

January-February 2017



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



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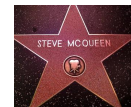
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When Miley Cyrus gets naked and licks a hammer, it's 'art' and 'music', but when I do it I'm told I'm drunk and have to leave Bunnings.



1964 Maserati 3500 Spyder by Vignale

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

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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.

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
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Top Gear

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

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Top Gear has been continuously published since September 1981.

Office of the President

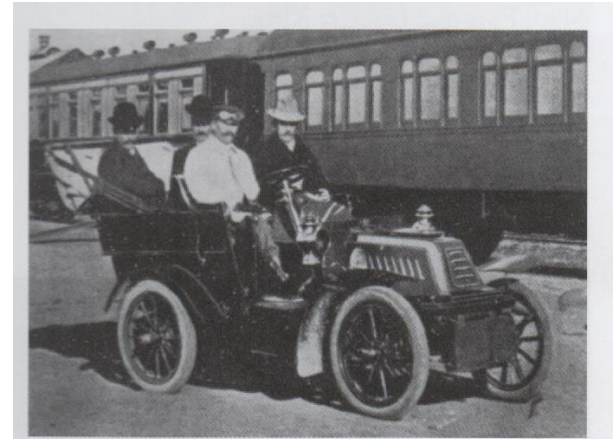
Barry Farr



2016 is done and dusted and what a year of unpredictability it was! Brexit in June, close to the first one term Australian Government in over 80 years and almost the second hung Parliament in 6 years and the election of Donald Trump in November. In all cases, the headwinds of popularism, short-termism and protectionism were evident. Nevertheless, Australia is well placed as three quarters of Australia's trade, immigration and tourism takes place in the Asian mega-region which is the world's largest economic, most populace and fastest growing region. Australian consumption, expenditure and exports are holding up and government infrastructure spending is lifting but private capital expenditure needs a boost if Australia is to avoid a recession last seen more than a generation ago in 1992.

But don't despair as our programme of events for 2017 provide ample opportunity to enjoy ourselves whilst contributing to the health of the nation. Our calendar of events reflects not only the 'tried and true' but takes account of members' input to have more Sunday events and overnights. Out of the 40 listed events three quarters count towards the annual Clubman's Trophy Point Score. So get yourself into gear, allocate the time to enjoy your classic/thoroughbred and the company of fellow members and note your diaries accordingly. Take a look now at the new "Coming Events 2017" page on the TSCC website. Thank you in advance to the members who have agreed to be event organisers.

A handful of members attended the Australia Day Carnivale at Parramatta Park and the club's first Sunday run for the year on 29 January to the Mooney Mooney Workers Club was very well attended with 54 undertaking the drive of whom 50 enjoyed lunch. Half a dozen members personally witnessed the Bathurst 12 Hour an event rapidly gaining more recognition. Our first club meeting for the year drew 53 members and spouses who were treated to the early history of motoring in NSW by guest speaker Alan Hunt, the President of the Royal Automobile Club of Australia Motoring Group. We learned inter alia, that New South Wales' first car was an 1899 De Dion Bouton that arrived in Sydney on 27 April 1900 for Sydney businessman W J C "Billy" Elliott of Austral Cycle Agency.



WJC 'Billy' Elliott at the wheel of the NSW Government's first car, a De Dion, 1906. Alongside is Premier Sir Joseph Carruthers.

The year's first Wednesday run organised by Terry Daly, was ultimately well attended with 38 undertaking the drive and 36 partaking of lunch. I say ultimately as just 7 days prior only 12 had registered for the run.

Please give due consideration to the organisers of events and the venues themselves by responding in line with the RSVP date. It just makes it easier for all concerned.

A secondary distribution list of waitlist applicants who total 11 as at 17 February 2017, has been established to enable event organisers to encourage more participants where any event is under subscribed by the members RSVP date. Family and friends of members would also be encouraged to participate in such circumstances.

You may be interested to know that at the close of the 2016 F1 season, the



highly respected UK publication MotorSport, ranked the top 10 F1 drivers, firstly by readers and secondly by MotorSport's F1 expert Mark Hughes. Australia's own Daniel Ricciardo came out on top of both surveys. Ricciardo is contracted to Red Bull until the end of 2018.

The Goodwood Revival meeting held over the weekend of 9-11 September 2016 celebrated 50 years since the Duke of Richmond called a halt to

motor racing at Goodwood. The reason the circuit was closed back then was due to the rising speed of the cars. This prompted me to review the speeds attained over the weekend of the latest revival and I was surprised the weekend's quickest lap set by a Lotus-Climax 25, was just over 100mph, 102.69mph in fact. As I mentioned in my previous report, the sprintcars at the Charlotte Motor Speedway averaged 110mph. The quickest race lap ever around Goodwood was by Nick Padmore in his 1966 Lola T70 Spyder in 2015 when he achieved an average speed of 110.46mph.



Lastly, Ferrari's sales under Sergio Marchionne continue to increase towards the 10000 pa goal he set two years ago when he replaced Luca di Montezemolo. For the 9 months ended 30 September 2016 Ferrari sold 6074 cars for \$2.16B, sponsorship and merchandise of \$480M and engines to Maserati and other F1 teams for \$360M. Ferrari's net profit for the period was \$414M, a 13.8% return on sales.

Ciao for now
Barry Farr

Two-finger Typing

Stephen Knox

A car that fascinated me as an impressionable youth was the Repco Record. It was the brainchild of Charlie Dean who was Head of Repco Research and the man behind the Maybachs, amongst the most iconic racing cars in the history of Australian motor sport. It was intended to showcase some of Repco's products, in particular, the Hi-Power head for Holden 'grey' motors (although it originally had a Ford Zephyr engine with a Raymond Mays head and an MG TC gearbox).

I am indebted to Bill Forsyth whose photos accompany this article. They show the Record in its initial guise and the odd modifications that were made later, changes that only a mother could love. The car still exists and is seen occasionally at historic meetings, but it is shadow of its former self.

Below is an article I wrote for the Chevron publication, 'Holden – The Official Racing History'. – Ed.

Probably the greatest builder of specials in Australia during the fifties and into the sixties was HC (Charlie) Dean. His reputation was built on just two cars but they were considered to be state of the art of special building in their day. The first was actually a series of cars, the famous Maybach, Marks 1, 2 and 3. Powered by engines from German Maybach scout cars (Mark 3 was finally given a Corvette engine), they achieved their greatest successes in the hands of Stan Jones, father of Alan.

After the Maybach came the Repco Record ('Record' was never an official name) at the time that Charlie Dean was head of Repco Research, the experimental and laboratory section of the giant Repco organisation. It was logical that a man with his qualifications, vocation and experience in building one-off cars, should build a mobile test bed for his company's products. With the help of Wally Hill, who built the all-steel body from Dean's design, and engineer and brake expert, Tom

Molnar, he produced a stunning-looking coupe with performance which put it firmly into what would later be called the 'supercar' class.

It's hard not to think of the Aston Martin DB4 when looking for contemporary comparisons of style. It certainly wasn't a copy, however, as the Record was first seen by the public at the Melbourne Motor Show of 1959, the same year as the Aston's debut – and the Record



Australia's top motoring writers and authorities have driven it . . .

The product of over 30 years' automotive experience the Repco experimental car (above and below)



REPCO ENGINEERED PRODUCTS

Super 'X' rings for re-ringing; R.R. rings for re-conditioning; engine bearings; ring gears; pistons; piston pins; valve guides; cylinder sleeve assemblies; main clips and Gold Star engines.

and they've been enthusiastic in their praise . . . designed and built in Australia by Australians from Australian components it's been acclaimed as a triumph of Australian automotive engineering . . . BUT it's not on the market! Nor is it ever likely to be for Repco's experimental car (illustrated above) is a laboratory on wheels . . . a mobile testing station for Repco products . . . a symbol of the way Repco research and engineering works for YOU . . . no wonder more than a million Australian vehicle owners have made their first choice Repco Super 'X' Piston Rings for renewal of engine power and operating economy . . . Like the Repco experimental car, Repco Super 'X' Piston Rings are the product of more than 30 years' experience in the automotive industry of Australia . . . the same research and the same applied engineering and manufacturing skills that built the Repco car are also applied to the manufacture of Super 'X' . . . for restored power and performance, rest assured you can really rely on . . .





took four years to build! The front was plain and clearly an inspiration for Nat Buchanan's Cobra which emerged some time later. In profile it resembled the DB4 with prominent forward-thrusting headlights (later changed to semi-recessed, rather like a Jaguar E-Type, and tasteful fins.

The huge wrap-around rear window was very un-Aston Martin like, as was the strange dorsal fin which ran from the centre of the roof to the tail. Disc wheels with chrome hubcaps, side exhausts and concealed hinges set off a daffodil-yellow body which stood out amongst the sombre blacks, creams and greens of the fifties. The well-trimmed interior was everything an enthusiast could want in 1959 – bucket seats, good instrumentation and a fine driving position, although the umbrella handbrake jarred a little.



time. Cars such as Leo Geoghegan's Holden and Paul England's Ausca proved

that. In the Record it sported two downdraft Weber carburettors on one side and six into two headers on the other. Engine capacity was 2360cc developing 133bhp at 5,500rpm. Top speed was around 120mph (193kph) and acceleration 0-60 (97kph) was 8.6 seconds.



As impressive as the car was, it had some faults. One was the David Brown gearbox – although these units were also criticised when fitted to Astons. Brakes and suspension also came in for mention but Dean pointed out that experimental cars are all about experimenting and that different settings and specifications would be tried and the results noted.

At no stage did Dean or Repco suggest that it may go into production. It was used in Repco advertising, displayed at Motor Shows and tested by motoring magazines. It was an admirable project of a great engineer and an important public face in the early days of a great Australian company.



Coming Events



Draft Calendar for 2017

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

January	26	Australia Day CARnivale*
	29	Sunday lunch run <i>Barry Farr</i>
February	03/05	Bathurst 12 hour *
	08	Club Meeting
	12	Kurrajong C & C*
	15	Wednesday run* <i>Terry Daly</i>
	19	Tesla event (with AMOC) <i>Greg Gibbons</i>
March	04/05	Tuncurry Opera weekend <i>Barry Farr</i>
	08	Club meeting
	12	Kurrajong C & C*
	15	Wednesday run* <i>Colin Allerdice</i>
April	02	Sunday lunch run <i>Tom Azcel</i>

	09	Kurrajong C & C*
	12	Club Meeting
	16	Polo at Richmond (Easter Sunday) <i>Derek Scott</i>
	19	Wednesday Run* <i>Chris Hallam</i>
May	07	Wings Over Illawarra <i>Stephen Knox</i>
	10	Club Meeting
	14	Kurrajong C & C *
	17	Wednesday overnight run* <i>Jack Jones</i>
	21	National Motoring Heritage Day <i>Lester Gough</i>
June	04	Lunch run <i>John Slater</i>

	11	Kurrajong C & C*
	14	Club meeting
	21	Wednesday run <i>Gary Maher</i>
July	09	Kurrajong C & C*
	12	Club Meeting
	15/16	Mystery Weekend <i>Stephen Knox</i>
	19	Wednesday run*
August	09	Club Meeting
	13	Shannon's SMSP <i>Colin Allerdice</i>
	13	Kurrajong C & C*
	16	Wednesday Run* <i>Malcolm Stephen</i>
	27	All British Day <i>Terry Daly</i>
September	10	Kurrajong C & C*

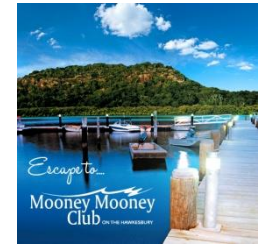
	13	Club Meeting
	16	TSCC dinner <i>Theo Demopoulos</i>
	20	Wednesday Run*
October	08	Kurrajong C & C*
	11	Club Meeting
	15	POO Day <i>Terry Daly</i>
	18	Wednesday Run*
	29	Polo <i>Derek Scott</i>
November	01	Club meeting/AGM
	12	Kurrajong C & C*
	04/19	Lap of NSW <i>J&J Braithwaite</i>
	22	Wednesday run
December	02	Christmas dinner/awards
	10	Kurrajong C & C*

I saw a poster today; somebody was asking "Have you seen my cat?" So I called the number and said that I didn't.

I like to help where I can.

Lunch Run to Mooney Mooney – 29th January

Words by Barry Farr, photos by Colin Allerdice



Breaking with tradition, the first Club event for 2017 was the Sunday lunch run on 29 January to Coastal Dining at Mooney Mooney organised by Barry Farr and Dott Forrester. 50 members and family assembled at McDonalds Dural, some from an early hour with many not having seen each other for some while. Conversation therefore easily flowed and a common question was 'which car did you bring?' There was a wide spread of marques - BMW, Ferrari, Fiat, Honda, HSV, Jaguar, Lotus, Mazda, McLaren, Mercedes, Mustang, Porsche, Subaru and Triumph.



At 10.15am the cavalcade departed on the 100kms journey to the Mooney Mooney Workers Club passing through Kenthurst, Annangrove,

Rouse Hill, Box Hill, Scheyville, Maraylya, Catttai, South Maroota, Maroota, Glenorie, Forest Glen, Middle Dural, Arcadia, Berrilee, Berowra Waters, Berowra and Cowan with Gary & Wendy Maher joining along the way. Very little traffic was evident for most of the distance and the Catttai/Wisemans Ferry Road provided some nice flowing corners. Regrettably, Stephen Knox's Ferrari 575M punctured a tyre and he had to limp into McGraths Hill where a table top truck was employed to take them home. Not only was the low profile 19" tyre damaged beyond repair but the inside of the rim was also damaged. As a penance for having previously advised Stephen the roads were Ferrari friendly, I nominated myself to do this write-up.

Upon arrival, we were greeted by the Braithwaites, Elphicks, Harrisons, Scotts and Stephanie Clark and daughter Julia, all of whom had made their way directly to the venue. 50 sat down to a 2-course alternate drop function menu which was very much enjoyed by everyone so much so that the majority stayed on until mid-afternoon.



Those who attended the lunch were :

Colin & Maria Allerdice
Mark & Caroline Beckett
Jeremy & Julie Braithwaite
Laurie & Fran Bromley
Stephanie Clark & Julia
Vic & Jane Clarke
Terry & Robyn Daly

Peter & Judy Dowrick
 Jim & Janina Elphick
 Barry Farr & Dott Forrester
 Bob & Debra Fulop
 Robert & Carol Harrison
 Neil & Joy Hood
 Miff James
 Geoff & Jenny Lane
 Gary & Wendy Maher
 Ian Norman & Lisbeth Allen
 Colin Piper
 Bruce Richardson & John Pymble
 Derek & Maggie Scott
 John & Wendy Slater
 Ashley & Janine Smith, daughter Sherilyn and friend Ben
 Barry & Judith Thew
 Adrian & Lorraine Walker
 Colin & Kerry Watts

Due to some confusion, Jeff and Judy Breen who had actually previously advised their participation, had a casual lunch elsewhere with Peter & Robyn Wards who had come along for the road trip.



As Barry said, the editorial Ferrari didn't make it to lunch as we hit a pothole the size of Ethiopia, buckling the front rim badly and the rear, which followed the front one into the hole, a little less so. We limped into McGraths Hill where we waited for a tilt-tray to take us home - (the car has no spare). It has forced me to face replacement of all four tyres as the old ones were near the end of their lives. It was an expensive day out. We offered to pay for our lunches but Barry's negotiating skills saved us the \$82 which eased the pain and means I can now put a down payment on a new Ferrari valve stem. - Ed



Wednesday Run to the Grey Gum Café – 15th February

Words by Laurie & Fran Bromley, photos by Jeremy Braithwaite



We assembled in the usual fashion at MacDonald's Dural for a pre run coffee. There were several first timers and visitors and a fine array of cars, including Jaguars XK120, XK140, XK150, XK150 coupe and visitors Mike and Robyn Collett with their red E type. The presidential vehicle was an Austin Healey 3000.



The run along the back blocks of Dural and Sackville is quite familiar to many of us, but it is beautiful driving country with little traffic and nice scenery.

We arrived at the Sackville ferry for our river crossing, then on to the new Colo Riverside Cafe, just across the bridge at Colo. This will I am sure become a regular stop along the Putty Road.



The cafe is clean, service is good and the morning tea was fine. We met up here with the starters from Kurrajong, and the car park was filled with 20 fine classic cars.

We then proceeded north along the Putty Road, still one of the best drives in NSW, if not Australia. With the roof down the temperature was just right, with some clouds and patches of sun. Stephanie and Julie Clark had to leave us at Colo, something to do with children and school!

We pulled into the Grey Gum Cafe around one and parked to form a spectacular crescent (see photos!)



We elected to dine in the small pergolas scattered around the grounds, each one seating around 8 people. The cafe staff excelled themselves with buffet of cold meats and salads, followed by pavlova and coffee.

I was the last to leave following the red E type back down the road to Windsor and then home through Annangrove, Dural and Galston Gorge.

The only traffic we experienced on the whole day was Pennant Hills Road on the way to the meeting point.



The two white XK Jaguars with correct number plates AXK140 and AXK150 were parked next to each other. I am sure that many memorable photos were taken of the pair. I did point out that to be grammatically correct the numbers should be ANXK150.

The Collett's red E type displayed a clever set of chrome A pillar mirrors that attached onto the chrome channel and held in place by grub screws.

Thanks again to Terry for organising a wonderful day out, with perfect weather, good roads and food.



Tesla Drive Day – 19th February

Words by Stephen Knox, photos by Josh Gibbons



WOW! Now I know why the button's labelled 'Ludicrous'. I've never experienced acceleration as I did in the Tesla Model S P90D. It is currently the top of the range but is being supplanted by the P100D which will accelerate from 0-100 kph in 2.2 seconds! It is the fastest accelerating production car in the world. I had to be content with 0-100 in 2.6 seconds. THAT IS ABOUT AS LONG AS IT TAKES TO READ THIS SENTENCE!

On Sunday 19th February the Thoroughbred Sports Car Club was invited, along with the Aston Martin Owners' Club, to sample the current range of Tesla electric vehicles at their showroom in Artarmon.

It began with a wander around the display, marvelling at the electronic wizardry of the cars that emanated from the remarkable brain of Mr Elon Musk*. A talk and video of the company, it's progress to date and plans for the future were very interesting.



TOP GEAR JANUARY-FEBRUARY 2017

We were then divided into three groups to drive four cars – three Model S P90s and one Model X. The Model S P90 is the sedan which is about Mercedes S-class size with plenty of internal space. The instrument panel is dominated by a screen bigger than an A4 sheet of paper. The base price is about \$120,000, rising to an eye-watering \$320,000 with all the bells and whistles, including the 'addictive' 'Ludicrous' button. (Lesser models have to make do with an 'Insane' button).



The Model X (they didn't spend much time on choosing names, did they) is an SUV with some remarkable visual features – so-called 'falcon' doors that lead to the second and third rows of seats and the windscreen, the largest in any production car which sails over the heads of those in the front seats. The doors, which reports have said have caused Tesla some problems, are double hinged and like all the aspects of the vehicle, are controlled by sensors. They will not hit a low ceiling, the wall of a narrow space or a person standing too close, yet needs

just 30cms to open. The car takes electrical assistance to new (unnecessary?) heights, controlling the doors, rear hatch and the bonnet. Of course seats, mirrors, etc, etc are at your fingertips too. Prices start around \$122,000 and skyrocket to around \$300,000 for one with all the fruit.

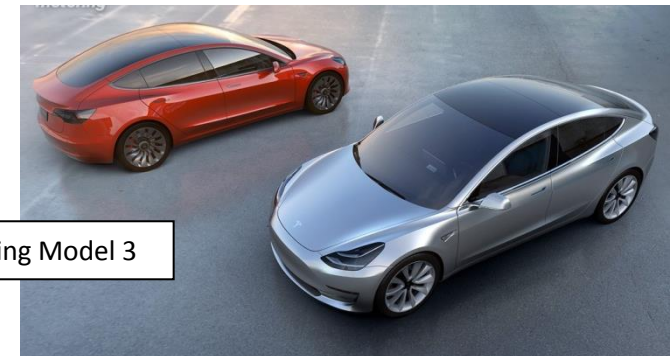


The eagle-eyed amongst us spotted a couple of Tesla Roadsters in the workshop downstairs. These were first cars to wear the Tesla badge and were based on the structure of the Lotus Elise.



Tesla continues to bleed money and all bets are on the soon to be released Model 3. Reports say that 500,000 orders have been taken, each with a \$US1500 deposit, so that should help the cash flow. It is due to start production this year with customers in Australia taking delivery in 2018. Prices are predicted to start at about \$65,000. Being a less ambitious model, 0-100kph will take a more leisurely five point something seconds.

If only they made a noise!



Upcoming Model 3

***Elon Reeve Musk** was born June 28, 1971 in South Africa. He is the founder, CEO, and CTO of Space-X; co-founder, CEO, and product architect of Tesla Inc; co-founder and chairman of Solar City; co-chairman of OpenAI; co-founder of Zip2; and co-founder of PayPal. As of June 2016, he has an estimated net worth of US\$11.5 billion, making him the 83rd wealthiest person in the world.

In addition to his primary business pursuits, he has also envisioned a high-speed transportation system known as the Hyperloop, and has proposed a VTOL supersonic jet aircraft with electric fan propulsion known as the Musk electric jet.

HE'S STILL ONLY 46 YEARS OLD!

The Tale of the Volvo P1800 ‘Whisky Cars’

By Ben T. Camshaft

Fifty-three years ago, a small group of Americans each put a deposit down on new Volvo P1800 and patiently waited for their Anglo-Swedish coupés to arrive. They were blissfully unaware of the dramatic events occurring on the other side of the Atlantic.



On March 28th 1962, on the River Thames just outside London the Freighter MS Kessel had just taken on board additional cargo in the form of Scotch whisky and 29 Volvo P1800 cars to accompany its load of pipes from Germany. It would set sail for Houston Texas and all was going well indeed until she collided with the MS Potaro.

The violent impact saw the MS Kessel torn open at the bow, allowing water to flood into the Number One cargo hold. This was where 18 of the P1800

Volvos were being carried and the volume of water was enough to have the cars floating around, crashing into each other uncontrollably.

The Kessel managed to stay afloat and was quickly dry docked in the port of Tilbury for damage to the ship and cargo to be assessed.

Jensen of West-Brunswick where P1800 production was based, sent production manager and project manager Mr. Sven-Olaf Andersson to see just how bad things were. After the cars were hoisted ashore the damage was all too plain to see. Apart from having been pickled in a broth of whisky and salt water, and the obvious effects of being tossed around the cargo hold, the cars had been damaged still further by careless handling by recovery teams, with hoists being hooked directly under the wheel arches in some cases. Furthermore the aluminum dashboard panels had not enjoyed the experience of bathing in Thames water.



The damaged cars were sent to Gothenburg and concealed in a quiet part of the Volvo factory where they couldn't be seen. On final inspection four of the cars were damaged beyond salvation and were disposed of appropriately. The remaining cars were sold at an internal auction, mainly attended by Volvo management.

Amazing eleven cars of the 29 were undamaged and were shipped on to Houston Texas, to be handed over to excited new owners who knew nothing of the near-miss their cars had experienced. The



The more lightly damaged cars were the first to sell and it took several weeks before they were all cleared, selling for a quarter of their retail prices. The last few cars to sell were the most severely damaged of the bunch, with major panel damage and caved in roofs.



Volvo imposed a caveat to the sales; buyers had to “promise” not to re-sell the cars to the general public until at least three years later, partially due to fears of accelerated corrosion thanks to the cars taking an early, salty bath. This rust wouldn’t have done Volvo’s reputation any good whatsoever. It turns out that this was a rule which was almost immediately broken by some. So what of the fate of **THE WHISKY P1800’s**? Well, apart from the four scrapped by Volvo, there don’t appear to be any records of where they went. All the cars fell between production numbers 3226 and

3285, if your P1800 falls within that range and has a mysterious tang of single malt Whisky about it, it could be one of the machines we’re talking about.

TSCC WHISKY VOLVO’S P1800’s?

Sniffing around these two Volvos could cause problems



Victor Andrew’s Model “The Glenfiddich” P1800 Volvo

LIKE ANY GOOD WHISKY SOME VOLVOS GET BETTER WITH AGE



Gary Maher’s Model “The Famous Grouse” P1800 Volvo

In Praise of the Nissan Tiida

Words and photos by Colin J. Piper



Anyone who has read the December 'Top Gear' report on last November's New Zealand trip will quickly have realized the affection and respect some of us came away with for this little runabout. I wouldn't be at all surprised if John and Wendy Slater, who wrote up the diary for Saturday November 26th, haven't already bought what they described as possibly "the World's Most Perfectly Useful Car".



I think it is fair to say that the words "Nissan Tiida" and "Thoroughbred Sports Car Club" will have rarely appeared in the same sentence. On any wish list of cars that TSCC members might have, I would think a Nissan Tiida would probably not figure that high, if at all, the Slaters notwithstanding.

TOP GEAR JANUARY-FEBRUARY 2017

My first experience with one of these little cars came in Sicily in 2014 when the hire-car representative, after leading us past some pretty little Lancias, FIATS and Alfas, to my great disappointment handed me the keys to a black Nissan Tiida which was sitting sullenly, and a bit dirty in the baking hot sun at Palermo Airport. That car, LHD with manual gearbox saw us safely around the island for 2 very wonderful weeks, including some days spent in the Madone...the region on the North coast where the Targa Florio used to be run. Seeing quite a few car clubs (along TSCC lines) from various European countries making the pilgrimage to what is, or was without doubt one of the world's most daunting motor racing circuits, made me wish I had been driving something a little more appropriate. I didn't park it in front of the Targa Museum in Collesano either. That said, the narrowness of the road, and the speed at which some of the 'exotics' we saw were travelling, well, I guess I was satisfied that I wasn't driving something more precious and valuable.



The heart of the matter, but a bit of work to do before the POO Day

My second meeting with a Tiida came in Christchurch last year. It's hard to put them into any particular category; some cars, as we all know have real personalities...some scream drive the doors off me, others seek some respectful handling, while others scream...well...white-goods and appliance spring to mind.

Nissan started producing these cars in 2004 and I have not been able to ascertain how many have been produced. The name Tiida means “sun” in the Okinawan language, a nod to the name of its predecessor, the Nissan Sunny. Our NZ hire cars had the name “Latio” appended as well, this appearing only on the S. E. Asian models.



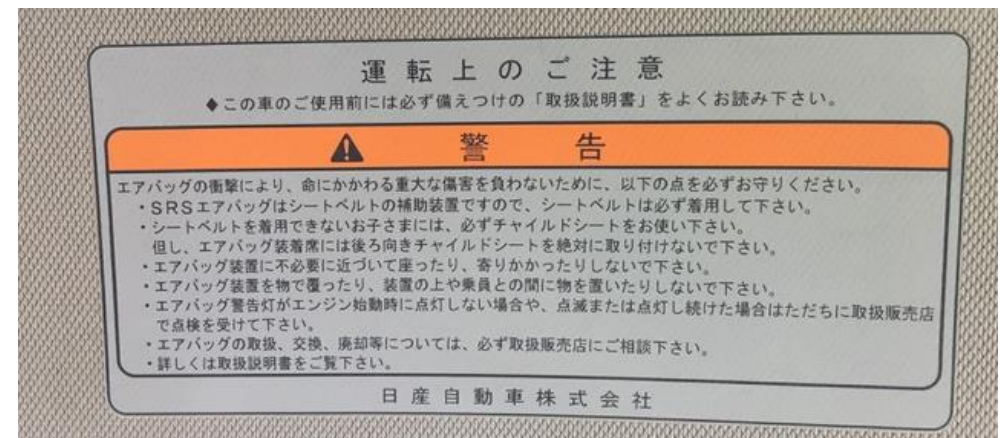
The very plush interior of the Daly's car

They have been produced in many different variants, but I don't believe a sporty GTI type car is/was among them. There was a “SSS” model in Australia according to Wikipedia, but I don't remember ever being aware of them. I saw one quote in a piece about the merits of second hand Tiidas that stated, “They're not sought after by enthusiast drivers, which generally means they won't have been thrashed” (see my later comments about overtaking). A musician friend of mine used to say that the fastest cars he ever drove were his dad's, and hire cars. The other quote I liked stated, “It was not a driver's car”.

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“Those who have read the NZ report will see that it was on day 6 that many became aware that there was an overdrive switch which Jan and I had been using already; it was more like a ‘sports mode’ button which gave you a few more revs...as co-pilot, when we were about to overtake (you had to plan that well in advance) Jan would switch off the air conditioning and I would hit the little button, and whoa...well no, not quite whoa...the car sort of struggled forward with some hint of urgency, but I wouldn't call it scintillating performance. Anyone who has seen old vintage and veteran motorcycle races will know what I mean when I say the result was more akin to turning up a volume knob than any substantive increase in speed! It was a matter of holding your nerve and not lifting off in spite of the climbing tacho needle, realizing that the car had travelled over 180,000km. So far in my life, I have never experienced an engine blow up. The manual car in Sicily was better in this regard for sure. While on the subject of that little button...it took me 3 days to realise where the handbrake was! Operated with the left foot, it was set high under the dashboard in our car. The Sicilian Tiida had a normal handbrake, so maybe all the manual ones do, I don't know. Someone had said all you do is push the brake pedal...me thinking they were referring to the...well...the brake pedal. Oops.

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Obviously all good information, maybe instructions about the “hand brake” and the “overdrive button”

In the Top Gear piece, mention was also made of the cars handling, especially in the winds we experienced on day twelve. I have not had very much sailing experience at all, but am aware of the terms ‘tacking’ and jibing’. In my flying days I was quite proficient at crosswind landings, and that certainly prepared me for the unbelievable buffeting we experienced on day 12, and mentioned in the Scott’s diary of that day; NO, not the Antarctic Explorer, Derek and Maggie. It was quite uncomfortable, and speeds were of necessity kept lower than I might have cruised. That day we also realised that the windscreen wipers were not up to fierce crosswinds. As the Slaters and Di Francescos were attacking Mt. Hutt on day 13, Jan and I visited the Astro Café at the Mount John Observatory near Lake Tekapo before heading back to Christchurch, and while we were up there, the very narrow and windy road had to be closed because the average wind speed had climbed to over 80 kph. (Now, *there’s* a site for a sensational hillclimb). The most powerful gust they experienced before they re-opened the road again was 110kph according to the lady manning the gate at the bottom of the access road. Jan and I had just made it back to the car as the horizontal rain was starting, and now we both well and truly understand the effects of ‘wind chill’ and realize how easily people can die when exposed for only a short time to weather conditions like that. We have certainly never experienced anything like it...that, and the buffeting the car was taking as we sat in it, waiting for the road to re-open, which it eventually did after about 30 minutes. I never really looked at the tyres, make, tread pattern and so on, knowing from my Sicilian experience that this wasn’t a driver’s car, though I did often check to make sure Terry hadn’t nicked one of the hub caps to replace one he might have lost on the way, which I believe has been known to happen on other trips. His Tiida stood out too, it was clearly the luxury model, very plush inside, and was painted gold instead of the white or silver the rest of us drove. Vern and Wendy stood out as well...though I never saw the roof rack used.

Back to the Slater’s comment: they are quite right. Our little car had seen and done much in its life...as a Japanese hire car, a New Zealand Ace Rentals car and it

will end its days eventually in Thailand as a taxi so I am told. It was the first time I have ever driven a car with over 180000kms on the clock too, and not that I thrashed it, but let’s say I didn’t really treat it with kid gloves either. We travelled 2626kms in GMN 223 and it was comfortable, carried the luggage (and shopping) with ease, and had adequate storage spaces inside, good air-conditioning (when not overtaking) plus, the radio worked when required on a few occasions, mainly to see if there was any road-related earthquake news. Useful is the right descriptor Slaters...well said.

Who knows, in 2034 we might see some Tiidas on Historic plates and the “T” in our club’s name might have an altogether different meaning!



Nothing at all to do with the Tiida, but I quite liked this sign

Star in an Unreasonably Priced Car

(An occasional feature)



Car for sale - 1995 Lotus Elan M100 S2



The editorial Lotus Elan is for sale due to lack of suitable storage space. It represents the cheapest entry to the Lotus marque and provides comfort and reliability that owners of earlier examples can only dream of. It starts on the button and uses and loses no oil! I haven't driven a road car that is more fun.

Under General Motors' ownership, Lotus produced 3855 Elan M100s before the company was sold to Bugatti. The new owners built a run of 800 Limited Edition Series 2 cars with minor changes to the original design.

This car is Number 438 from the 'Bugatti-built' 800. On release Autocar magazine described the Elan M100 as *'the quickest point to point car available.'*

Engine: Isuzu 4XE1-MT turbocharged, double overhead camshafts
155bhp/116kW
Drive train: 5-speed manual gearbox, front wheel drive
Chassis: Galvanised steel backbone
Body: Fibreglass
Weight: 2370lbs/1075Kg
Performance: 0-100kph 7.5 seconds, top speed 210kph
Mileage: 122,000 kms



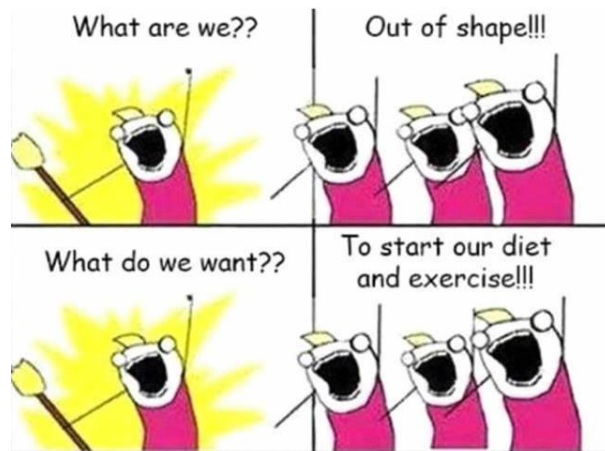
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Call me on 0427 705500 or send an email to stephen@kelvinkraft.com

The arguments start at \$13,990

You can't be serious!





A Legend Reborn

Aston Martin DB4 GT Continuation Series

Probably inspired by what Jaguar did with the Lightweight E-Type and XKSS, Aston Martin took to its Works division to manufacture a continuation series of the DB4 GT. Twenty five track-only vehicles will be made, at a price of at least £1.5 million per unit.



As one of the most revered Aston Martin racing cars of all time, the DB4 GT was a more performance-oriented take on the road-going DB4. The original model was introduced in 1959, with 75 units built until 1963. Only eight were lightweight-

spec cars. And a good one of those sells for £3 million these days.

Aston Martin has a rich and vibrant heritage, as you'd expect from a company that has been building some of the world's finest sports cars for 103-years," said Dr. Andy Palmer, Aston Martin's CEO. "I'm thrilled we have the imagination and capability to offer twenty five enthusiasts the unique opportunity to commission their own piece of Aston Martin history," he concluded.

The cars will wear their authenticity on their sleeves thanks to thin-gauge aluminium panels, a tubular frame, and hand-finished details. The historic

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plant at Newport Pagnell will go online again for the DB4 GT Continuation, a decade after the first-gen Vanquish S ended production there. What's more, the DB4 GT Continuation will carry on VINs from the final original DB4 GT from 1963, a vehicle gifted with chassis number 0202R.

Under the hood, Aston Martin will shoehorn a carburetted straight-6 inspired by the Tadek Marek-designed 3.7-litre engine from days gone by. The supplier that manufactures the DB11's 5.2-liter twin-turbo V12 will design all-new castings for the DB4 GT Continuation, as faithful as possible to the original engine's blueprints. Projected output is 340 horsepower channelled to the rear wheels via a 4-speed manual transmission and a limited-slip differential.

Modern amenities are in the offing as well, mind you, but don't expect Apple CarPlay and Android Auto. Instead, look forward to an FIA-spec roll cage, race-ready seat belts, and a fire suppression system. Weight, meanwhile, will stand at almost 1,225 kg, making it lighter than a Kia Cee'd 1.4. (And almost as light as a Nissan Tiida!)

Those lucky 25 people who will spend their cash on the DB4 GT Continuation series will start getting their cars in the latter half of 2017. Buyers are also offered the chance to take part in a two-year international driving program, which will see them and their cars visit places like the Yas Marina Circuit.



However, if you'd like a real Aston and are handy with a spanner...



We have all heard stories of rare exotics being found on farms all over the country, but more often than not they are just that, stories. For once, that incredible story of an Aston Martin DB4 that was left out in the woods next to a farm is actually true! This 1961 Aston Martin was just recently found out in the woods, where it has been parked for a long time. It's been owned by the same person for the past 45 years, but clearly they

haven't done much with it in past 40 or so years. It's been pulled from the woods and cleaned up and at Worldwide Auctioneers' 2017 Scottsdale Auction on January 15th it sold for a whopping US\$374,000.



The End

