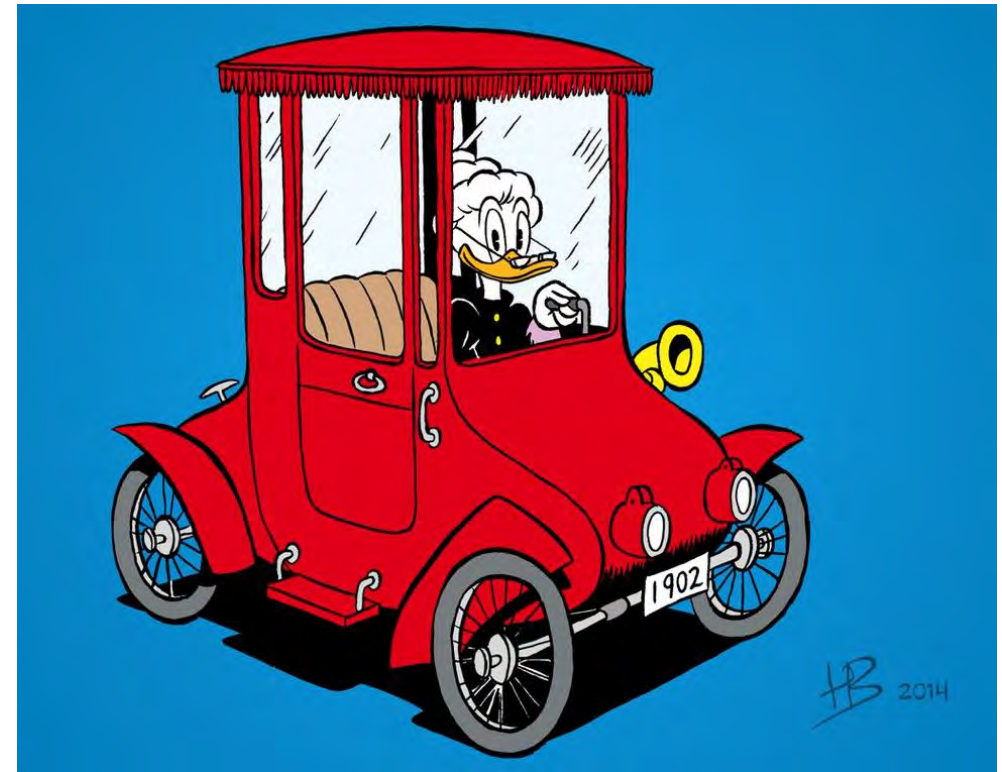
Apart from the technology, the other significant challenge is that governments must get onboard to develop intelligent road networks with smart roads embedded with transponders and find sufficient funding to do so.

The future is not just autonomous vehicles on the roads but autonomous delivery vehicles on the footpaths. Domino's Australia has been undertaking trials of a Domino's Robotic Unit (DRU) the past year designed to travel along footpaths at up to 20kph avoiding collisions via a laser sensory system. Upon arrival at its destination a security code will unlock the heated storage compartment and voila! there's your pizza home delivered. Domino's expect the DRU to be in operation in 2-3 years.



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With this level of advancement in technology we may well see our sons and daughters and our grandchildren alongside us on the tollways and highways in their driverless vehicles, us still in our prized classics and thoroughbreds working away at the steering wheel and the gears. What a scenario to ponder!



*THE*  
***Detroit***  
*ELECTRIC*



# Two-finger Typing

Stephen Knox



*Searching for something in my pile of junk/treasures recently, I came across a copy of 'The Riley Record' of June 1937. On its cover it states that it is 'Issued monthly in the interests of Riley owners on tour at home and abroad. The official organ of the Riley Motor Club, the largest "one car" club in the world.' In it I read a letter which gives a graphic picture of pre-war motoring in Australia. It makes interesting reading now and I include it here especially for those of us who refer longingly to 'the good old days.' Ed.*

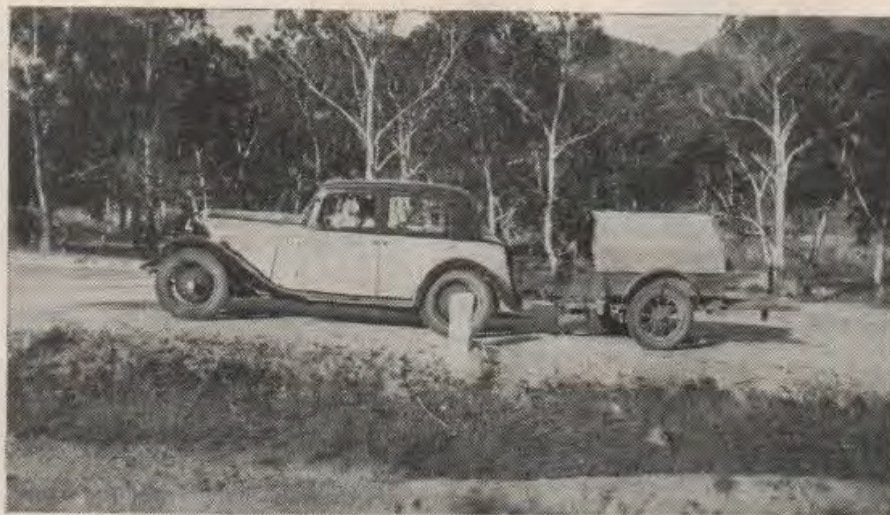


## A RILEY IN NEW SOUTH WALES

"I have read many accounts of Riley doings in the 'Record' from all points of the globe, but have not seen one from New South Wales lately. I think the following is rather unique, as a 9 h.p. 'Monaco' saloon pulled a fully-laden trailer all the way.

"The trip was from Glen Innes, Northern New South Wales to Sydney – 425 miles – and back again. From 3,500 feet to sea level and up again. The car at this stage had done 18,000 miles.

"The journey was commenced from Glen Innes at 6 p.m., on Christmas Eve, which being our summer time, left 1½ hours of daylight for the run through Annandale, Tamworth, Murrurundi, then to Newcastle, and the first tang of the sea. So down to the coast and the new 112 miles of concrete to Sydney. The New South Welshmen are very proud of this stretch of sand and cement, and rightly so. It is a fine road, cut mainly through virgin bush and well graded through the mountain parts by deep cuttings. The road surface in the early stages is cut granite gravel, giving way to bitumen. This gravel, by the way, is very disastrous to duco, but I transgress somewhat.



*The Riley and trailer during the trip described on this page. The photograph was taken on the Glen Innes—Tenderford Road, N.S.W.*

The car carried three adults and my small daughter, who had her own sleeping berth rigged up on the back seat. In addition it pulled a 2½ cwt trailer with a load of approximately 200 lbs. of luggage.

“The 425 miles were left behind by 10.20 a.m. on Christmas morning and Christmas cheer (and beer) were most welcome after a terrifically hot dusty night, punctuated with far too much black coffee. “An average speed of 30.4 miles an hour was achieved, together with 29.6 m.p.g. and considering that from midnight down the Hunter River Valley to the very early hours the temperature outside the car was 97 degrees, the car showed marvellous grit, not evincing the slightest signs of unrest, and on all possible stages held a speed of 55 m.p.h., trailer and all. It may interest some

owners to know that this speed was maintained round slight to moderate corners without any fuss whatsoever, and on gravel corners if the car showed tendencies to a slight broadside, so did the trailer.

“Christmas being over and all the trophies won from the pudding in our pockets, the return trip was commenced at 6 p.m. (the fact that hotels close at that hour in New South Wales had nothing to do with it) with the same complement plus a bit more luggage. This time the Riley really showed what she was made of by reaching Glen Innes at 8.25 a.m. the following morning at an average speed of 35.5 m.p.h., and 29 m.p.g.

"Considering the variation in altitude, the high speed maintained, and the fact that no jets were changed in the Zenith ‘V’ type carburettor, I think the petrol consumption of ordinary Super-Shell is more than satisfactory.

“The highest speed attained was 66 m.p.h., with the trailer sitting down perfectly.

“The only tool used on the entire 850 miles was the grease gun, and while speaking so highly of the car, mention must be made of the Lucas light fittings which contributed to a very large degree to the fast trip, enabling me to pick out strange objects, gates, etc., 300 to 400 yards distance. These lights were focused well ahead, while an extra light had been fitted for close work.

Yours faithfully,

H.D. Morton.”



# Coming Events



(Events marked with an \* are non-point score events; names in italics are the event's organiser;  
shaded entries indicate a flyer following.)

September	03	TSCC dinner <i>Theo Demopoulos</i>
	11	Kurrajong C & C*
	14	Club Meeting
<i>Cancelled</i>	<del>17/18</del>	<del>Port Stephens Weekend <i>B. Farr</i></del>
	18	CSCA at Marulan*
	18	Rookwood C & C*
	21	Wednesday Run* <i>Peter Van Dyke</i>
October	09	Kurrajong C & C*
	12	Club Meeting
<i>Cancelled</i>	<del>16</del>	<del>Polo <i>Terry Daly</i></del>
	16	Rookwood C & C*

	19	Wednesday Run* <i>Liz Kornhaber</i>
	23	POO Day <i>Terry Daly</i>
November	06	Classic Yass*
	09	Club meeting/AGM
	12/13	Shannon's Nationals SMP*
	13	Kurrajong C & C*
	14/26	New Zealand
	20	Rookwood C & C*
December	03	Christmas dinner/awards
	11	Kurrajong C & C*
	18	Rookwood C & C*



# RUN TO ARCHIBOLD HOTEL

21<sup>ST</sup> September 2016



*Archibald hotel in 1970's prior to fire in 1975 but view has not changed*

Meet at the McDonalds McGrath Hill (enter Maccas via Groves Avenue of Windsor Road) at 9:30am for 10am departure. We travel up to Springwood and then down Mitchells Pass drive along the Nepean River, then up the back roads to the Archibald Hotel. This should be a lovely autumn run. Please let us know if you're coming by September 15<sup>th</sup> so we can arrange seating at the Archibald Hotel.

Email: [peter@engrd.com.au](mailto:peter@engrd.com.au) or phone us on 02 4567 7461



# Forster Fun Day – Sunday 3<sup>rd</sup> July

Words and pictures by Jeremy Braithwaite



Past President and Life Member Jim Peters was a little concerned getting away for the TSCC 35<sup>th</sup> anniversary celebrations with his Forster Fun Day only two weekends later; and Malcolm Turnbull had announced the election. Somehow the spritely 77 year old managed to juggle his Liberal Party duties, entertain us at Rydge's for the 35<sup>th</sup> and bring together a major public event on Forster that attracted 55 speedboats, 270 classic cars and 10,600 visitors over the two days!

Julie and I started a day early in the Honda S2000 and stayed at The Entrance on Friday night with her brother, meeting the rest of the crew at the Salty Dog Seafood Restaurant at Coolongolook for lunch. Rick & Lisa Johnson and all three kids were already there when we arrived and it wasn't long before the V8 rumble of a couple of TR8s heralded the Bromleys and Dal Santos. Geoff Scott & Lizzie Kornhaber arrived in the



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XK8, Colin and Maria Allerdice in the M635 and then Darryl & Andra Pike in the Mercedes dog cart. Long story but the Pike hounds like travelling in style!

John & Val Dixon arrived a little later and I never did see what car they were in. They were staying with friends over the weekend and we caught up briefly again at the Fun Day.



The weather was perfect when we arrived at the Dorsal Hotel right on the beach at Forster. Unusually the sea was completely calm with a very occasional wave just lapping at the shore. Ricky arrived in the Dodge with a large trailer in tow and proceeded to empty the Willys Overland on to the street. It drew quite a crowd.







We had time to give the Honda a quick tub, go and check out the venue for the Fun Day, and still have time to fit in a walk into town before dinner.

Dinner was at the Cape Hawke Surf Life Saving Club. We only realised it

was BYO after we had all arrived but this was quickly rectified at the local bottle shop. The food was magnificent and a full three courses. The past Mayor of Forster, Jan McWilliams, gave us a very warm welcome speech, the band played well, and altogether a very convivial evening.

We'd all arranged to meet for breakfast at Beach Bums right on the beach, a couple of hundred yards from the Dorsal. Again the weather was perfect with not a cloud in the sky. Think we were all a bit taken aback to see people in swimmers actually entering the water and swimming around. What's wrong with wet suits, we wondered?

So off to the Fun Day. Jim had arranged parking for us beside the boat display and then brought a couple of Alfas to add to our numbers ... his saloon and his daughters Spider sporting Diva number plates. Very smart.



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Local Great Lakes Car Club President, Cliff Stockley, had asked me to nominate a couple of judges. Laurie Bromley and Geoff Scott both 'volunteered' and I spent some time wandering around with Laurie trying to determine the relative merits of some very nice original examples of the MG and Triumph marques compared to a hot rod with a replica chassis and a fibreglass body and others of a similar ilk. Laurie seemed to favour a Riley drophead and Geoff an immaculately restored Renault Gordini. Parts left over from its restoration ended up in the [yellow car](#) we saw at Le Relais Bressau on the Noosa weekend that Terry organised a couple of years ago.



Kevin Leggott arrived unannounced in the Porsche and managed to park close to our display and joined us for a long chat.



The boats started up and did demonstration runs up and down the Keys. Some were very fast. Some were very loud. Well actually most of them were very loud. But it all added to the show. Some of the boats on show were really interesting and I spent some time with the owner of a tiny marine ply boat with 800cc Renault power somewhat grandiosely



called 'Jet'. Not only did this little marvel have Australian Power Boat Association records in the 50cu class ... it also had one in the 225 class!



Ricky did a wonderful job of making the entire crowd fall in love with the Willys. As the afternoon drew to a close he decided we really had to photograph the car with the similarly hued drag cars of Terry Sainty. "Give you a race" his crew called. Well they did look pretty good together and the crowd just loved the whole thing.



The crew put the body on the funny car for us. These things have no doors and the bodies are hinged at the rear. Once you're locked in the only way out is through the hatch at the top. Talking to one of the crew that is exactly what one of their drivers did after an engine explosion and fire at 170mph. Tangling with the parachute meant everything travelled a lot further than normal. A lot of what is euphemistically called 'sheet time' resulted in an apparently pretty good recovery.



We'd arranged to meet up with some Forster friends for dinner at Bella Bellissimo and Geoff & Liz had also asked Michael St John Cox who many would know from either the Classic Rally Club or the Jaguar Club. We ended up having a great night together and the food was perfect.

Breakfast the next morning was back at Beach Bums and I was able to catch up with David and Cheryl Blanch who run [Autopics](#). They have the definitive collection of Australian motorsport photographs numbering well over half a million.

We all somewhat reluctantly headed back South catching up for coffee at the Heatherbrae Pie Shop and agreeing that next year we definitely need to stay for longer as Forster is such a great place to visit.

The lovely little Honda S2000 thoroughly enjoyed the run down the Putty Road and we had almost no traffic at all until we got to Colo.

What fun!

My pics are sorted into one folder: <https://jbraithwaite.smugmug.com/ThoroughbredSports/Events-2016/Forster-Fun-Day>









# Wednesday Overnight Run to Tea Gardens

Words by Jack Jones & photos by Stephen Knox

20<sup>th</sup> & 21<sup>st</sup> July



When Vern Kelly informed me at the Bathurst Anniversary weekend that he and Wendy would not be joining us on the run, I should have known that there might be an issue with the weather. Yes, you guessed it, lousy weather to start and then after lunch it just got worse. This meant that not many classic cars turned up on the day. Those of you who did, thank you but it was just too wet to check the car park to see who brought what.

Twenty two people departed McDonalds slightly late due to a two hour trip from Cronulla for Jeff and Judy Breen due to the weather and traffic.



Once underway we arrived at Caves Beach to be joined by Bruce and Barbara, Colin Watts and a friend and Kevin and Robyn Leggott. We

had seven people drop out at the last moment due to health situations. After an enjoyable lunch seventeen of us headed north to Tea Gardens. After into some nice accommodation at the Boathouse Resort we gathered in Jack and Jenny's room overlooking the Myall River for the obligatory drinks and nibbles. We were joined by John and Sue Burton who happen to live in the area.







At 7pm we departed for a short drive to Mumm's restaurant situated right on the waterfront where we had a good choice of meals at \$45 for three courses. Feeling a bit weary after a long day we all headed back to our accommodation and in the lift at the resort someone said it would be good to get into bed as it was past our bedtime. I took a look at my watch and noted it was 9.30pm! Are we getting on in years or what?



The following morning the Burtons invited us to their place nearby where we enjoyed morning tea on the balcony overlooking the wetlands.

The Dixons, Reynolds, Irelands and the Jones stayed on for another night and enjoyed far better weather for the next two days. We had pizzas beside an outdoor open fire at the Ireland's daughter's beach shack. Did I say 'shack'? This was some holiday home! Thank you Malcolm and Toni.

Thank you to everyone who attended, making a dull day much brighter.

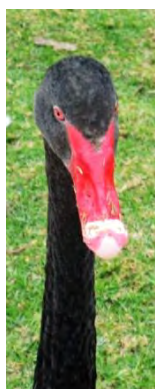




Those attending The Tea gardens run were:- John and Val Dixon; Peter and Jelly Van Dyk; Maree Dawes; Bruce Griffiths and Barbara; Stephen and Jill Knox; Malcolm and Toni Ireland; Keith and Carol Reynolds; Terry and Robyn Daly; Colin watts and friend; Colin Allerdice; Laurie and Fran Bromley; Jeff and Judy Breen; Jim and Janina Elphick; Kevin and Robyn Leggott; John and Sue Burton; Jack and Jenny Jones.

## Hawkesbury Meanders – Sunday 31<sup>st</sup> July

Words by Margaret Simms & photos by Roger Korte & Stephen Knox



We were greeted by black swans and cygnets, water hens, wood ducks, geese and numerous other water birds at Pughs Lagoon, Richmond on a cold, overcast Sunday morning. There were 34 starters including MGs, Lotuses, BMWs, Porsches, Mercedes, Aston, Jaguar, Triumph, Corvette, Mustang, and Mazda, some even braving the winter air to have their tops down (the cars' that is).

The first part of our tour involved a meandering loop around the lowlands of Richmond. This area is flood plain and is used



for general farming, turf farming, sports fields, horse studs and polo fields. We headed back up into Richmond, across the river for the first time then out to Grose Vale in a big loop into Kurrajong. These roads wander up hills, down dales and around some wonderful corners.....great driving roads.











We then took backroads heading northeast back down to the floodplains below Windsor and then followed the twists and turns of the Hawkesbury to the Sackville ferry.

The first group onto the ferry we christened 'the German

Chapter' as it consisted of two BMWs, a Porsche



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and a Mercedes. It's an eerie feeling sitting in a moving car when you're not driving anywhere, just floating across the river! Safely disembarked, we wound around the eastern side of the river until we descended the escapement towards Wisemans Ferry. Here we turned off to cross the river for the third time on the Webbs





Creek ferry. The lead group had a minor, unintended detour thanks to Google instructions, but still made it first to the Forgotten Valley restaurant for lunch.



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We were welcomed to the venue, as we arrived, one ferry load at a time, and enjoyed the open fire, a lovely meal and numerous stories about the morning's run. I have lived in or been associated with the Hawkesbury since I was eight years old, and, Tom you still managed to take us on some roads I have never been on before. So thanks to Tom Aczel for organising a great run and to everyone for their wonderful company.



# Shannon's CMC Day, Sydney Motorsports Park – 14<sup>th</sup> August

Words and Photos by Colin Allerdice



## Part 1 – Club Display

For a lot of the classic car fraternity, Shannon's Day at Sydney's Motor Sport Park at Eastern Creek is a "must go" day. Most Clubs that are affiliated with CMC attend and the day attracts in excess of 1600 cars each year – with only the weather conditions on the day affecting the number.

This year fourteen (14) TSCC members attended whilst another two (2) – John Slater and Len Fardell – entered CMC's annual concours event.

There is a separate report on their success.

The members and their cars in attendance were:

Colin Watts	2010 BMW 125 Coupe
Ross Brackenbury	2005 Jaguar XKR – Victory Edition Coupe
Neil Mason	1961 Jaguar Mark 2 Sedan 3.4litre
Dominic Truelove	2005 Mercedes Benz SLK 350
David Slater	1970 Alfa Romeo GT 1300 Junior
Ashley Smith	2012 McLaren MP4/12C

Tyronne Smith	2004 Ferrari 360 Challenge Stradale
Roger Korte	1986 Porsche 944
Adrian Walker	1963 Jaguar E Type Roadster
James Elphick	1986 BMW M635 CSi
Colin Allerdice	1985 BMW M635 CSi
Malcolm Stephen	1997 BMW E36 M3
Colin Piper	2007 Mazda MX-5
Joe Di Francesco	1966 Alfa Romeo 2600 Sprint







Again a feature of the day was the opportunity to do a lap around the “Eastern Creek” race track, albeit at a pace that didn’t suit the range of TSCC cars on show, but it is a once a year thing and it is appreciated.

More and more trade displays are popping up along the pit garages as the years roll on with the Shannon’s Day event. These are generally proving quite popular with the classic car folk.

The only instance worthy of any “reporting” on the day concerned Adrian’s E Type. It arrived spluttering badly and Adrian immediately went to work

on it, disassembling the carbies and generally mothering the car to a better level of performance. In this he had his great mate Lester Gough as the “brains trust”, although I am not sure just how much actual help Adrian received.

An email late in the day confirmed that Adrian got home OK, which was a lot better than the driver of one of those Messerschmitt bubble cars – he never even made the exit gate before the thing simply expired.

A picture perfect day.





## Part 2 – Concours d'Elegance

### CAMPBELL SISTERS IN THE SOUP AS TSCC COLLECTS GOLD

It was nothing but GOLD for Team TSCC at the CMC Concours at Sydney Motorsport Park, Eastern Creek on Sunday 14 August 2016. Yes, whilst the rest of Australia were lamenting the performance (or lack of it) from some of the country's "look at me" type athletes at the Rio Olympic Games, TSCC Club Members John Slater and Len Fardell mastered the weight of expectations that comes with big events to take out their respective classes at this prestigious concours event.

Len Fardell's immaculate red 1954 MG TF Roadster has been around for some time but Len always presents it beautifully. In a very competitive field Len's car took out the 1951 to 1960 category.

For John Slater it was a second win having won both his class and the outright award some years ago with his 1970 Alfa Romeo GT 1300 Junior.

Again, the field was a hot one in the 1961 to 1970 category, but John's 1965 Alfa Romeo Giulia Spider Veloce won the day for his second CMC "gold". The Alfa had been subject to a complete and period perfect restoration which simply has to be seen to be appreciated.

Both the MG TF and the Alfa Romeo were unsuccessful in being crowned overall best car as that award went to the 1981 to 1990 category winner - a 1985 Porsche 928 GTS .. but the Porsche did come and leave on a trailer.

For both Len and John it was a very rewarding day ... congratulations!

Thank you for entering and representing TSCC.



# Wednesday Run to Como – 17<sup>th</sup> August

Words & Photos by Laurie and Fran Bromley



Our planned meeting place was MacDonald's Eastern Creek. At 10 for 10.30, I had thought most would avoid the morning traffic, however, Vic and Jane were held up and the Johnsons couldn't make it because of delays. Maybe we should all move to the mountains!

By 10.30 we had a quorum and set off through numerous traffic lights, all red, till at last we reached the relatively open spaces of Heathcote Road.

This road passes through bushland along the southern areas of Sydney and eventually joins the Princes Highway where we turned south for Waterfall.

A left turn onto Lawrence Hargrave Drive took us into the National Park.



Being a perfect late winter day, with no traffic, this was a great drive with early spring blossoms, the scent of wattle and the interesting winding road with a canopy of bushland over head.



After rejoining the Princes Highway it was only a short run through the suburbs to the historic Como Hotel.

The original Como hotel was built in 1887 and was a German Workers Club during the building of the railway line.

With the completion of the railway line, Como quickly became a popular weekend destination for the city population. A local resident, one Henry



Lawson, used to row his boat from his house to the hotel and sell or recite his poems in exchange for beer!

In 1996, the hotel was ravaged by fire, but was rebuilt in 2001 featuring a modern interpretation of the original design.

Because of the fine weather, we had reserved two tables on the terrace overlooking the Georges River. Many chose the ladies lunch special, even if

they weren't real ladies! This featured two courses and a glass of bubbly. Some cheated and chose one entree, two mains and one desert and shared.

Our local members advised us to leave before the school zones at 2.30 and so the run home was accomplished without problem. Although our numbers were down a little, the excuses for not attending were very good. Of those that

did come all enjoyed the run and the location.

*I don't know all the cars but here is what I recall:*

Vic and Jane Clarke- Honda 2000; Geoff and Choy-Lin Williams- tin top  
Colin and Marie Allerdice- BMW Z3; Graham and Carol Edds-Mercedes  
Laurie and Fran Bromley- Triumph Stag; Judy and Geoff Breen- TR6  
Terry and Robyn Daly- Jaguar XKR; Barry Farr- Audi  
Lindsay and Jill Day- Stag



# All British Day, The Kings School – 28<sup>th</sup> August

Words by Terry Daly, photos by Terry Daly and Stephen Knox

What a beautiful day this Sunday was with the temperature hovering at 21C from 10:00am until late into the afternoon. However with over 100mm of rain on the preceding Wednesday the All British Day was in danger of being called off. The organising committee visited the grounds on both the Thursday and again on the Friday to change the layout to avoid potential water logged areas. Large areas on both the A and B fields were roped off and a new layout plan was completed at 23.26 on the Friday night which involved most car clubs being relocated in some way. TSCC's location, near the clock tower, wasn't finalised until 2:00 pm on the Saturday afternoon. An email was sent out to the attending TSCC members informing them of the change. What the changes did was fill the B field to capacity which made for a much more enjoyable experience for all. Further, the rain had settled the dust.



First two to arrive were John Slater in his brother Dave's MGB and Ross Brackenbury in his newly acquired XKR Jaguar. Both cars were gleaming in

the morning sun. Terry Daly (Aston Martin Lagonda) and Roger Morgan (Triumph TR6) were next to arrive and the positioning of the cars within the allocated



space was the next task. A few minutes later David St Julian was seen wandering through the fields in his Jaguar XK150 followed by Len Fardell in his MG TF. Vern Kelly (Jaguar V8) arrived with the tent which was quickly erected, the chairs were unfolded, and the ladies started there early morning talking. Steve and Jill Knox turned up in their Lotus Elan followed shortly after by Colin Watts in Jack Jones' MGB.







Next to arrive, on foot, were Jack Jones and Carol Reynolds (Hmm!). Jack's latest purchase, a beautiful green Jaguar XK8, was on display in the Jaguar area, while Keith

Reynolds deserted Carol for the weekend in favour of a race day in Winton, Victoria. Malcolm Ireland in another Jaguar took the final position in the first row and then two more Jaguar's arrived, Rick Marks in his sensational Series 1 3.8 flat floor convertible E-Type Jaguar and Laurie Sellers in a BRG Mark 2 3.8 Jaguar. The Van Dyke's turned up in their BRG Jensen Healy whilst the last to arrive was the Moody's in their concours winning V12 E-Type.





Late apologies were Dr Tom Aczel who had come down with really bad flu (I suggested Tom should immediately see a doctor, Tom thanked me for the advice!) and Ian Norman whose Jaguar had developed clutch trouble. Overall, a great display of British cars from within the TSCC membership.

Once all the cars were in position I spent the next few hours wandering around the grounds admiring so many wonderful displays of British automotive design. The Jaguar display was by far the largest with 178 cars represented, followed by the Sprite Car Club with 110. My pick of the displays was the Rolls Royce Club with just on 50 cars ranging from a 1912 Silver Ghost right up to a 2016 Silver Dawn convertible.

One car that caught my eye was a 1963 Daimler SP250 (sometimes referred to as a Dart) that was for sale. The car was in need of a new coat of paint but mechanically was in good shape. My first memory of these was ML's two brothers, Ian and Leo, driving a black SP250 around Bathurst in the early sixties. They have a small 2.5L V8 in a gorgeous fibreglass body, producing great performance for their era.

In the meantime, Mrs D wandered off to the Art show for a quick look and a catch up with a few old friends (come to think of it, all our friends are old!).

Around 12:30 everyone adjourned back to the tent for champagne and lunch and discussions on what they had seen over the last few hours. All agreed it was the best All British Day ever!

First to leave was John Slater in the red MGB. Unfortunately, it wouldn't start (flat battery?) and with so many willing hands a clutch start was

suggested.

After several unsuccessful attempts at starting anyone one who knew anything about MGB's came to John's aid.

We were also



lucky to be positioned next to the MG restorers so we had more experts to call upon. Fuses were checked, battery checked, fuel pump tapped, etc, etc, etc. John then came up with a truly brilliant idea, why don't I use the ignition key in the ignition rather than the boot key!!! John was last seen red faced, driving a red MGB, into a red sunset....

Over the next hour many other TSCC members departed until the only two cars remaining were Roger Morgan and the Daly's. It was now 3:15 and Mrs D was apparently in no rush to leave asking whether we had managed to see everything we wanted to ...the answer was yes and we were both OK to leave. It was then she stated she needed to stay to 4:00 to "pick up a painting she had brought at the King's Art Show".

Now what was the phone number of the guy who had that Daimler SP250 for sale?













More and more of our communication is taking place on Facebook, more so than email. So Mr Editor Knox asked me to pen a few words about it and how it should be used to make sure all our members don't miss out. I started off by looking on the net to see if there was a readymade article and found very little of use. It's not meant to work like that!

So instead you're going to get my version, and yes we will look at security. Here goes ...

### What is Facebook?

I've got some friends who are not on FB, no doubt for some very good reasons. But in many instances one wonders whether they perceive it to be something that it isn't, or something different to what it is. Maybe if they know what it is, they will give it a Like and use it?

When you become a Facebook member you are given what is in effect your own page on the internet. The content on that page is mainly made up of the following:

- The content you create, or 'post'
- The content your friends create or 'post' which is shown in your News Feed
- Content posted in Groups that you are a member of
- Some advertising, which is how they pay for the service
- Suggested material from Facebook that they think you might be interested in

That's pretty much it. We'll have a look at how you control this content as we work through some of the functionality. And you do have LOTS of control!

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### Getting Started

We need to get you on the service. Just click on this link:

[www.facebook.com/login/](http://www.facebook.com/login/)

You'll see something like this:

Just fill it in and make sure you write down the password somewhere safe.

facebook

## Sign Up

It's free and always will be.

First name  Surname

Mobile number or email address

Re-enter mobile number or email address

New password

Birthday

Day  Month  Year  Why do I need to provide my date of birth?

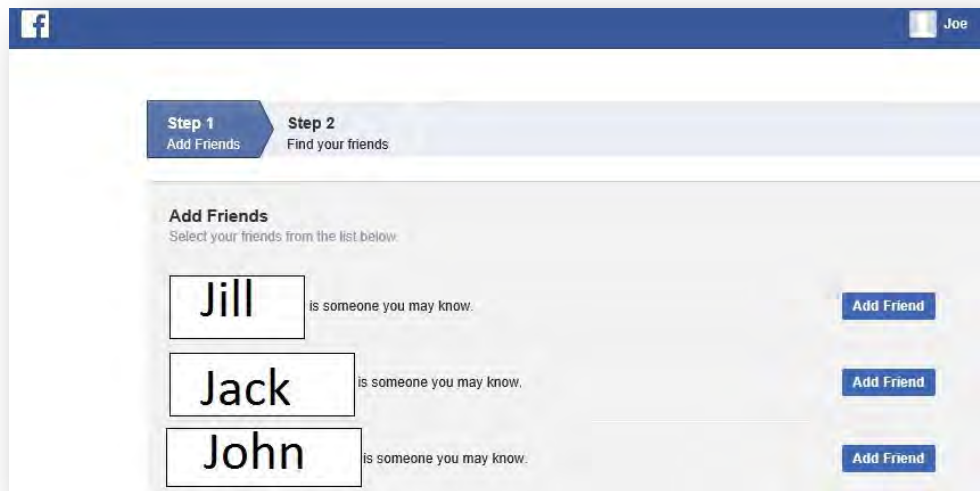
☐ Female ☐ Male

By clicking Sign Up, you agree to our Terms and that you have read our Data Policy, including our Cookie Use.

Put in your correct day and month of your birthday otherwise you'll get a million Happy Birthday messages on the wrong day. You can freely lie about your birth year and I'd suggest you do as it lessens the potential for identity theft!

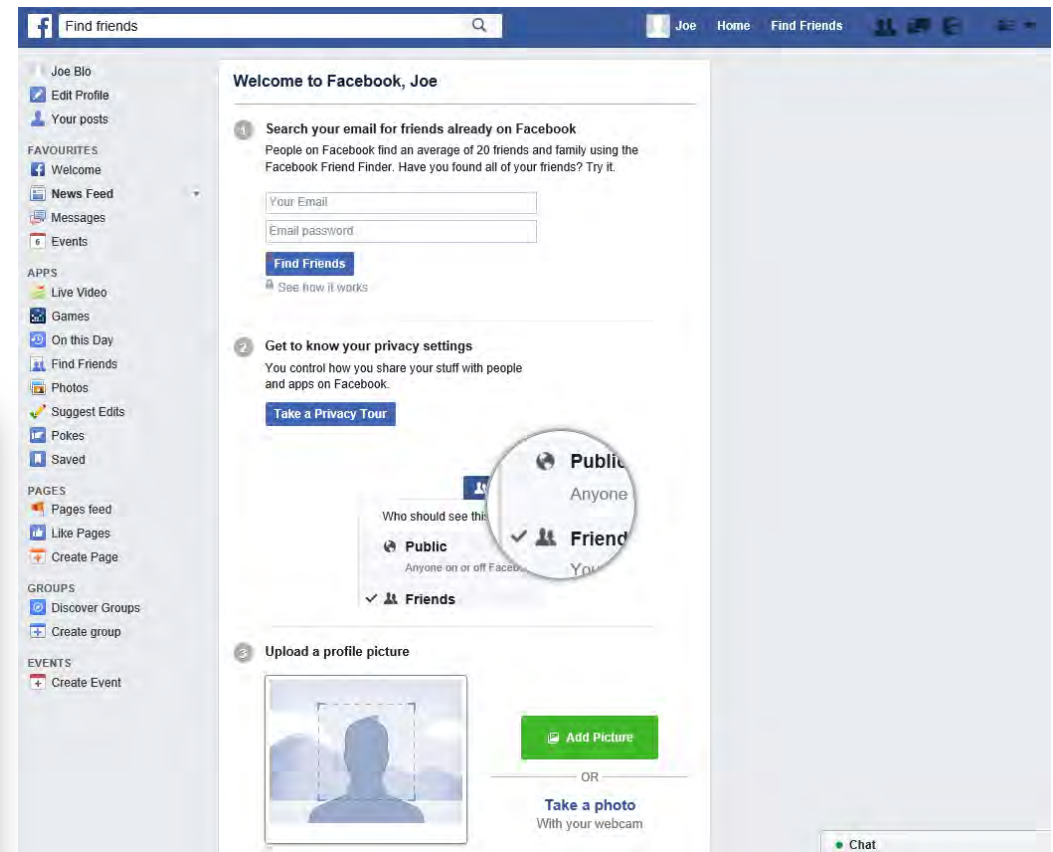
After you hit Signup you'll be asked to confirm the information you entered, either your email address or the mobile phone. Facebook will send you a confirmation code which you need to enter. This is a similar approach to the security that your bank uses when you enter new payee information for internet banking.

The next step is to find you some friends. You'll get a screen a little like this one. I've just changed my friend's names to Jill, Jack and John.



If you hit Add Friend a message will be sent to your friend asking whether they want you as a Facebook friend.

On to your Home Page which will look like this page which I created for the fictitious Joe Blo:



It's your call whether to use the email based friend finder. It means giving FB access to your email password. You should be aware that whichever ID you provide to FB to establish an account, this can be searched to find you. So if you provide an email address, anybody can enter that address in the search field (see Find Friends) and your name will come up. Same applies to the phone number. It is in effect like a reverse lookup of publicly available directory information just like: <http://www.reverseaustralia.com/>



If you are not comfortable with this consider getting a second or third email address that you only use for internet stuff and use this as your FB ID. Julie and I also have a credit card for the internet and hotel bookings which has a limit of \$1,000. It's a sensible practice to compartmentalise things and to avoid having everything linked.

You should also take the Privacy Tour and understand the difference between making your posts visible to the Public or to just your Friends. I'm pretty selective who I have as FB friends and still have over 280; the reality is that this group embraces all forms of political and religious persuasion as well as some quite diverse tastes in motor vehicles and cuisine. So you need to avoid being contentious with what you post (or people will simply unfriend you!) It thus makes sense to only post material and opinions that will not offend and these can be made Public.

Finally please upload a photo taken sometime this century so when your friends are looking for you on FB they can actually recognise it's you!

### Your First Post

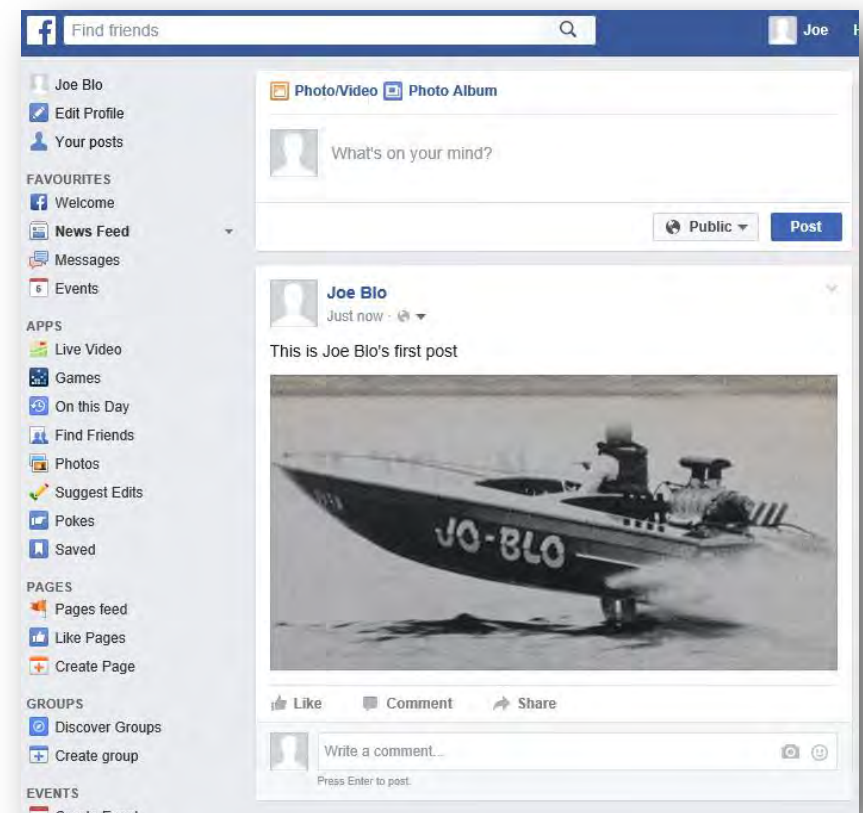
So you've now got your Home page established and it's time to make your first post.



In this example Joe Blo wants to upload a pic of his machinery and just happens to have a pic of his speedboat handily signwritten Jo-Blo. Just click on the 'Photo/Video' button and navigate to the photo you want to upload. Hey presto! Then write a few words, select Public under the privacy options and then hit Post.

This is what you and get and what your friends see.

It all looks pretty good doesn't it ... and there's room underneath for your friends to write a few comments. Most of them will be nice!



## Facebook Etiquette

It used to be that you only had the option to Like a comment. There are now a range of different emoticons to use. When you do this it is a nice – and quick – way of saying to your friends you have read what they posted.

Please do not use ALL CAPITALS on FB or on email. It's called 'shouting' and is considered rude.

You can do a Google search on the topic, but most of the advice comes down to not offending people or doing to others what you wouldn't like to be done to yourself.

## Groups

In the example above we created a post on Joe Blo's Home Page. You can also post on Groups that you are a member of, such as the Thoroughbred Sports Car Club:

<https://www.facebook.com/groups/274959622545626/>



When you land on the TSCC page you will need to ask to 'Join Group'.

As the Admin for the FB page Ricky Johnson or I would receive your request and if you were a bona fide member of the club would approve it. However as there is no Joe Blo in the club we've chosen the Ignore option instead!

If you were a member in waiting, or someone interested in joining our club, you would be able to read all our posts but would not be able to create posts or make comments yourself.

It's worth having a good look through Facebook for other groups that you may be interested in. For sure there will be a group for each of your cars, and in some instances the FB Group will effectively be the car club. This is the case for instance with Austarion which brings together all the Mitsubishi Starion owners in the country and has 467 members. I would think this would be close to 100% of all the remaining Starion owners in the country.

I'm also a member of a couple of photography groups, two R35 ones, Porsche, some historic racing, Classic Rally Club etc.

For each Group you can select different settings. For posts you can see All, Highlights, Just your friends or none. None is good if you don't want to be bombarded with stuff every day but still want to be able to read what's going on in the Group from time to time.

Some groups are Secret which means you will not find them on FB if you search for them. You need to know a member and be invited.

We've currently got 52 members in the TSCC Facebook group which is pretty good. It's a great place for us to share photos, news items and have a general chat. The more members we can get to join in, the more fun it is and the better our content.



It's also a great place to find out which of your personal friends in the club are on FB and add them to your own friends list.

You will be quite amazed at what we all get up to. And you also get to know people better when they share their travels and experiences with you.

### The Pitfalls

But what about all the dangers of Social Media I hear you ask?

Offensive behaviour is clearly something to avoid. People can be argumentative or rude; they can also post political material. It's up to you what you want to tolerate as you can simply 'unfriend' people and you won't see any more of their posts and they won't be able to comment on yours. I've certainly done this a couple of times to perennial posters of party political material, and have always given them a clear warning first. Some people can't help themselves! What makes things worse is you can then see your friends arguing with them and between themselves. Aaaargh!!!

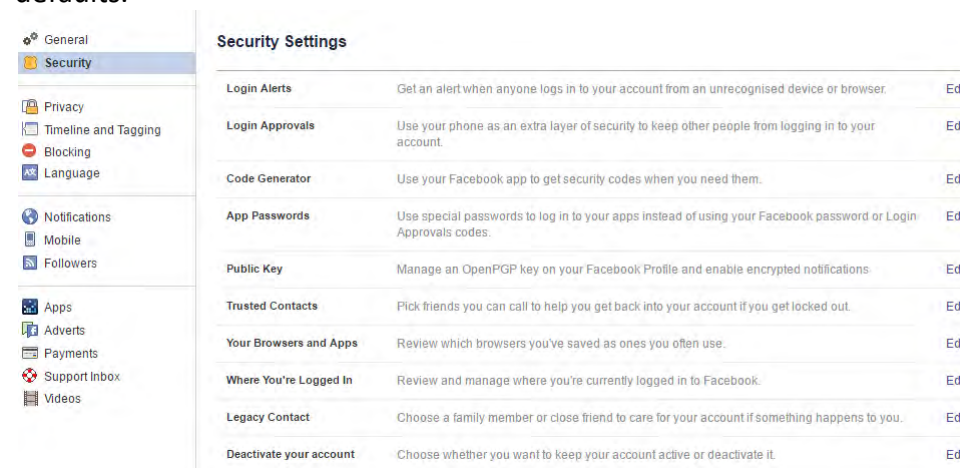
Offensive Material. Facebook removes this once it is reported, so you will not see full frontal nudity for example. Sorry!

Security is an issue for everything connected to the net. Facebook security is of a very high standard – the future of their business depends on it - but even they cannot verify every link that their members post; however you are much more likely to click on to an infected site when surfing the net than when surfing FB.

For reasons of compartmentalisation I would never use Facebook as a login for another application.

I know a couple of people who have had their FB account 'hacked'. In practice it was cloned and not hacked. Their password remained secure and their account remained in place, but their friends received friend requests from the fake them. Just report this to FB and it will be fixed immediately and the clone account deleted. To help in this go to Settings (the little down arrow in the blue ribbon bar) and put in up to five friends who can vouch for you in the event that FB cannot decide which is the real you and which is the clone.

You can also work through the other Security settings if you wish. Just be aware that after every major upgrade these will likely be reset to FB defaults.

A screenshot of the Facebook Security Settings page. On the left is a sidebar menu with options: General, Security (highlighted), Privacy, Timeline and Tagging, Blocking, Language, Notifications, Mobile, Followers, Apps, Adverts, Payments, Support Inbox, and Videos. The main content area is titled 'Security Settings' and contains a table of settings. Each row has a setting name, a description, and an 'Edit' link.

Security Settings		
Login Alerts	Get an alert when anyone logs in to your account from an unrecognised device or browser.	Edit
Login Approvals	Use your phone as an extra layer of security to keep other people from logging in to your account.	Edit
Code Generator	Use your Facebook app to get security codes when you need them.	Edit
App Passwords	Use special passwords to log in to your apps instead of using your Facebook password or Login Approvals codes.	Edit
Public Key	Manage an OpenPGP key on your Facebook Profile and enable encrypted notifications.	Edit
Trusted Contacts	Pick friends you can call to help you get back into your account if you get locked out.	Edit
Your Browsers and Apps	Review which browsers you've saved as ones you often use.	Edit
Where You're Logged In	Review and manage where you're currently logged in to Facebook.	Edit
Legacy Contact	Choose a family member or close friend to care for your account if something happens to you.	Edit
Deactivate your account	Choose whether you want to keep your account active or deactivate it.	Edit

Privacy. I would be very wary of posting too much information about yourself. Your friends know who you are and you don't need to advertise where you work or live. The only info I put in my profile is my birth date and not my correct birth year. The danger here is mainly identity theft, but you also need to be aware that if you post a photo of yourself from London and you are the only Maximillian Merkenhoff living in Mistletoe, well you might just get your house broken in to before you get home.

One of our members just selects a few friends and starts a Group for each trip they do. By making the Group secret their holiday posts cannot be seen by the general public. Pretty good practice and they end up with a nice record of their trip all in one place.

Copyright. Do you lose copyright on material you post on Facebook? The answer is No, assuming that you owned it in the first place. The reality is that nobody is going to sue you for breaching copyright unless you have made a \$\$ out of doing so. This is unlikely to be the case on Facebook. However FB does take copyright issues seriously:

<https://www.facebook.com/help/249141925204375/>

In case of any doubt on this issue I mainly upload my photos to my Smugmug site and then post links to that. We are allowed to be a bit paranoid here!

By the way if you want to see if one of your pictures has been used by anybody else anywhere on the net just go to:

<https://images.google.com.au/>

Upload the pic and Google will search based on the image itself rather than its name. Very impressive!

### **In Summary**

I hope all this has made sense!

If you are not already on Facebook please give it a try and for sure you will be delighted. And do take the time and trouble to work out how to control exactly what you see – you can even turn ads off – to make your FB experience as enjoyable as possible.

You'll find you can stay in touch with all your friends all over the world and your friends will thank you for sharing bits of your life with them.





# 1995 Amaroo Sprinter Clubman

Member's Car - Submitted by John Burton



I purchased a kit from Keith Tilke the designer and manufacturer of the Amaroo in 1993. The main reason I purchased an Amaroo was because they had a wide body and room for a largish driver like me. Other makes around at the time, PRB and Westfield had narrow body cars.

During 1994 I sourced most of the components I would need to assemble the car such as motor (100KW Toyota 4AG) Gearbox (T5 Toyota with Ivan Albins close ratios), differential/housing (Escort 4.44 ratio and Quaiffe LSD) and 15" Performance Wheels.

Keith had designed his cars to take the A frame mounted between the chassis and the underside of the differential. I didn't like this set

up and he agreed to develop the two trailing arms which were rather short and tucked within the chassis between the diff housing and the frame. He called these cars 'Sprinter' and only two were ever built, mine and one for him. I was racing a Sports 1300 at the time and wanted to use a Watts Link in lieu of the Panhard Rod which Keith normally used and decided to copy the Sports 1300 set up which resulted in the mounting point for the Watts Link being at the bottom of the diff centre housing thereby lowering the rear roll centre.

There were other changes made like the pedals came off the floor instead of hanging down. The Ford Escort drum brakes were replaced with turned down VG Valiant discs and Sigma Scorpion sliding callipers.

The front suspension pick up points were used but I had a friend Dick Watts design the top and bottom suspension arms using a computer program he had which gave us a lower front roll centre. I didn't like the interior Keith used so made a centre console with glove box and had the dash, seats and the rest of the interior completely upholstered in MGB red vinyl.

I resigned from my job in September 1994 and spent six months completing the car ready for registration in March 1995, two days before entering the Indy car Rally (with friend Kevin Leggott) from Sydney to the Gold Coast via country roads. We finished 4th outright and 1st in class.



### Changes made over time

On the Indy Car Rally we noticed severe axle hop when the clutch was dropped at 6,000 rpm at the Grafton Hill climb and on returning home decided to extend the trailing arms to outside the body and copied this from the Sports 1300. This solved the problem

as I knew it would. I used 7,000 in the Sports 1300. I am not aware of any other Amaroo with this set up.

For the 1997 Indy Car Rally I decided I needed more power so built a 1600 4AGE motor with TRD race cams and valves plus Argo rods, Ryall quad throttle bodies and a dry sump system. Baker Precision Engines took 3kg out of the crankshaft and knife edged it. Every component was balanced and blueprinted. This engine made 180 hp on the dyno at 8,150 rpm. It idled at 1000 rpm but had nothing under 3000 and really came alive above 4000. At full song it sounded like a Kawasaki motor bike engine high up in the rev band. It wasn't nice to drive in traffic or starting off up hills but was a hoot once wound up. This engine was on sold to an Elfin client for a racing application.

This was replaced in 1998 with a black top 20 valve 4AGE motor which the car still has today running an Autronic computer, otherwise standard.



The clamshell shape front mud guards were replaced with closed in



cycle guards around the same time. I copied this design from a Dutch clubman the name of which escapes me as I write this.

Kevin Leggott developed a full floating rear end using Saab 9000 hubs which fixed the pad knock off when in race mode.

The Escort front callipers where replaced with Outlaw 4 piston callipers and the Ford discs with ventilated Toyota Celica units.

The rear mud guards were also widened 60mm each side to accommodate 9" wheel rims for slick tyres.

Over the past 21 years the car has been painted 3 times. It certainly needed a repaint after the first Indy Car Rally.

The car started life with two air deflectors and gradually I added a full windscreen, doors and a bikini top for when it rains. These changes were mainly made for comfort.



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### **Racing History**

Three Indy Car Rally's 1995, 1997 and 1998 (with Lionel Walker as co-driver in 1998).

Two 6 Hour Relay Races at Eastern Creek in 1999 and 2000. The first year it rained heavily and open cars aren't much fun in these condition.

The second year was much better with a third outright running with 2 other clubman's. Geoff Boyd in the SA built Rilstone lead the race for the first 1 hour 40 minutes ahead of Sports Sedans, Porsches and many other makes. Chris Halford also ran his Supercharged Westfield to good effect.

### **Summing up**

I have taken the car to Clubman National Round Ups at Jindabyne, Tanunda, Caloundra and Wangaratta. The car was awarded 2nd for make cars in Tanunda and also 2nd in Caloundra.

In Tanunda, John Karnon from Puma Cars awarded the Amaroo a special prize for Best Interior with a very special glass clubman, which I treasure.

The car has only done 35,000 km over the past 21 years and was being used less and less.

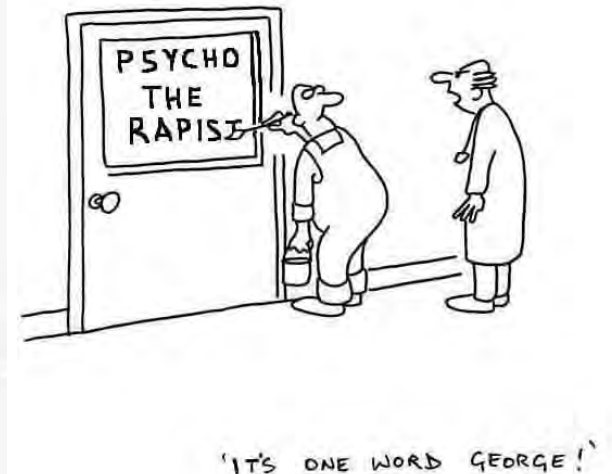
When I built it I promised our son Clay the car would never be sold and would be his when I couldn't step over the side. I still can, but decided this was a bit mean, so after the last Nationals I delivered the Sprinter to Clay on our way home. The long wait for him was over.

I will miss the quick blasts on winding roads and the fellowship of the Clubman fraternity but I now have more room in the garage for the boat I purchased. It's getting used about as much as the Clubman was.

# You can't be serious!



I recently decided to sell my vacuum cleaner; all it was doing was gathering dust.



'Mr. Clark, I have reviewed this case very carefully,' the divorce Court Judge said, 'And I've decided to give your wife \$775 a week,' 'That's very fair, your honour,' the husband said. 'And every now and then I'll try to send her a few bucks myself.'

Sign outside a Radiator Shop: "Best place in town to take a leak."

Sign on a septic tank truck: "Yesterday's Meals on Wheels"



# Old and News



## Morgan borrows some Selfridges style for a limited-edition EV3

25 July 2016

Morgan and the British department store Selfridges were both founded in 1909. Now the pillars of British fashion and craftsmanship have teamed up to celebrate their 'common heritage and shared values', with the limited edition UK 1909 Edition of the electric EV3. Classic motoring has never felt so futuristic...

Sustainability is said to be the key driving idea behind the Morgan EV3 UK 1909 Edition, of which just 19 will be built priced at £52,500 each. For that princely sum you get an EV3 (the electric version of Morgan's popular 3-wheeler) painted in black with Selfridges bronze detailing, new wheels and a new windscreen design, as well as a special 'driving kit' said to celebrate British artisan heritage, comprising accessories from iconic British brands.



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## The 'Bullet' – a New Speedster from Bristol

Five years ago, Bristol was rescued from the brink of death by the Siddiqi family, led by self-made inventor/entrepreneur Kamal. Already presiding over Fraser-Nash Research, his company bought the assets of Bristol with a vision of reviving the celebrated marque, while providing an outward-facing example of the former's technological expertise. Interestingly, they

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1966



2016

only became aware of the depth of the historical link between the two brands after the purchase.

While searching the darkest corners of the Filton factory, the lifted a dustsheet and were met by a rather puzzling sight.

The chassis plate said it was from 1966, but no such car was found in the records. There was no documentation; no drawings. It was literally the ultimate barn-find. Five years after the discovery – roughly a century after the Bristol Bullet biplane, and 50 years since the creation of the mysterious factory-find – a modern-day namesake has arrived in the form of the ‘Bullet’, the first new Bristol to emerge in a decade.

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Lining up the distant relatives side-by-side, the resemblance is clear to see. The new car incorporates almost all the old car’s aviation-themed cues including the gaping grille – which takes the shape of a Blenheim bomber engine cowl vent – the tailfins and an ‘Engine Hours’ dial on the dashboard. Sadly, there’s no spare stored behind the front wing. “If we could have made it work, we would have,” say the engineers.

The new car’s interior is refreshingly simple and unfussy, but the infotainment system will use technology gleaned during development of the next-generation London taxi by Metrocab, another company under the Siddiqi’s Kamcorp umbrella. There will even be a concierge function that puts you in direct contact with the firm’s famous Kensington showroom.

The ‘Bullet’ signifies the final flourish of an era that has seen Bristols employ V8 power. Seventy last-of-the-breed speedsters will be built (to commemorate the car division’s 70th anniversary), before the company makes the switch to range-extender hybrids using technology from Frazer-Nash Research. While Bristol had used American V8s since the early 1960s, the new car uses a naturally aspirated 4.8-litre BMW unit in a nod to the company’s earliest years when the engines are supplied by that company. The body is a 100% carbon-fibre structure, which contributes to a total weight of just 1,130kg. The resulting performance is given as top speed of 155mph and a 0-60mph time of 3.7 seconds. It will cost less than £250,000.

*Sourced from Classic Driver*





# The End

