

March-April 2016



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



TOP GEAR MARCH - APRIL2016

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The deadline for copy for the May - June issue of Top Gear will be 24th June so the 35th Anniversary celebrations can be included

...and

Mens' Shed Meets Retirement Village Page 35

"Rover, you watch out for cops while I nick some petrol from this old bowser."



Don't miss '50 Shades of Grey - Men's Version' on page 38

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

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
Contributions to the Webmaster:
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](#).

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Lotus Editor: [Roger Morgan](#)

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

Top Gear has been continuously published since September 1981.

Office of the President

Barry Farr



TSCC listed events the last two months have been well attended: 36 on the February lunch run to Secret Creek organised by Ron Powell and Sue Harris, 42 on the Inverell weekend organised by Jeremy & Julie Braithwaite, 42 at the March club meeting, 26 on March's lunch run (affected by wet weather) to the Georges River Sailing Club organised by Colin Allerdice, 59 at the April club meeting and 50 on April lunch run to Windsor RSL organised by Peter & Robyn Wards.

Regrettably, two members have resigned, Chris Haigh due to ill health & Kaye Stevens who no longer believes the club caters for her needs. This has enabled Peter Simms & Robert Clare to be offered full membership and a warm welcome is extended to both and their respective spouses. There remain ten applicants on the waitlist.

The membership renewal notices will have issued prior to the next Top Gear so I would ask members who have been inactive the past year to reflect on whether the club is meeting your needs and if not, whether you wish to continue being a member.

Mention was made at the April club meeting that the Gosford Motor Museum is about to open with 460 vehicles including the largest single collection of Ferraris in Australia. The curator behind this new initiative has a remarkable story. Born in the northern suburbs of Sydney in the early 1960s, Tony Denny started off by dealing in cars, real estate and gold stocks in the booming 1980s. In 1990 he moved to California buying cars in
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the US and selling them in Europe. He then moved to Prague to start a used car business in the Czech Republic and quickly established a number of used car yards offering unheard of money-back guarantees and after sales service. Expanding into Slovakia, Hungary and Romania, AAA Autos employed 2000 people across 36 sites by 2000 and by 2007 was selling 80000 cars annually when employees had doubled to 4000. It was time for an IPO which raised Euro39M on the Prague and Budapest exchanges. Then the GFC hit, sales fell 30% and the share price tanked. Employees were cut back to 800 and through micro-managing every element, the business survived and by 2014 was selling 65000 cars. Using an algorithmic based program, which establishes the arbitrage pricing of cars up to 5 years old, 50 mobile car buyers spread across the Czech Republic, can make immediate decisions to buy. The cars are then exported to 25 countries across Europe, North Africa and the former Soviet States.

In October 2014 Denny sold 80% of AAA Autos to a Polish private equity firm which also owns the largest car leasing company in Poland, delisting the company. His personal fortune is reputed to be \$320M and he retains a 20% stake in the now privatised business. It's a real success story from which car enthusiasts from all over will now benefit through his establishment of the Gosford Motor Museum.

Further to my piece on McLaren in my previous report, McLaren's automotive design director Frank Stephenson has extended his design skills into producing what is regarded as the world's most beautiful power



boat, a sleek 9.4 metre timber speed boat that advances the earlier Riva and Chris-Craft designs. Called Riverbreeze, its uniqueness lies in its electronic propulsion by a 4.2 kW electric

pod motor. Just imagine quietly cruising the river and canal systems of Europe in this, recharging the 12V marine batteries over 8 hours each night. Could be a little uncomfortable in wet weather though.



Speaking of sleek boats, Australian motor sport legend Ken Warby, is out to beat his 38 year world water speed record of 511kph once again but this time it will be his son David, at the helm. The runs across Blowering Dam in NSW in Spirit

of Australia II will be powered by two Rolls Royce Orpheus jet engines previously installed in an Italian airforce Fiat G.91 jet fighter. Let's hope it's third time lucky as the only other two record breaking attempts to date had fatal outcomes.

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With the Formula 1 season well underway, Daniel Ricciardo continues to perform above expectations with three 4th places in the first 3 races. He was on track for 2nd in the Chinese GP only to be thwarted by an unlucky puncture.

Sadly, the first woman to race in F1, Italian Maria Teresa de Filippis, died recently aged 89. Her introduction to racing was the outcome of a bet between her brothers as to how fast she could drive which resulted in her entering and winning her first ever event. de Filippis started in three F1 GPs in 1958 but retired the following year when her team owner Jean Behra, was killed. In 1979 she joined the retired F1 drivers club and was appointed its Vice President in 1997.

Postscript - Janis Joplin's 1964 356C Cabriolet, the subject of my report in December 2015 sold for USD1.76M almost four times its estimate of USD400K. A lot of money you may say, but nothing compared to the USD51M paid for a 1957 Ferrari 335 Sport Scaglietti at Artcurial, Paris, in March. Lionel Messi is believed to have outbid fellow soccer star Ronaldo, for this ex Moss, Von Tripps and Hawthorn race car that won the 1958 Cuba GP and also competed at Sebring, Le Mans and the Mille Miglia.

See you at our 35th Anniversary shindig

Two-finger Typing

Stephen Knox



The 'Other' Elan

It is common knowledge that the optimum number of cars in a collection is $N + 1$ where N = the number of cars you already have. It is also widely accepted that once you have three of anything, it's a collection. I had 2.75 cars - the 0.75 one being an almost complete Riley-engined special - not including the daily runner, but I felt it was close enough for me to invoke the $N + 1$ rule. I needed a car for club runs when the other two are in some way not ideal. The +1 had to meet certain criteria. It had to be

- cheap
- reliable
- fun to drive
- interesting and
- not too precious to park outside, under a cover.

I chose a Lotus Elan. Not a Series 1 -4 from the '60s and '70s which are the most recognisable models, but a 1995 M100.



The 'nineties' Elan is an interesting car. It was born and built when Lotus was owned by General Motors. The design chosen was by Peter Stevens whose other work includes the fabulous McLaren F1 and the final iteration of the Lotus Esprit. An earlier design by Oliver Winterbottom (TVR Tasmin, etc) using a Toyota engine was shelved. They had hoped to market it as Lotus Toyota and although it did not proceed, Lotus had a hand in the design of the Toyota MR2.



With GM's money behind it, the M100 Elan was designed like no Lotus before it with £35,000,000 being spent on its development. (The cost to design and produce the dashboard alone was more than the total cost of the Excel production line). Power came from an extensively modified and turbocharged 1588cc DHC 16-valve Isuzu-Gemini engine from the GM-owned company and produced 162 horsepower (121 kW). The 0–60 acceleration time was measured by Autocar and Motor magazine at 6.5 seconds, and a top speed of 137 mph (220 km/h) was recorded. It was mated to a 5-speed gearbox. Doffing its hat to Colin Chapman, the M100 uses a galvanised backbone chassis with a fibreglass body. It came in one style only – two-seater convertible.

The choice of front-wheel drive is unusual for a sports car, but according to Lotus sales literature, "for a given vehicle weight, power and tyre size, a front wheel drive car was always faster over a given section of road. There

were definite advantages in traction and controllability, and drawbacks such as torque steer, bump steer and steering kickback were not insurmountable."

The M100 Elan's cornering performance was undeniable (on release the Elan was described by Autocar magazine as being "the quickest point to point car available"). Press reaction was not uniformly positive however, as some reviewers found the handling too secure and predictable compared to a rear-wheel-drive car. However, the Elan's rigid chassis minimised roll through the corners and has led to its description as 'the finest front wheel drive [car] bar none'. In spite of that, the M100 has never been fully welcomed by the Lotus fraternity who could not accept a front-wheel drive car with the famous ACBC initials on the nose. A UK-based website describes it as a car unloved by people who have never driven one.

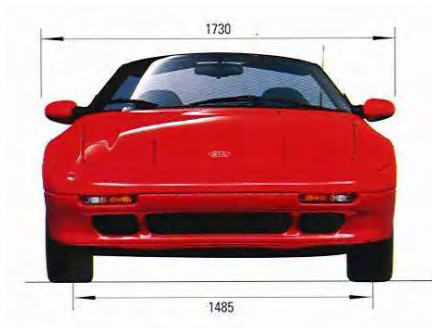
By GM standards the model was not a sales success. Under their stewardship 3,855 were built between November 1989 and July 1992, including 129 normally-aspirated examples. GM sold Lotus to Romano Artioli who had resurrected the Bugatti name (and produced the EB110). When it was discovered that the sale came with 800 engines, they decided to build a limited edition of 800 Elans which varied slightly from the earlier cars and were badged Series 2. Production ran from June 1994 to September 1995. All were turbocharged. Mine is number 438 from that run. (When Bugatti went to the wall in 1996, Lotus was sold to Proton but Kia bought the rights to the Elan and produced the car as the Kia Elan for the Korean market.

So how is my little Silk Red example meeting my criteria?

- It was cheap to buy and I am hoping the proprietary parts will make it cheap to run. It's certainly doesn't drink much.
- Reliable? We'll come back to that.
- It is great fun to drive. I can't remember enjoying driving a road car as much as this one. It's like a big go-kart.
- It's interesting, being quite rare and different in appearance to 'ordinary' cars.
- And it's not too precious to park in the open and take on long country runs with the club.

Reliability? Everyone knows that LOTUS stands for Lots of Trouble Usually Serious. Jill and I decided on a baptism of fire and our first long drive was to be on the Tamworth/Inverell/Port Macquarie club weekend. We made the fatal mistake of saying how well the little car was going and how we both loved it. We got as far as Scone. The problem was not serious – the top nut on the RH front shock absorber was stripped and the resulting

I'd say I'm confident of trouble-free motoring in the future but I know better that to say that out loud. Anyway, I know have 3.75 cars so it's an official collection and the N + 1 rule definitely applies.



rattle made quite a din. In spite of putting it up on the hoist and ensuring that nothing was unsafe, we left it at the local NRMA garage and transferred our luggage and bodies into the cars of the good folk who waited around for us - thank you Barry Farr and Dott Forester, Joe and Bev di Francesco and John, Wendy and mum Norma Slater. We hired a car in Tamworth and afterwards picked up the Elan and rattled our way home.



Coming Events



(Events marked with an * are non-point score events; names in italics are the event's organiser)

May	08	Kurrajong C & C *
	11	Club Meeting
	14/15	Mystery weekend <i>Stephen Knox</i>
	14	CSCA at SMP North*
	15	Rookwood C & C*
	18	Wednesday Run* <i>Lloyd Thompson</i>
	29	Sunday ladies' lunch (Sous le Soleil) <i>Dott Forrester/Vicki Bell</i>
June	08	Club Meeting
	11/12	Retro Race Festival SMP <i>S. Knox</i>
	12	Kurrajong C & C*
	17/19	35 th anniversary <i>B. Farr/T. Daly</i>
	25	CSCA at Wakefield Park*
July	02/03	Forster Keys Fun Day <i>Jim Peters</i>

	10	Kurrajong C & C*
	13	Club Meeting
	17	Rookwood C & C*
	17	CSCA at SMP Amaroo*
	20	Wednesday overnight* <i>Jack Jones</i>
	31	Sunday run <i>Tom Aczel</i>
August	10	Club Meeting
	13	CSCA at SMP Gardiner*
	14	Kurrajong C & C*
	17	Wednesday Run* <i>Laurie Bromley</i>
	21	Shannon's SMP <i>Colin Allerdice</i>
	21	Rookwood C & C*
	28	All British Day <i>Terry Daly</i>

TOP SECRET



You are invited on a top secret tour for TSCC members on 14th and 15th May. The only information that can be divulged at this stage is the following:

- We will meet at a secret rendezvous at a time that will only be advised to bona fide entrants. Directions will only be sent to those who enter. It will be even more beautiful and spectacular than last year's secret start.
- The (sealed) roads to lunch will rise and fall through beautiful bush and farm lands.
- Lunch will be at a place of great natural beauty with breathtaking views.
- In the afternoon the route will take us on more great driving roads to a place of national importance. For 90 minutes we will be entertained, informed and enthralled.
- That night's accommodation will be in beautifully restored buildings with a short walk to a gourmet flame-cooked dinner.
- Sunday starts with a short drive to the funkiest coffee shop with the best coffee on the east coast.
- This will be followed by a short drive to a secure facility where privileged access has been arranged.
- Lunch will be in a pub on the water in a picturesque location.
- The number of entrants will be limited by the availability of rooms on Saturday night. First in, first served.
- Costs will be morning coffee each day (optional); a reasonably priced lunch each day; two-course dinner on Saturday night @ \$41 per person; accommodation @ \$170 per couple (breakfast an optional extra @ \$25 per person); entry fee to a facility @ \$10 per person.
- If you think you can handle the excitement of this weekend away with friends, please send an email with your details including names, email addresses and mobile phone numbers to Stephen Knox at stephen@kelvinkraft.com or call on 0427 705500. **In the email please confirm that you have sent a \$75 deposit to the Thoroughbred Sports Car Club, BSB 032 282, account number 135873 and mark it TS (for 'Top Secret' plus your surname. (i.e., if your name is McGillicuddy, mark it TS McGillicuddy)**

RSVP 14th April unless the available accommodation is filled before then.



SURVEYOR GENERAL INN - BERRIMA

WEDNESDAY 18 MAY 2016



A gentle run through established old villages and towns using sealed roads of the fifties and earlier, with a 180 year old venue for traditional pub food and winter warmth if needed. Shops of souvenirs, artworks and curios to entice you if inclined.

MEET AT McDONALDS, EASTERN CREEK 9.30AM FOR A 10.00AM DEPARTURE
LUNCH IS SEASONAL BLACKBOARD MENUE, GENEROUS SERVES, GOOD QUALITY

RSVP by Wednesday 11th May to Lloyd Thompson on lloyd.thompson6@bigpond.com or 0479 043 995



LADIES LUNCH

SUNDAY 29 MAY 2016 AT HIGH NOON



Nestled in leafy Roseville Park you'll find Sous le Soleil.

This gorgeous little cottage restaurant plus gift shop, is the perfect place to sit back, relax and enjoy a delicious lunch and the great company of your fellow TSCC members.

Located at 40A Clanville Road, Roseville there is ample street parking for all.

Cost: \$60 per head which includes Antipasto and a glass of Bubbles on arrival, then your choice of Main & Dessert, as well as tea, coffee & corkage. Payment to my CBA account BSB 062 272

Account 1012 3734 please as I have to prepay this event.

The restaurant is BYO (wine only) so bring along your favourite drop to enjoy with your lunch.

Sous le Soleil offers a small selection of wine & beer as well as soft drink (your cost).

RSVP and payment please by Friday 29 April 2016

To Vicki Bell at vicandgreg@bigpond.com or 0421 869 955



SILVER FERN TOUR 2016



SOUTH ISLAND NEW ZEALAND

MONDAY 14TH TO SATURDAY 26TH NOVEMBER 2016



*"Phluck her in first, give it some jandal and f@&k yeah"
New Zealand here we come!!*



PLEASE RSVP IMMEDIATELY
TO
Terry Daly
terry.daly@live.com.au
Or
0418 675253

Limited numbers. We need to
close off bookings by January 10th
2016



THE BUDGET

- You need to book your own airfares - est \$500/person
- Other expenses approx \$2,000/couple
- Total around \$3,000
- Plus shopping????

Only one place has asked for a deposit so your initial outlay will be quite small.

Will advise deposit amount when all details are finalised.

Most airlines won't release their timetables or fare rates until 2016. Regularly check the various websites and see what sort of deals you can get! Best return price this year has been \$418

Note: You will have to get a late plane back on Saturday 26th afternoon i.e. after 16.00

THE PROGRAM

- 14/11 Fly to Christchurch and overnight Christchurch
- 15/11 Drive to Hanmer Springs
- 16/11 Drive to Blenheim
- 17/11 Blenheim (Wine tour to be organised)
- 18/11 Drive to Nelson
- 19/11 Drive to Greymouth
- 20/11 Drive to Franz Joseph
- 21/11 Drive to Wanaka
- 22/11 Drive to Queenstown
- 23/11 Queenstown
- 24/11 Queenstown
- 25/11 Drive to Lake Tepako
- 26/11 Drive to Christchurch and afternoon flight home.



Royal Automobile Club of Australia Motoring Group (RACAMG)

Words by Barry Farr



Following a chance meeting between Terry Daly and the convenor of the above group Alan Hunt at last year's Polo event, Alan extended an invitation to the TSCC for a limited number of members to attend one of their meetings. The idea was that ten TSCC members would park their classics in the RACA garage at Circular Quay, have a few drinks with the RACAMG members followed by dinner and thereafter visit the garage to look over the vehicles then adjourn to their meeting room where each owner would talk a little about his/her car.

At February's TSCC general meeting ten enthusiastic members volunteered for 2 March but unfortunately three had to pull out resulting in only the following attending.

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Colin & Maria Allerdice - 1985 BMW M635CSi
Jeremy & Julie Braithwaite - 2012 Nissan GTR
Laurie & Fran Bromley - 1973 Triumph Stag
Terry & Robyn Daly - 1981 Aston Martin Lagonda
Barry Farr & Dott Forrester - 1985 Alfa Romeo Giulietta Spider Veloce
Liz Kornhaber - 2001 Aston Martin DB7
Geoff Scott - 1964 Jaguar 3.8 Mark 2

To supplement the numbers, four RACAMG members brought in cars as well. A Series III E-type, a 2 year old Bentley Coupe, a new Tesla and a Porsche GT3 RS which generally only sees track work. Most arrived around 5pm to avoid the peak hour chaos and the evening proceeded very well.



The Motoring Group was formed three years ago with the objective of re-establishing the motoring heritage of the RACA. The group has around 100 members and meets on the first Wednesday of each alternate month and organises occasional drive days. On previous occasions they have invited the Rolls Royce, Bentley, Mercedes Benz and Lotus clubs.

Attendance level on the night was high as the motoring group members were most anxious to see just what type of vehicles we would bring and they were not disappointed. All went well except on leaving the club the Lagonda's lights refused to work and Terry and Robyn were offered a lift home by one of the Motoring Group members with Terry returning the following day to collect his car.



New England Weekend – 4th to 7th March

Day 1 – Friday 4th March - Sydney to Tamworth

Words by Peter & Moya Dal Santo

Pictures by Jeremy Braithwaite



We had an early start this morning - we were the first to arrive at the Heavy Vehicle Inspection bay on The Putty Road (need to confess as we live over the south side we cheated and stayed at the "oh so beautiful" Sebel Hawkesbury, on



Thursday night - so not far to travel!!) There were 8-9 cars and we set off for Grey Gum Cafe, nice breakfast out on the verandah, a pleasure to stop for a cuppa, and to fuel us up for the run to Graze at Willow Tree Inn for lunch. Loved The Putty Road; it's a definite "bikers" road, a lot of twisties, we shall return by bike ASAP.



Nice drive ...especially going past many horse studs, including the impressive gates and drive into "Cressfield" just up from Scone, a premier boutique brood mare farm. Would love to know who painted all the fence pegs black along the way - it was a marathon attempt! And we went past Emirates Park in Murrurundi, a thoroughbred property for the breeding of outstanding racetrack performers. Apparently this horse area is also important for polo horse selection. Made it to

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Graze at Willow Tree Inn, family owned and operated, built in 1913 completely refurbished - nice lunch for about 13 of us couples - such a peaceful, out-of-the-heat, cool place, and they have very good accommodation, if needs be.



After lunch - quick drive to Quirindi to Bob's Shed - past his small goat pen. His Shed is amazing - rooms full of memorabilia. He told me he started collecting at 14 years of age, tins, bottles, from the 1940s/50s, you just name it and it was there. The middle room dedicated to Peter Brock with his 1974 Torana L34 - he won Bathurst with his. In the next room there was a 1985 VK Commodore which Brock also raced at Bathurst - this car had been lifted on to a wall!



Time to head off to Nundle Woollen Mill - the last wool spinning mill still operating in Australia. The wool is washed in Melbourne and transported to Nundle. About a dozen of us were lucky enough to get a tour of mill, explaining the processes, feeling yarn etc. They have a nice shop and an online store.



Now for the final stretch to Golden Guitar Motel, we took the Nundle Road, through very quiet Woolomin, Chaffey Dam, Dungowan when going up an incline the Triumph TR8 died, speedo stuck on 90 and no power. This was about 2.45 pm and sun quite hot. Country people are amazing, especially when your phone had 'no service' most of the time, we had people stopping, one fellow lent us his phone to call, another took me to his farm house on the hill to call NRMA a cold drink etc., very kind - then to the rescue came Peter Wards and Jeff Breen, with Robyn finally getting through to NRMA for the tow...but no rush in the country and the boys finally made it to the motel about 8.40pm, such a long afternoon.

Day 2 – Saturday 5th March – Tamworth to Inverell

Words by Laurie & Fran Bromley

Pictures by Ron Powell & Susan Harris

We got up early at the Golden Guitar Motel in Tamworth. There was work to be done.

Peter Wards was deep in the electronics of Peter Dal Santo's TR8, with the phone to his ear and the auto electrician on the other end. Someone said check the fuses, and we discovered

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Finished off by a lovely dinner in Tamworth's Longyard Hotel.

PS - all the car doctors were out early on Saturday morning to fix the old girl!!! It was a fuse!!! So grateful to everyone - thanks so much!!! (Unfortunately, Saturday, same thing happened, and we used a hire car for the rest of the New England run)



one was blown and the apparent cause of the six hour delay yesterday. With the car apparently fixed, we all headed into Tamworth's main street, which as promised was lined with trees, coffee shops and some very enticing shops for the ladies. It was soon lined with Thoroughbred cars as well!

Unfortunately, all was not well with the Dal Santos car as it kept blowing the fuse signifying a deeper problem. The NRMA was called again and fortunately the delay

was not as long as yesterday. It wasn't long before we discovered that nothing could be done on Saturday as everything was closed, including the hire car companies. Another night for the Dal Santos in Tamworth, and their car was headed home on a trailer. The Dal Santos joined us next night in Inverell.



The rest of us meanwhile had motored into Bingara, a beautiful little town, well known to our club from previous visits and the home of Robyn Daly's mum. Not much happens in Bingara on a Saturday afternoon either (*except for a rowdy hens' party where the bride-to-be arrived on horseback – Ed*). The antique shop was open every second Saturday from 10-12.

We found however some quite nice places to eat, with most settling for the pub, where the cook, who looked about 16, catered for our large group.



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Some went to inspect the site of the Myall Creek massacre, a disturbing event in our bloodstained history with the indigenous people, this one remarkable as being the first time the white perpetrators of the killings were brought to justice and hanged for their crimes.



We arrived in Inverell, with time for an afternoon nap, a walk to the shops, (passing an exotic lingerie shop), another 5.30 gathering for drinks and nibbles and a sharing of experiences, before setting off for a walk to the Riverside Restaurant for our dinner.





This was a beautiful spot beside the river, and we had ample time to notice its locations, as somehow our dinner didn't arrive for about two hours, the venue having to cope with a 60th birthday party as well as us.

Although it was very hot, most of us had our air conditioned cars, with the notable exception of my Stag. However, mustn't grumble. With the roof up, the rear window unzipped and all the windows open, there was plenty of natural ventilation.

The roads were a real pleasure to drive along, and thank you to the Braithwaites for planning such a great day of motoring.

Day 3 – Sunday 6th March – Inverell

Words by Bob & Jeni Smith

Pictures by Gae Bristow & Jeremy Braithwaite



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Sunday morning, around 6:30 we were awoken by the sound of a V12 engine starting up. Peaked outside room 7 at the Club Motel to see a phalanx of club members washing their cars for the club display at the National Transport Museum.





At 0840 on the dot, the cars left the motel for the museum, led by the GTR of the Braithwaites. Barry Farr's Mondial was, however, reluctant to join in – turning over well, but refusing to run. We left him speed dialling the NRMA. A short run to the museum saw us lining up outside on a gravelled hardstand. Club banners adorned most cars, and drew an instant crowd from the local populace.



The museum's \$4 sausage sandos were popular with many of the club members – most of the ladies had opted to stay in town and attend the local market.

The museum was actually very good, with over 120 cars on display, plus around 60 vehicles outside the building from local enthusiasts. Most of the vehicles were in good, original condition, with the odd one well restored. I loved the local



vicar's cars on display – a V12 E Type, Daimler 250, and a Mini Moke! Might come back as a priest next time.

We set off back to the motel to pick up the ladies, and headed off to the Pioneer Village for lunch. There was an

interesting eclectic mix of old buildings, with some great old machinery to look around.

Lunch was your typical Aussie barbecue, served by a group of local volunteers. We had to compete with some hungry flies but it was most enjoyable.



A group of us spent the early afternoon in the small village of Tingha. It is noted for its old general store /emporium, Wing Hing Long. Over a hundred years old, made of recycled materials, it's a real time warp experience. The building is an ad hoc collection of rooms, added on at random over the years. The shelves are groaning with old products you haven't seen for years. Many items purchased

over the years have been donated back to the display. The elderly group of enthusiastic volunteers cheerfully explain the history of the store for your \$2 entry fee. The "Bailey Bunch" turned up in their entirety, and it was marvellous to see John's daughter, Monique, who is tragically blind from a young age, being carefully



ushered around the exhibits by her husband, Harry. Inspirational.



We made our individual ways back to Inverell, and assembled again for nibbles and drinks at 1730 – pretty standard for TSCC. A gaggle of spectators clutching beers watched Peter Wards perform surgery on the Bromley's Stag – amazing what you can do with a mixed bag of odd tools gathered from the beer drinkers!!

We dined again at the Riverside Restaurant on a buffet roast dinner, finished off with a delicious complementary desert to compensate for the tardy service the night before.

Another great day on the run finished with a leisurely stroll back to the excellent motel the Braithwaites picked – a really fabulous weekend away.



Day 4 – Monday 7th March – Inverell to Port Macquarie

Words by Barry Farr & Dott Forester

Pictures by Jeremy Braithwaite

Weather-wise, our fourth day of the run was no different from the prior three days - bright blue sky with a real bite from the sun. We drove a short distance to the Union Hotel in Inverell's main street where a light al fresco breakfast was consumed in company with the Slaters, Di Franciscos & Smiths joined shortly after by the Dalys, Bristows & Powell/Harris. Breakfast was timed to enable the ladies to visit the 'Robyn Daly recommended' fashion shops when they opened at 9.30. Whilst patiently waiting outside each I was able to observe the high quality restoration of every facade in the main street. Apparently many buildings were badly storm damaged some years ago but now they are picture perfect and a real credit to the town.



On to Thunderbolts Way and with a clear road ahead of us we arrived in Walcha well before midday - too early for lunch, so continued on, stopping at the spectacular Apsley Falls or should I say, the spectacular gorge as there were no falls due the last decent rains falling 3 years prior. A good many

however did stop at Walcha and dined at Graze which from all reports was very good.

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The Oxley Highway between Walcha & Wauchope provided a superb driving experience especially since there was no traffic in sight. Days like that are few and far between and we loved every minute of the experience. Upon entering Wauchope we elected for a sandwich and cold drink in the local park. Harry & Monique Martin had a different but very pleasant experience in Wauchope in that the local garage, after attending to a few issues with the XJR over an hour or so, their bill came to a measly \$51. John felt so embarrassed he gave them a further \$50.



The Macquarie Waters apartments just up the hill behind the extensive caravan park were of a similar high standard to our accommodation in Tamworth & Inverell. Whilst checking in I ascertained that two of our group had already arrived and the desk clerk was surprised as I nominated correctly, the Wards & van Dyks, as from experience they prefer point A to point B directly.

We strolled around the waterfront and town working up a thirst for drinks on the rooftop terrace and wondering whether everything went smoothly for Stephen & Jill Knox, only to find out later they were luxuriating in 1st class on the train from Tamworth to Scone where they reunited with their ailing Lotus to safely drive through to Toronto that day.

There's never any shortage of drinks, hors d'oeuvres and conversation at the end of each day and the coastal view from the rooftop terrace was extensive and magical. We all then wandered down to the Town Green Inn for a good pub meal, more drinks and more conversation. A wonderful social group of

likeminded enthusiasts with whom we would travel at any time. Thank you Double J for putting together such an enjoyable and entertaining 4 days and nights.



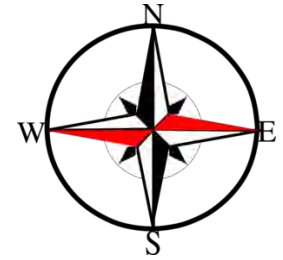
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...and finally...



Discover the South Tour – 16th March

Words & Pictures by Colin Allerdice



This event was called the “Discover the South Tour” but it could have easily been called “Trust the Weather Whisperer Tour”.



In the weeks leading up to the run it had been consistently over 30 deg every day with not a hint of rain to be seen on the weather forecasts. Lawns were drying up, people were



complaining of the hot nights and the effects of climate change reappeared as news headlines. But a day or two out from our event, the weather changed – it rained.



Indeed, rain was predicted for the whole day of the run.

So unsurprisingly, almost all those attending, took the opportunity to bring the “daily driver”.

But no one quite accounted for the skill of TSCC’s resident “weather whisperer” Vern Kelly. Yes – he did it again!

Whilst there were some light isolated showers across Sydney in the morning, by the time that we were set to depart McDonalds, Eastern Creek at the appointed time, blue sky had appeared and we all enjoyed a rain free day.

Lunch was at the Georges River 16 ft Sailing Club at Sandringham, which boasted an inexpensive bistro menu and a million dollar view of Botany Bay and Georges River.

The photo opportunity en route to the Club provided a few interesting observations:-

- Laurie & Fran Bromley, in their Volkswagen Golf, were the only





ones to present their car in true TSCC style – with the top down!

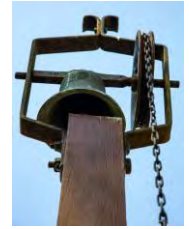
- My BMW Z3 was the dirtiest car there and I had washed it on the Sunday before
- Rob and Kay Finney's Maserati was easily the cleanest/best presented car
- Gary & Wendy Maher clearly have a Volvo for every occasion
- Lionel Walker debuted his flash new Mazda 6 Wagon – less than 500km on the clock. Nice car!

Generally speaking, I am a strict believer in TSCC traditions – especially the “what happens in Vegas stays in Vegas” approach to lunchtime conversations. But I was impressed by Lindsay Day sharing with us his recollections of his competitive sailing days, particularly those regattas conducted out from our lunch venue on Botany Bay.



Haulin' the Hawkesbury – Wednesday 20th April

Words by Vicki Bell, photos by Vicki Bell & Jeremy Braithwaite



McGraths Hills to Ebenezer to Windsor

What a treat it was to have a bright sunny Wednesday off and to drive around with the top down on the Porsche, even better the traffic to and from home was pretty light due to school holidays!

As this was our first Wednesday Run with the TSCC, Greg and I were 'nominated' to write the article for Top Gear! Thanks Peter!



After meeting at Maccas' McGraths Hill for a quick breakfast and much needed coffee we all set off with our Instructions and Question and Answer sheets for what was to be a great drive up and down some picturesque roads serenaded along the way by the local Bellbirds.

Not everyone chose to do the Observation Run questionnaire, those of us that did had a great time and it wasn't unusual to see some cars doubling back if they had missed an answer to one of the questions, all part of the fun.



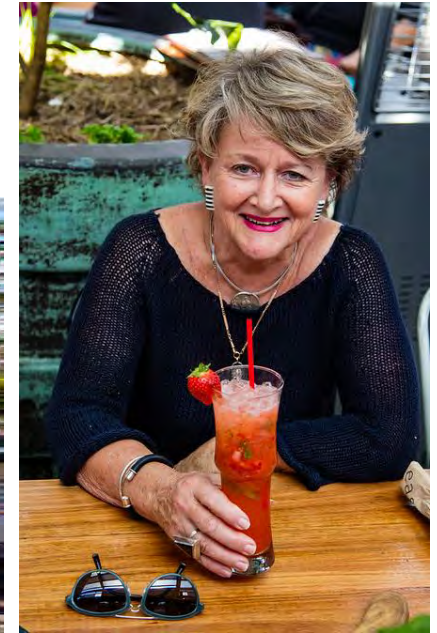
We arrived at Ebenezer Church around 11.30 and had time to have a look at the Church and surrounding grave sites, finding our Prime Minister Turnbull's relatives amongst them. It is the oldest Church in Australia, built in 1809, and the first Presbyterian one. We were given a fairly comprehensive talk by Ted, a local, who also told of digging down under some of the graves to see how many were actually buried in each site. At a few of these sites they found sandstone steps leading down to more beautiful sandstone work and one or two extra bodies, thus they were able to place plaques on the grave stones for all those interred on a particular grave site. This intrigued a couple of the young boys who joined us for the day.

We left Ebenezer for the short drive to Windsor RSL where 48 adults and 4 children settled in for a delicious lunch. Is that a record number for a Wednesday run? Robyn & Peter then tallied up our answer sheets to see



how observant we all were. Colin & Jan Piper came first clean sheeting the run; 3 couples came equal second being Neil & Joy Hood, Colin & Maria Allerdice and Greg and myself.

A very happy birthday to Carol Reynolds and a very big thank you to Robyn and Peter Wards for a great Wednesday Run.









Classic Rally Report

By Jeremy Braithwaite

We missed the first event of the Classic Rally Club year, which was the Wollondilly 270. Tony Norman's excellent Compass Run through the Hunter Valley took place on 2nd April.

We stayed overnight at the Lake Munmorah Motel which was less than five stars but had the advantage of being very close to the start in the shopping centre car park the following morning. We had a dozen of us around the dinner table at the local Bowling Club for a most enjoyable evening and headed off bright and early for breakfast.



We started doing these events a couple of years ago and quickly progressed through the entry level tour category into Apprentices which offers devilishly difficult navigation. Heaven knows what Masters is like! When we analysed it, Julie was getting all

the stress and I was just enjoying a lovely drive in our glorious countryside. So we decided that concentrating on Tour makes a lot more sense and not taking it too seriously either was the best approach.

It still provides a good challenge. We ended up clean sheeting the morning but making two errors in the afternoon for overall and equal second. Pleased with that!

You don't have to be a member of the Classic Rally Club to compete in these events and the details are on our calendar as well as the [CRC one](#). Next one for us is the Barry Ferguson on 30th April and 1st May. We start at Hume Weir and head in to Victoria on the Saturday and then finish at Henty on the Sunday.

We're doing this one in the 944Turbo which has been extensively refurbished by Roger Korte. Roger has also done a wonderful job getting the Starion in tip top condition. We took it on the Compass Run, stayed overnight at the excellent Mercure at Williamstown, and then had a most enjoyable cuppa with Will Hagon on the way to Wollombi where we met up for lunch with some other Starion owners. These cars are getting increasingly rare and it was great to enjoy the Putty Road on the way home in company with another couple of cars.

The next weekend we missed our Coffee 'n Cars event in Kurrajong in favour of the Canowindra Balloon Challenge. A really wonderful way to spend the weekend, especially for Jack Jones growing caravan chapter!! The pics are here: <https://jbraithwaite.smugmug.com/Aviation/Canowindra-Balloon-Challenge>



Men's Shed meets Retirement Village

A Hemmings article (29th February 2016) - submitted by Malcolm Stephen



<http://blog.hemmings.com/index.php/2016/02/29/one-way-to-keep-wrenching-in-retirement/>

By William Hall. Photos by the author.

For a lot of folks, retirement looks like a lazy fishing hole or an endless round of golf. But a group of gearheads in Sun City West, Arizona, couldn't imagine their golden years without wrenching on their rides. The planned retirement community has become the first in the nation to build an automotive restoration facility for its residents, and the idea is swiftly becoming the model for other communities around the country.



The shop is called the ARC – short for the Automotive/Restoration Club – and is just one of the many special interest clubs that exist at the Sun City West Recreation Center. In fact, so many clubs previously existed there that a halt was put to further expansion. Enter resident Herb Clark, a member of the Metal Club, who was seeing an increase in automotive projects coming through their fabrication shop. He proposed a separate

automotive club, and started a petition to gauge interest. The response exceeded expectations. He took the results to SCW General Manager Mike Whitting, who recognized the unique opportunity it presented despite the moratorium on further development. A deal was struck: The facility would be allowed if the needed funds could be raised among the club members. The challenge began.

In the first 18 months, what was initially a club of 75 swelled to more than 350 members. Interest started coming from other retirees relocating from around the country, and a number of creative fundraisers popped up. Naming rights and commemorative bricks were sold. Fundraising breakfasts were held. A Corvette was donated for a raffle prize. The community came together. By December 2014, enough funds had been gathered for a groundbreaking ceremony.



Continued hard work culminated in a grand opening ceremony of the completed facility last month, attracting an estimated 2,000 onlookers and some 200 classic cars. Industry luminaries such as Wade Kawasaki from Coker Tire, David Madeira from America's Car Museum and Wayne Carini from *Chasing Classic Cars* made opening remarks before an oldies rock band took the stage and played to an enthusiastic sock-hop themed crowd.

The 6,000-square-foot John S. Chaney Restoration Center – named for one of the club's early and most enthusiastic members – represents only the first phase in the popular new development. There are plans for another building with two paint booths

and an addition to the Chaney Center which will feature a showroom display area for members' cars.

The impact of the club reaches beyond its membership and extends to the whole community. A sub-group of the club, called the "ARC Angels," focus on philanthropic and neighborly acts. They assist SCW residents in everything from cleaning out garages and advising on car values to steering residents to reputable auto repair shops to ensure they don't get taken advantage of. They've also taken a special interest in the Make-A-Wish charity, specifically a local young man named Zane Childress who is afflicted with cancer. The ARC Angels made Zane an honorary member of ARC and restored his 1972 Chevy Pickup while he underwent treatment, with the reveal coming at the Barrett-Jackson Auction in 2014.

Lest you think ARC is just about tinkering on cars, think again. In addition to regular car shows, cruise nights and tours, the club fields five cars in [The Great Race](#), the annual cross-country rally open to pre-1972 cars and trucks. This year, ARC members will enter a 1930 Model A Speedster, a 1951 GMC Pickup, a 1939 Buick Roadster, a 1960 Ford Fairlane, and, in the X-Cup Category, a 1967 Mercury Cougar in conjunction with students from Dysart High School. The club also prides itself on its



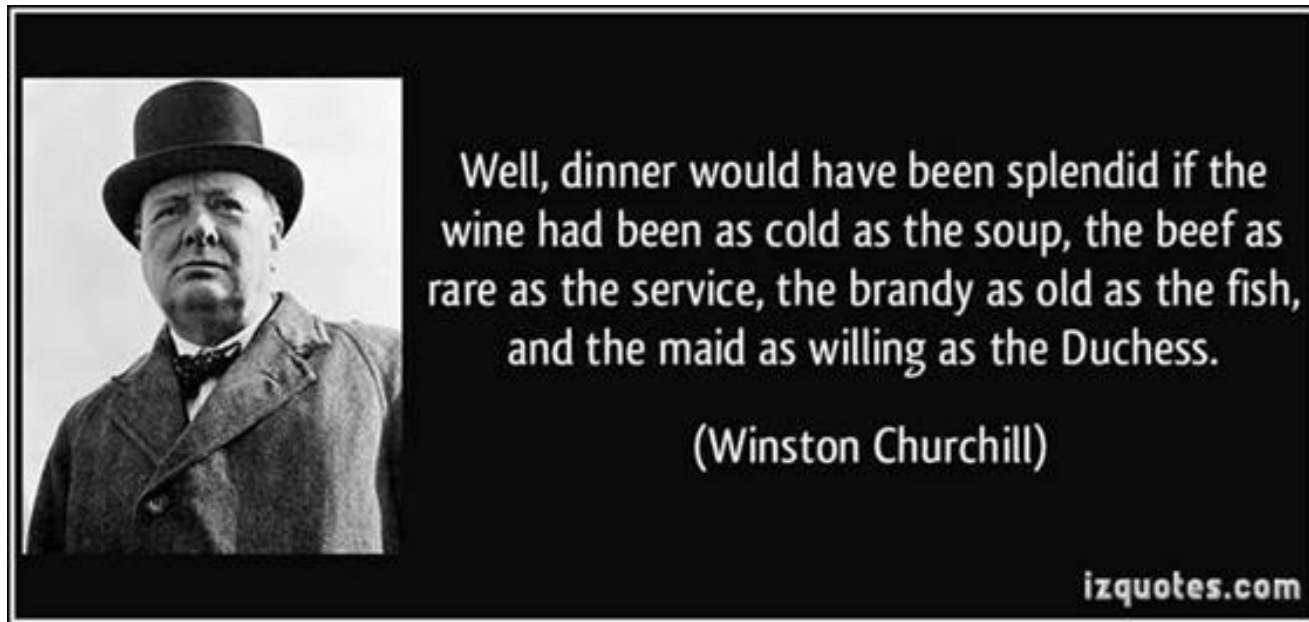
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diversity: 120 of the 600 current members are female, and they are active participants in producing a monthly newsletter and organizing social events.

If this sounds like the way you'd like to spend your retirement, you're not alone. ARC has been inundated with requests from surrounding areas to be part of the fun. Unfortunately, the club is only open to residents of Sun City West, and the minimum entry age is 55. In this retirement community and a growing number of others, the classic car hobby is alive and well, providing a vibrant social network around the common love of restoring and driving old cars.

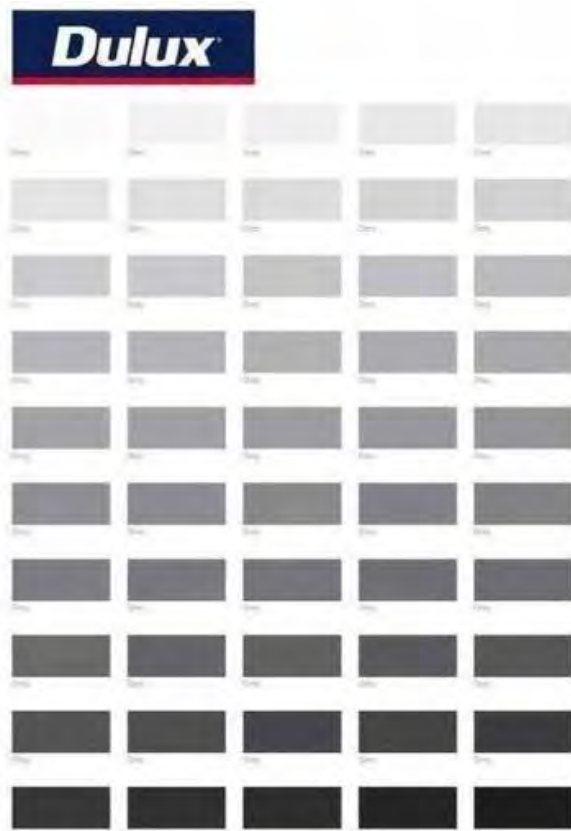
William Hall is a writer, car collector and classic car broker based in Elkhart Lake, Wisconsin.



You can't be serious!

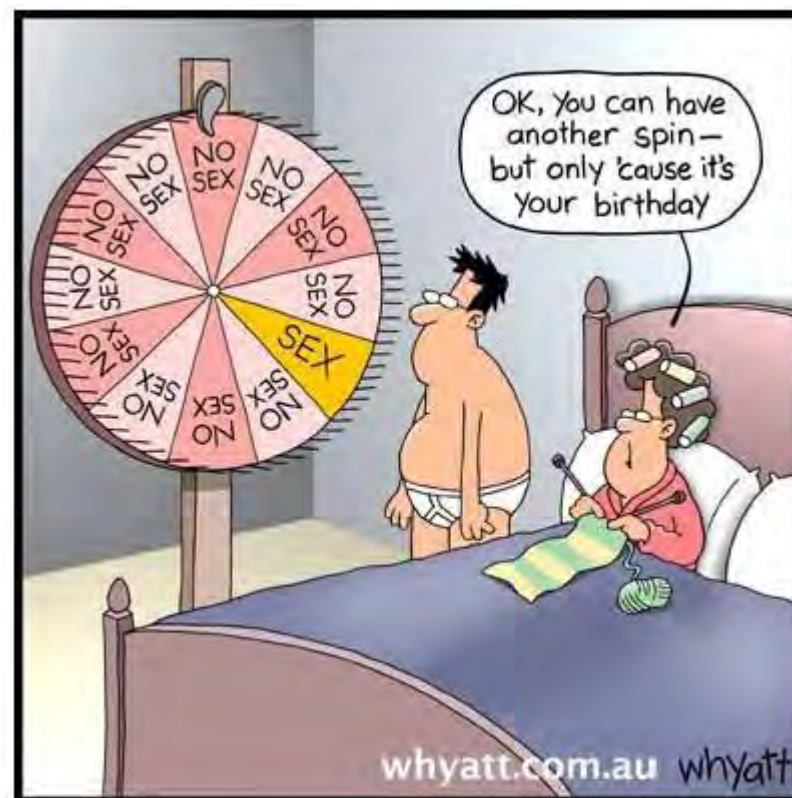


50 Shades of Grey – Men's Version



Condoms don't guarantee safe sex anymore:

A friend of mine was wearing one when he was shot by the woman's husband.



Old and News



Driverless Audi Tears Up the Track

November 2, 2015
by Sports Car Digest

A driverless Audi RS 7 recently lapped the 2.5-

mile Sonoma Raceway in California in 2:01.01 minutes, a lap time that Audi reports would beat a similar car driven by professional race car driver.

“In Sonoma, we took the Audi RS 7 piloted driving concept to its physical limits lap after lap, and it handled the task with uniform precision,” says Thomas Müller, who is responsible for the development of brake, steering and driver assistance systems at Audi. “The car turned in lap times that were better than those of sports car drivers.”

For some time now, Audi has been testing piloted driving. In October 2014, an RS 7 nicknamed “Bobby” already completed a driverless lap on the Hockenheimring at speeds up to 240 km/h (149.1 mph). The new generation of the car is named “Robby,” has a power output of 560 hp and is around 881.8 pounds lighter than its predecessor. Whether braking, steering or accelerating, the piloted car controls all driving functions fully autonomously and with maximum precision. Piloted driving will make its production debut in the next generation of the Audi A8. The systems

can assume control of the car during parking or in stop-and-go traffic on freeways at speeds up to 60 km/h.

It can happen to anyone!



1978
In the
Herald

Lyn
Maccallum

Two men and a Moke

“Adventurer Hans Tholstrup and larger-than-life electronics millionaire Dick Smith drove a car across the waters of Rose Bay at 59km/h yesterday,” the *Herald* motoring writer reported. “They will claim the effort as a world speed record for a car-boat. The pair overcame a number of problems - including a puncture - when they set sail in their adapted Leyland Moke, called Eveready, for the record bid.”

Mirror, Mirror on the Wall...

It's the age-old debate amongst Formula 1 fans: who was the greatest driver of them all?

Is it Juan Manuel Fangio, the sport's original great? What about Michael Schumacher, the most prolific race winner and champion in the sport's history?

What about Ayrton Senna and Jim Clark, two greats cut down in their prime? And don't forget Prost, Vettel, Stewart ... the list goes on.

Well, a group of British mathematicians have applied a proper statistical analysis to come up with a definitive answer.

The University of Sheffield's Methods Institute has published a research study that performs a statistical analysis on the 695 drivers who competed in F1 between 1950 and 2014.

Crucially, their modelling tries to eliminate a team's impact on a driver's rating, making it a true analysis of who really is Formula 1's greatest driver.

Here's how their top 50 looks.

1. Juan Manuel Fangio
2. Alain Prost
3. Jim Clark
4. Ayrton Senna
5. Fernando Alonso
6. Nelson Piquet
7. Sir Jackie Stewart
8. Michael Schumacher
9. Emerson Fittipaldi
10. Sebastian Vettel
11. Christian Fittipaldi
12. Lewis Hamilton
13. Nico Rosberg
14. Graham Hill
15. Dan Gurney
16. Jody Scheckter
17. Jenson Button
18. Marc Surer
19. Damon Hill
20. Louis Rosier
21. Elio de Angelis
22. Ronnie Peterson
23. Dr. Giuseppe Farina
24. Nick Heidfeld
25. Pedro Rodriguez
26. John Watson
27. Robert Kubica
28. Carlos Reutemann
29. Tom Pryce

30. Stirling Moss
31. Martin Brundle
32. Rubens Barrichello
33. Daniel Ricciardo
34. Alan Jones
35. Kimi Raikkonen
36. Patrick Depailler
37. Carlos Pace
38. Richie Ginther
39. Denny Hulme
40. Thierry Boutsen
41. Mike Hawthorn
42. Jean-Pierre Beltoise
43. Heinz-Harald Frentzen
44. Prince Bira
45. Keke Rosberg
46. Clay Reggazoni
47. Luigi Fagioli
48. Sir Jack Brabham
49. Jacques Villeneuve
50. Phil Hill

Alan Jones at 34 and Sir Jack at 48!!

Discuss...



The Ghosts of Browns Lane

April 5, 2016 by Sports Car Digest

Jaguar Classic will hand build a total of nine new XKSS continuation models to the exact specification as they appeared in 1957, replacing the cars lost due to the famous Browns Lane factory fire.

Tim Hannig, Director Jaguar Land Rover Classic, said, "The XKSS occupies a unique place in Jaguar's history and is a car coveted by collectors the world over for its exclusivity and unmistakable design. Jaguar Classic's highly skilled team of engineers and technicians will draw on decades of knowledge to ensure each of the nine cars is completely authentic and crafted to the highest quality. Our continuation XKSS reaffirms our TOP GEAR MARCH - APRIL 2016

commitment to nurture the passion and enthusiasm for Jaguar's illustrious past by offering exceptional cars, services, parts and experiences."

The original cars were earmarked for export to the USA, however, just 16 were completed before disaster struck. Now 59 years later, Jaguar is going to build the nine 'lost' XKSS sports cars.

The expertise gained during the construction of the Lightweight E-Type project will be transferred to the construction of the nine continuations. Each one will be hand-built at Jaguar's new 'Experimental Shop' in Warwick.

Every car will be constructed to the same specifications as those first 16 made in 1957 — every aspect fully certified by Jaguar. The price will be in excess of £1 million.

The story of the XKSS began following Jaguar's three successive Le Mans victories in 1955, 1956 and 1957 with the all-conquering D-type. After the hat-trick of wins, Sir Williams Lyons took the decision on 14 January 1957 to convert the remaining 25 D-types into road-going versions with several external modifications. These modifications included the addition of a new higher windscreen, an extra door on the passenger side, taking away the divider between driver and passenger and the removal of the famous fin behind the driver's seat.

The first deliveries of the new continuation Jaguar XKSS will commence in early 2017.





Lost and Found – 1932 Alfa Romeo 8C 2300

March 28, 2016 by Sports Car Digest

It seems almost unbelievable that an example of one of the great pre-war cars, a straight eight supercharged Alfa Romeo 8C similar to the type that won Le Mans four times and the Mille Miglia three times, could be lost from sight for many, many decades only to be discovered about five years ago. Even more amazing the long-term owner, who is approaching his personal century, received the car as a 21st birthday present from his father back in 1937.

The 1932 Alfa Romeo 8C 2300, chassis and engine number 2211079, was bodied in France by the coachbuilding firm of Figoni, the only short chassis to be bodied by that famous house. It was completed in time for first

owner Mr Weinberg to compete in the Paris-Nice rally in March 1933, an event in which he competed in 1934 as well.

According to the existing French registration records the car passed to Count Francois de Bremond in May 1935 and he ran the Grossglockner Hillclimb that year finishing 5th in class. He may have used it for other competitions but he sold it in August 1937. The agent or broker in the sale was Luigi Chinetti who was then resident in Paris but later became the first agent for Ferrari in North America based in Greenwich, Connecticut.

The new owner had just graduated and his father gave him the car as a present — and he owned the car for over 70 years. During the war, it was hidden from the occupying forces and used for some years after the war before being garaged but well looked after until being acquired by the current owner. The car was then taken to restoration specialist Blakeney Motorsport in the UK a year and a half ago. The car has not been restored but has been made safe to run as far as the engine, fuel system, dry sump oil system, brakes, steering, electrics and so on are concerned.



1932 Alfa Romeo 8C 2300, chassis 2211079 (photo: Tim Scott)
[Source: Royal Automobile Club; photos: Tim Scott]

The End

