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



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The deadline for copy for the  
September-October issue of Top  
Gear will be 24<sup>th</sup> October.

An overweight lady goes to consult with her doctor, who puts her on a diet. "I want you to eat regularly for two days, then skip a day and repeat the procedure for two weeks, the next time I see you you'll have lost at least two kilos."

When the lady returns to the doctor she has lost over eight kilos. "Why, that's amazing," says the doctor, "Did you follow the procedure?" She nods, "I'll tell you though, I thought I was going to drop dead on the third day." "From hunger, you mean says the doctor?" "No, the lady exclaims, from skipping".



# About our Club



## Calender

The [Official Calender](#) is published on our web site. Print a copy to keep in your historic log booked vehicle.

## Club Meetings

[Club meetings](#) are held on the 2nd Wednesday of every month except December and January at Carlingford Bowling Club.

## Club Objectives

- To foster a better acquaintance and social spirit between the various owners of Thoroughbred Sports Cars in Australia
- To help and advance Thoroughbred Sports Cars in Australia
- To establish and maintain, by example, a high Standard of Conduct and a Respect of the Laws of the Road

## Club Shoppe

Visit the [Club Shoppe](#) and make sure you are dressed appropriately for the next event.

## Correspondence

All correspondence to The Secretary, TSCC  
P.O. Box 3006, Dural, NSW 2158.  
Email: [secretary@thoroughbredssportscarclub.asn.au](mailto:secretary@thoroughbredssportscarclub.asn.au)

## Incorporation

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

## Affiliation

TSCC is affiliated with CAMS Limited

## Committee

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

## Other Information:

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

## Disclaimer:

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

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

## Membership Forms

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

## Website

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

## Top Gear

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

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

All contributions to:

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Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

## Other Information:

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

**Top Gear** has been continuously published since September 1981.

# Office of the President

Barry Farr



A highlight of the TSCC's annual calendar of events is the Mystery Weekend which for this year the destination was Nelson Bay on the banks of Port Stephens. Every aspect, be it the start point, the route, the lunches, the accommodation and the harbour cruise dinner, were once again superbly organised by Stephen & Jill Knox. All 48 who participated were in high praise. Other events since my last report include the mid-week lunch runs to Bowral in June organised by Gary & Wendy Maher attended by 39, to the Entrance in July organised by Laurie Bromley attended by 38 and to Mt Kembla in August organised by Malcolm Stephen attended by 46.

The TSCC "Le Mans" themed display at SMP mid-August,

organised by Colin Allerdice appeared to attract more lookers than any other club display and when the 5 Replicas (Aston Martin DBR2, Ferrari 250LM and 3 Ford GT40's) started up for their track run, everyone took notice and the Le Mans marque stories on the windscreens/bonnets drew a lot of interested readers throughout the day. Numbers at the July meeting were down a little at 34 whilst 44 attended the August meeting and as I write this, the All British Day is about to take place. Thank you to all the organizers, reporters, photographers, participants of these events all of which are covered in detail in this issue of Top Gear.



As the membership renewal process draws to a close, I would like to thank Maree Dawes, Marilyn Olliffe and Peter & Sue Smart for their patronage and contributions over the years. Their resignations provide the opportunity to welcome new members Michael Markiewicz, Hugh King and Barry Christmas. 8 members are yet to renew and there are 12 on the waitlist.



Snippets of motor-related news of which you may be interested.

- Romanian professional tennis player in the 1970s Ion Tiriac, is Romania's first billionaire and richest person. Always passionate about cars, his tennis earnings enabled him to purchase classic and exotic cars. The Tiriac Collection now exceeds 400 vehicles with around 160 on display at any one time in a museum opposite Bucharest Airport. His favourite high-end marque appears to be Rolls Royce with 16 on display including 6 Phantoms including the outlandish pink and white one previously owned by Elton John. Exotics include a 2014 Ferrari La Ferrari and a 2013 Ferrari F12 Berlinetta, a 1991 Lamborghini Diablo, a 2015 Porsche 918 Spyder, a



2009 Mercedes SLR McLaren Stirling Moss edition, a 1966 Jensen C-V8 MKIII Coupe, a 1960 Jaguar XK150 Roadster and a host of other European autos including Aston Martin as well as a bevy of American muscle cars including a 1968 Dodge Charger R/T and a 1995 Camaro Z28 with a 700hp engine. Take a look at [www.tiriaccollection.ro/en](http://www.tiriaccollection.ro/en)



- European Governments are starting to mandate a move away from traditionally powered vehicles as the UK has announced it will ban new petrol and diesel-fuelled vehicles by 2040, France has a similar timeline and Norway by 2025. Recognising this, BMW will assemble its all-electric Mini in the UK from 2019. In contrast, there are more than one million historic vehicles in the UK, more than half of which are registered. According to the Federation of British Historic Vehicle Clubs these vehicles are valued at GBP17.8B and are worth GBP5.5B per annum to the UK economy

- Despite a USD336M loss in its most recent quarter, Tesla plans to raise USD1.5B by way of the traditional bond market on top of the USD7B it currently has outstanding in long term debt, to fund its transition from niche supplier to mass-market manufacturer. Did you know the Tesla Model X P100D now available in Australia, costs AUD305,809 optioned up with special wheels, leather seats and 6-seat interior?
- A recent article in "Unique Cars" highlighted the risk of contravening the Second-hand Vehicle Dealers Act (section 7-1) and incurring a heavy fine if a private individual without a second-hand dealer's licence buys and sells or swaps more than 4 cars within a 12 month period







# Two-finger Typing

Stephen Knox



*An old mate of mine, Ian Maudsley, invited me to a motor sport reunion which was held on the Gold Coast on Tuesday 8<sup>th</sup> August. This was the second time he's organised this and now I'm sorry I missed the first one. It was the ultimate who's who of Australian motor sport up to and including the 1980's. Respected motoring writer Peter McKay wrote the following report and I include it in full. It was a great day. Ed*

I know there has been plenty of Facebook action on last week's bloody marvellous reunion of so many of Australia's motor sporting greats at the Gold Coast last week. I've been on the go since, but now wish to add my thoughts...

It was arguably the largest gathering of past heroes of Australian motor sport with so many Bathurst winners heading an eclectic get-together of greats from single seaters, touring cars, GT/sports sedans, sports cars, speedway bikes, production cars and rallying. Plus mechanics and engineers, track promoters, and a few media types.

Arranged by prominent motor sports and motor industry figure Ian Maudsley, the by-invitation Gold Coast Reunion certainly pulled a quality crowd.

The convivial atmosphere led to unusual scenes of one-time tough man Allan Grice with an arm around old rival Allan Moffat, with Colin Bond joining in the love-in.

As compere Will Hagon deftly touched on the achievements of those present, what became obvious was the ability to drive just about anything was a hallmark of their time in motor sport.

Ignoring the dangers, they'd happily jump from one beast into another.

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Bondie was the embodiment of that drive-anything era, so successfully too – he was a champ in rallying and touring cars, a Bathurst winner, and also seriously raced GT cars, production cars and single seaters, including a F5000.

Gricey, the original unadulterated enforcer, was a dual Bathurst winner, but also a standout in sports sedans, proddie cars (won the first Bathurst 12 Hour), NASCAR and utes.

Kevin Bartlett started racing a Morrie Minor but went on to win the Bathurst enduro and a couple of Gold Stars, plus jumping into diverse stuff like USAC Indy cars, production cars and GT racing. Even a rally car Because he could.

While Moffat is revered as a touring car giant, his CV is laced with successes in sports sedans and GT cars, often while running his own team. Lots of overseas racing too.

Likewise, many other Bathurst winners never limited their track exploits to series production or touring cars either. John Harvey began his racing in dirt-track speedcars, then easily transitioned to Minis, big-banger sports cars, open wheelers and even one-make series).

Tru-Blu Dick Johnson primarily stuck with touring cars/V8 supercars (for five touring car championships and three 1000s, no less) but tackled some NASCAR races in the US and also tried Targa Tasmania and production cars here.

John French was an Australian GT champion long before he won the Bathurst 1000 with Johnson.

Bathurst '67 winner Fred Gibson (sports cars as well as touring cars) went on to become one of the most successful team bosses in touring cars and supercars. Memorably, he once even raced my Penthouse Datsun 280Z!

Great it was to see Bob Morris looking so healthy too after a life-threatening illness. What a wonderful talent he was, and a privateer who took on and beat the works teams in the ATCC and Bathurst.

And Jim McKeown. He had the world's fastest Lotus Cortina in the mid 1960s and as part of the old Neptune Racing Team was one of the first men to show how Porsches should be driven. Jim was second in the 1970 ATCC.

John Smith, so damned fast in everything he drove (and he tried a lot – touring cars, formula cars, sports cars) enjoyed meeting up with some of his old rivals and team-mates. Smithy is in a wheelchair now after an awful motorcycle shunt in the USA but he remains the cheerful, enthusiastic little bugger he's always been. Kudos too, to his lady Eileen, who happily tolerates all John's noisy motor sporting mates.

The naturally gifted Bill Brown, swift in everything he put his bum in and still the owner of the fastest speed down the old Con Rod Straight (304km/h in a Ferrari P4) lobbed too. I always love asking Bill about the latest toy he has purchased and whether he has actually driven it... No, is often the answer.

Adding to the star dust and gripped by conviviality were bold F5000 racer Bruce Allison, Mini star Brian Foley, twice Gold Star winner and Ferrari TOP GEAR July-August 2017

sports car speedster Spencer Martin, Bathurst winner Peter McLeod, ex-HDT ace (and Formula Pacific and NASCAR racer) Charlie O'Brien, looking disarmingly trim these days.

The former two-wheel king of the Sydney Showground, Jim Airey, joined his road-racing confreres and during a microphone chat with Will Hagon revealed he once drove a sidecar at Mount Panorama...with Bob Levy as his swinger. How good was Jim, four-times Australian solo champion, at the Showground? Jim never had a major crash and retired young, at 33.

Bill Gates, sometime racer and former prominent radio 4BH DJ, came along and quietly told stories about how the Bee Gees were discovered (by speedway promoter Bill Goode who asked them to sing and play to the fans over a tinny PA). Trivia fans might already know that the trio was named from the collection of people around them who had those initials – Bill Goode, Bill Gates, Barry Gibb and the boys' mum Barbara Gibb.

Familiar faces everywhere...Bathurst class winner (and later leading privateer V8 Supercar racer) John Faulkner, rally extrovert Ed Mulligan, versatile Volvo-driving David Seldon, fast femme Heather Spurlie, touring car stalwart Garry Cooke, Digby Cooke, my old insurance broker who once led the Bathurst 500 in a Monaro, quick and adaptable sports sedan and Bathurst regular Graham Moore, and class-car whiz Don Holland.

The roll call went on, and on. Paul Bernasconi, the Formula Ford champ who took a decent crack at European racing, Charlie Smith, the now 88-year-old BMC loyalist...and blokes from the media who wrote or took photos or did TV and radio, and in some cases also raced, Max Stahl, John Smailes, John Crawford, Paul Gover, Ray Berghouse, Peter Schell, Stephen Knox and Paul Cross.

Four of the fellas I co-drove with during the Group C era Bathurst 1000 were there, so indulgent selfies were the order of the day. I captured KB (Starion), John Smith (Supra) and John Faulkner (Corolla) but Graham Moore (RX-7) escaped back to Sydney early.



Also noticed a couple of major engineering luminaries, Ross Stone and Bruce Richardson among the mob. Ross brought me up to date on the tradie ute development he is overseeing for Supercars Australia and I got the impression we might see a demo run at Newcastle.

No surprise to see car collectors the Bowdens there as well. And a Webber. Alan!

Ex Lakeside promoter David Harding, now retired Calder Park and Adelaide Raceway manager Graham Sellers, and recent Supercross impresario and Muscle Car Masters orchestrator Phil Harrison were among the ranks of track and race promoters. All looked happier not to be dealing with star

race drivers wanting more appearance money or a better parking space in the paddock!

It was a seriously memorable afternoon. Thanks to Ian and all who worked hard to make it happen. And to the generous people who sponsored the occasion led by a shy western Sydney private collector enthusiast known only to those present. Digby and Gwen Cooke also worked hard before and during the day.

The event was filmed by those enthusiastic blokes from Super100MPH, Tim May and Mark Jones. Watch out for their work on line.

*Peter McKay*



# Coming Events



## 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.)

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





## "NO TRAFFIC LIGHTS WEDNESDAY RUN" 20<sup>TH</sup> SEPTEMBER 2017



### Choice of starting locations:

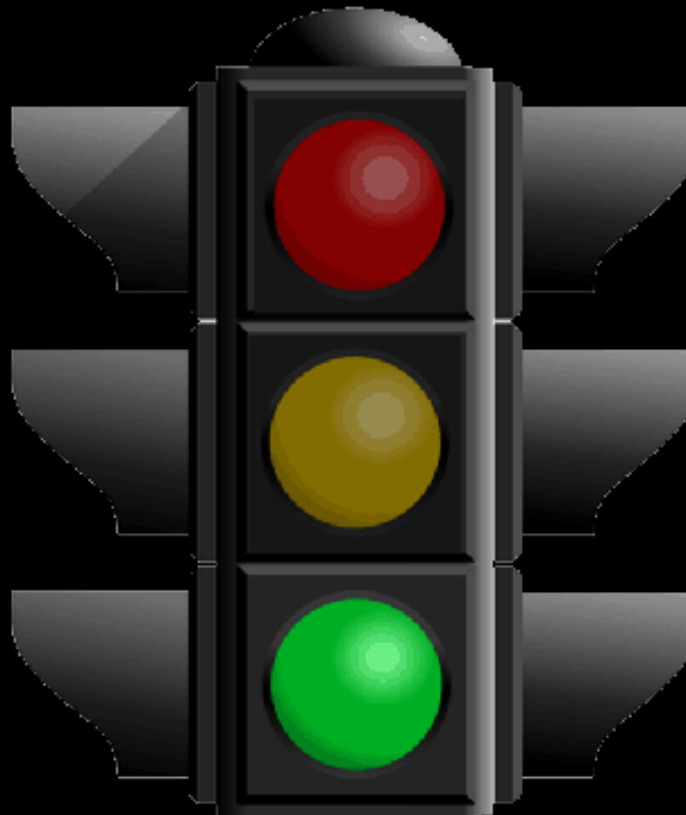
- McDonalds Windsor (McGraths Hill)  
Meet by 10:00 AM to depart at 10:30AM.
- McDonalds Dural  
Meet by 10:00 AM to depart at 10:30AM

See instructions on next page for routes to Cliftonville Rd. Both groups will rendezvous at 11.00 AM and then proceed to the Riverside Cafe, Colo River, for lunch

We will have our own private dining room at this magic location



*Peter & Jelly Van Dyk's  
Hawkesbury Hills District Run*



Please park in the right hand side car park with rear to kerb to satisfy the photographers.

Enter the function room via the door under the covered entry on the right car park side of the building.

Please order and pay for your meals at the cashier inside the function room giving your surname to facilitate the table service.

I will send you a copy of the menu when you advise your attendance in a return email.

Please let me know if you are attending by Friday 15 September 2017 by emailing [jelly@engrd.com.au](mailto:jelly@engrd.com.au) or phoning 02 4567 7461.

Peter's mobile is 0407 009 127



# PRIDE OF OWNERSHIP DAY

15th October 2017



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

Please RSVP to Terry Daly by 9th October on 0418 675 253 or [terry.daly@live.com.au](mailto:terry.daly@live.com.au) Pay \$45/head for members, \$60/head for invited guests into the Thoroughbred Sports Car Club Account BSB: 032-282 Account No: 135873 In the description field insert: POODAY YOURNAME e.g. POODAY SMITH if your surname is Smith





# MAGICAL MAYFIELD

## WEDNESDAY RUN 18<sup>TH</sup> OCTOBER 2017



Rare opportunity to view the Private Gardens at Mayfield  
Meet at 8.30 at the Village Kitchen at Kurrajong for a 9.30 departure.

Travel on the glorious roads through Tarana to arrive at Mayfield Gardens around 11.30  
Lunch will be served at 12.30 and we can explore the gardens before and afterwards.

Return via Oberon for some different views!

RSVP by 11<sup>th</sup> October to Jeremy Braithwaite

[atroz@bigpond.com](mailto:atroz@bigpond.com)

& deposit \$30 per person for lunch in the TSCC account:  
Account:

Thoroughbred Sports Car Club

BSB: 032-282

Account: 135873

Details: Mayfield YOURNAME



### Lunch:

\$30pp

Tea and plunger coffee, iced water

Homemade cakes and slices

### Sandwiches :

Pesto chicken, tomato, avocado, snow pea leaves &

Honey baked ham, relish, cucumber, apple and celeriac "slaw"

Mayfield garden salad tossed with champagne dressing

Pumpkin soup with farmhouse bread

Herb and leek frittata with Mayfield relish





# Mystery Weekend – 15<sup>th</sup> and 16<sup>th</sup> July

Words by Jim & Jenny Catts (Day 1) & Laurie Bromley (Day 2); Photos by Jeremy Braithwaite



We had the best weekend away on a mystery escapade that kept unfolding!!

Kangaroo Point was the perfect meeting point for the start to another much anticipated Mystery Weekend organised by Stephen and Jill Knox.



It was an early start for most to arrive at Brooklyn by 9 AM, (in the mighty SVX) to be welcomed by the early birds who arrived in the shiny black JS-SL500, bright red Mustang with ML at the wheel and Nanette riding

shotgun; Gary and Wendy's Volvo P1800; Peter and Margaret's V8 BMW Wagon; and the man with the permanent smile, John Milne (non member but friend to many) a local resident in his perfect metallic blue Karmann Ghia. The coffee and choc chip cookies were enjoyed by all.







The weather was predicted to have a 5% chance of showers during Saturday morning and sunny for the rest of the weekend so right on cue at 9.25 Stephen organised rain at Brooklyn causing 49 TSCC members to run to their cars for a mystery LeMans start on the dot of 9.30.



The drive to Wollombi was fantastic, observing the contrast of the rural surroundings, and the many groups of cyclists with their luminous lycra outfits with matching fluoro pink shoes.

The scenic backdrop of Australian wattle punctuated with groups of 20-40 letterboxes huddled at small road junctions and 100 wheelie bins all standing to attention in a roadside compound added to the fascination of the drive. Not to mention the subtle planning of the route to St Clements as we passed through orchards of oranges (and lemons!).

En route we passed "The Farm" at Kulnura, a property owned by motor car enthusiast Dean Wills who built a private race track 6 miles long and is now used for customer outings by Ferrari and new model launches etc. It seems a mystery that we didn't pay a visit to The Farm.

The coffee and comfort stop at Wollombi was a really nice place to stretch our legs and gather in groups for a chat; the coffee house with the fire place with the clever sign reading







'coffee keeps us going until wine o'clock'; the Aboriginal arts and crafts where Laurie and Fran and Jeremy and Julie had a lesson on crafting and use of boomerangs. Others saw a colourful collection of pussy cat paintings by J Flynn, and one or our lady members had to go fishing in the toilet bowl to recover the diamond necklace that got away. Wollombi (the Meeting Place of the Waters) gets the tick of approval for the best public toilets.

After lunch at Morpeth we paid a visit to Fighterworld, and then after following more roundabouts than Piccadilly Circus we arrived at Motel A, The Nelson Resort, and just up the road, Motel B, The Central.

Pre-dinner drinks and nibbles are a ritual on TSCC events and so whilst The Nelson group gathered around the heated pool, the folk at The Central thought it a mystery that the others didn't join them for cocktails under the car park grapevines!

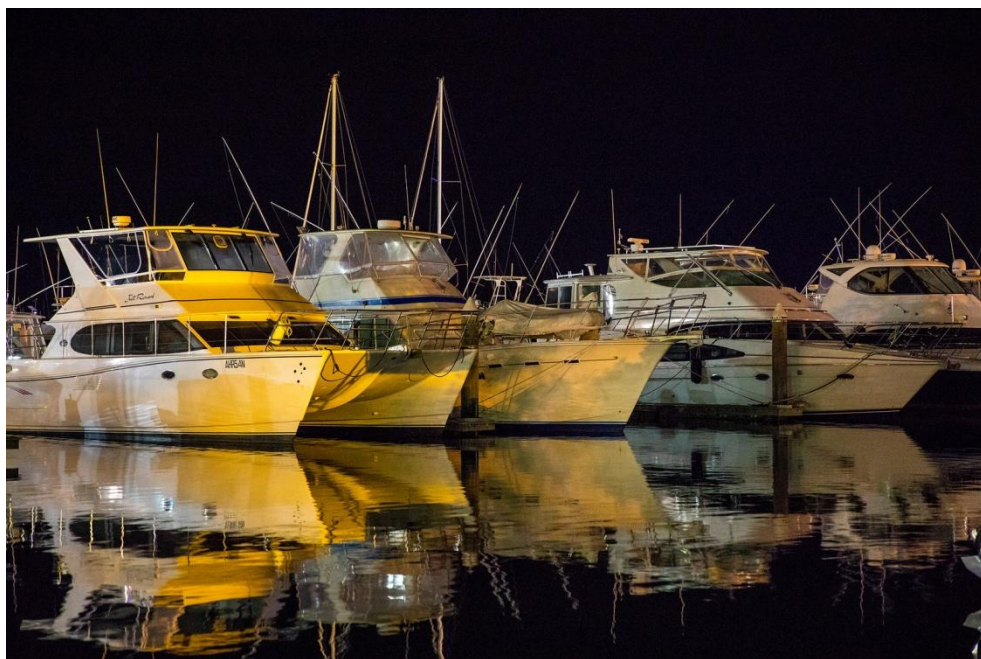
The buffet dinner on board 'Moonshadow' was amazing, the entertainment excellent, and some enjoyed the music and dancing as



much as the food and more drinks. The mystery was...where did we go!







So we walked home on a mild winter's night to The Nelson and The Central ...but wait there's more! Just as we were farewelling a fabulous day full of surprises, it wasn't over! A phone call to John Slater from Darryl Pike advised that a cosy group of about 8 were stuck in the lift going nowhere, stopped between floors. Thinking this was a joke others gathered outside chatting until realising the lift had glass walls which were rapidly fogging up. Yes, we did have a problem. Calls were made to the Fire Brigade and

000 and eventually the night porter, who was offsite, returned and let them out. It was now another reason to celebrate with a nightcap, just to be absolutely certain that we had all enjoyed everything and more on Day 1 of the TSCC Mystery Weekend 2017.

## Day 2

Sunday morning was cold but sunny and people started to trickle into the cafe beneath the Nelson Resort for breakfast.

We went for short walk, the air was crystal clear, as was the bright blue water and white sand (why do we go overseas?)

The roads on a Sunday morning were quite empty as we headed along the short drive to the Hunter.

When we arrived at Lillinos's Bar and Trattoria, we found everyone gathered on the turf roof for a group photo. The restaurant was noisy and efficient and it wasn't long before we had an assortment of pastas and pizzas, washed down with boutique beers and local wines.







Lillinos was opened in 2011 and is co-sited with the tasting rooms of the St Clements winery. The aim of the establishment is to recreate a little of Sardinia and Italy, with Italian grape varieties such as Verdelho and Pinot

Grigio. The restaurant prides itself in using as much local produce as possible whilst also importing fine Italian ingredients such as Prosciutto di Parma, mozzarella parmesan and pizza flour. I would thoroughly recommend it for a lunch in the country.

After lunch the group dispersed, we made a small excursion to Petersons Sparkling Wine House to restock our supplies before heading home down the freeway.

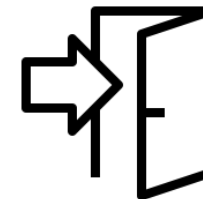
Congratulations to the Knoxes for once again organising a great 'Secret Weekend'.





# Run to The Entrance – Wednesday 19<sup>th</sup> July

Words by Laurie Bromley & photos by Jeremy Braithwaite



Another frosty but sunny morning as we gathered at Macdonalds Mt Colah for a dose of caffeine.

John Bailey brought his Mustang “Eleanor”, but couldn’t come with us as he had forgotten his number plates!



We welcomed Alanna, on her first outing with us; she was driving a brown Porsche 911.

Another member in waiting was Peter Fuller and his wife Leone with their yellow Escort Mexico.



The other cars we had seen before, Robyn brought Terry in her blue Mustang, Jeremy brought the Porsche 944T. Jim and Janina’s Maserati Grand Sport set a certain tone to the gathering. I like Bruce Richardson’s Datsun 260Z. Max Pegler’s racing MGA was the oldest car in the group. Another car of note was Lindsay Day’s immaculate black Stag, wearing its hardtop.

I think we must ask McDonalds to extend their carpark as it was a little full when we were all there.





We set off up the M1, giving the high performance cars a little faster driving before leaving the freeway at Calga for the rural roads of Peats Ridge.



We continued on to Yarramalong through a cultured rural landscape of hobby farms and horse studs. We saw lavender farms and macadamias before returning to the towns at Wyong and passing to the north

of the lake to come into The Entrance.

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The cafe is a heritage listed building, constructed in 1903 and opened as Pinehurst Guest House, to cater for holiday makers travelling to The Entrance by the newly opened Newcastle railway line. It closed as a guest house in the 1970s and became a series of restaurants before the present owners took over in 2012. The building was dilapidated, and they renovated it to the high standard it now is.



The manager was very accommodating, we had discussed the fixed price menu, but we had the option of anything on the menu. (He did say they had prepped hamburgers and soup in anticipation of our arrival). Service was swift and good as we sat at tables of 8. Each table paid for their food as they could not split bills.

The view through the windows to the lake was superb.

A swift trip home down the M1 completed a pleasant day out.







# Shannon's CMC Day at SMSP – Sunday 13<sup>th</sup> August

Look out for a special edition of Top Gear with all the Le Mans stories from this day



A great display of fabulous cars by TSCC members was organised by Colin Allerdice who asked every owner to display a brief history to do with each marque's history at the 24 hour Le Mans race. It was an inspired theme for the display as it celebrated 60 years since champagne was first sprayed on the crowd (and anyone else standing in the way), carried out by victors of the 1967 event, Dan Gurney and AJ Foyt. Since then, hardly a sporting victory goes by without a spray – some would say a total waste – of champagne.

Until the special edition of Top Gear is issued, here are a few photos from the CMC Day:



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# Wednesday Run – ANSTO to Mount Kembla – 16<sup>th</sup> August

Words and pictures by Malcolm Stephen



Finding a good meeting place on the Southside without golden arches is a bit of a challenge, so I thought I'd take a chance and involve my (and Vic Andrews') former place of employment - the Australian Nuclear Science & Technology Organisation (ANSTO). So, with the promise of warm fine weather, we met up at the ANSTO Café Lucas Heights for coffee, cakes and breakfast for some, just as it started to rain – all that car washing in preparation out the window with Neil having to make a dash out of the café to secure the open MGB.

Now caffeinated, we headed over to the ANSTO "Discovery Centre" for a short presentation covering ANSTO's work and quick look over the display.



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To everybody's surprise, including the man himself, Vic Andrews' image appeared on one of the video screens during the presentation.

We had to depart ANSTO with Chris Hallam and others still working to fix an electrical fault in the Jag – something they were able to achieve and arrive unflustered for lunch. The drive took us via Heathcote Road and Princes Highway to the Waterfall turn off for the southern end of the Royal National Park and Lady Wakehurst Drive. Most of us were able to stop at Otford Lookout, Bald Hill and the Sea Cliff Bridge – one spectacular view after another!

All 46 of us arrived in plenty of time to enjoy lunch at the Mt Kembla Village Hotel which provided good food with quick service in a large area which we had all to ourselves.



After lunch, there were two main options to head home; either by retracing the route or taking the interesting way up Cordeaux Road, then via Harry Graham Drive and Mt Keira Road towards Picton or the M1, with glimpses of the coast from some nice windy and untravelled roads.



I received plenty of positive verbal responses to the run on the day followed by these E-mail comments in the ensuing 24 hours which sum it up pretty well:

*"... a great day, we thoroughly enjoyed it so much, we continued up the hill from Mount Kembla Hotel and came out on top of Mount Ousley ..."*

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*"... such an interesting and enjoyable TSCC run yesterday. The ANSTO visit was very interesting and (we) will make time to visit there again in the near future to learn more about this vital medical and research facility. The luncheon venue was great and we enjoyed the opportunity to meet with likeminded enthusiasts as well as exercising our car over such interesting road."*

*"...surely the sight as you crest the rise at the end of the National Park and see the ocean ahead is one of the finest in Australia!"*

*"We really enjoyed ANSTO, driving the Sea Cliff road for the first time and the scenery along the way. Lunch with great company capped the trip. We had a very scenic drive home to Kurrajong Heights via Picton, Silverdale and Penrith. Excellent."*



# All British Day – Sunday 27<sup>th</sup> August

Words by Terry Daly, photos by Bruno Ferro, Terry Daly & Stephen Knox



Obliviously with Vern and Wendy Kelly present in their Jaguar one could only expect perfect weather and perfect weather is just what we had. After a cold start, the temperature hovered between 18 and 20 degrees all day with just a hint of wind.

Unfortunately, TSCC didn't quite get the space it was allocated as the ground staff failed to tell the organisers of a newly installed cricket pitch which was out of bounds , meaning that we were somewhat squeezed for space.

Jaguars dominated this year's TSCC display with eight present with four of those being the XK variants. Chris Hallam had his XK120, whilst we had three XK150's, those being Rob Clare's rare XK150S roadster, Darryl Pike's XK150 Convertible and David St Julian had a beautiful red FHC. Ross Brackenbury's XKR looked splendid in black whilst Liz Kornhaber turned up in Geoff Scott's XK8 Convertible. The final Jaguar present was Ian Norman in his unrestored Mark II 3.8. A no show due to a starter problem was John Slater in his newly acquired Jaguar E-type 4.2 FHC.

Two Lotuses were also on the TSCC display, Rick Marks in a black Elise and Roger Morgan with his newly restored Type 14 Lotus Elite. I don't think Roger drew breath all day explaining to the many enthusiasts the challenges of restoring and painting fibreglass. This Elite is probably the best Type 14 in the world with its very detailed and correct restoration. Just over a 1000 were made from 1957 to 1963 and about 40 of those reside in Australia. A third Lotus Elise of Mark Beckett was expected but Mark blew the motor at Wakefield on the Monday.

Three Aston Martin's were present. The Clark family had the AMV8 Convertible and the Vanquish whilst Terry Daly had the most beautiful car at the show, ie the Lagonda !!! Other TSCC members were also present but had their cars displayed with other car clubs.

Stephen Knox's Jensen and Len Fardell's MGTf made up the final TSCC display cars.







The actual show itself attracted over 1600 British cars of just about every type of British car ever built. Unfortunately, there never seems to be enough time to see them all and talk to some of the owners but my pick of the display would have to go to Dave Berthon's newly restored 1913 Rolls Royce Silver Ghost. This car was restored over a 15 year period and would rate as one of the best of its type in the world.



At around 2.00pm a rumour started that rain and hail were expected by 4.00pm so many packed their picnic utensils in their boots and started exiting at just after 2.00pm. For those who stayed until 4.00pm, not a drop of rain but a very quick and smooth exit.

Once again, just not enough time to enjoy everything the All British Day has to offer!





1953 Alvis Healey



1912 38HP Daimler





# ‘Gentleman’ Jim Kimberly – Part 2

Concluding an Article by Barry Farr



Jim's 4th Ferrari, a **1953 375MM PF Spyder # 0364AM** which he personally



commissioned, turned out to be spectacular race car as he won 17 out of the 20 races he entered in 1954 resulting in him winning that year's SCCA Class C Modified National Championship as well as the Most Improved

Driver award which was subsequently renamed the Kimberly Cup in his honour. He then entered the car for the March 1955 Sebring 12 Hours but the car was severely damaged when his trailer flipped in a road accident on the way to Sebring. Once repaired, Jim entered it in just 4 events in 1955 before moving it on late that year. Completely restored in 1989 the car remains to this day a blue chip Ferrari of the highest order.







While still owing # 0364AM, late 1954 Jim purchased the ex-Scuderia Ferrari **1953 375 Plus PF Spyder # 0384AM** and entered the 1955 Sebring 12 Hours with Ed Lunkin as co-driver (dnf). Jim raced the car on just 3 more occasions before handing over driving duties to Howard Hively as Jim had purchased and had started racing his 6th Ferrari by then.



Hively had early successes but was plagued by dnfs late 1955 and in the two races he entered in 1956 and 1957. The next owner left the car outdoors to rot over 28 years before it was stolen without engine in 1986. When the car was sold via a broker the owner from whom it was stolen sued the new owner and was duly compensated, however, legal disputes resurfaced in 2004 and continued for some years.



As indicated earlier, mid-1955 Jim purchased, again from Scuderia Ferrari, a **1955 121LM Scaglietti Spyder # 0532LM** which had been driven to 3rd outright in that year's Mille Miglia. In the 3 races in which Jim actually started, all in the month of December 1955, the best result he achieved was 3rd IC in the Governor's Trophy in Nassau. Perhaps like many who drove the 121LM in anger, he did not like its infamously badass characteristics. He did however, enlist Carol Shelby as co-driver for the 1956 Road America 6 Hours but did not start. The car continued to be raced by subsequent owners and was eventually restored (photo next page) and entered in various historic race events and concours displays.





Jim also partnered Alfonso de Portago in a Ferrari works entry 857S Monza Spyder # 0578M in the 1956 Sebring 12 Hours but dnf as it was badly damaged.

For 1957 Jim switched allegiances to Maserati, reputedly partly because it had become more difficult to access Ferrari racing parts out of Maranello and in the US. He purchased a **1957 Maserati 200SI Fantuzzi # 2412** which



was plagued by gearbox and engine failures and a **450S Spyder # 4504** which he raced only once. He sold both cars and retired from racing in 1958.

Into the 1960s and with two marriages

behind him and three daughters, a Palm Beach mansion and a 5 acre country estate in Maryland, Jim now 62 years old in 1969, married 19 year old Jacqueline Trezise whose mother was a French-Canadian who



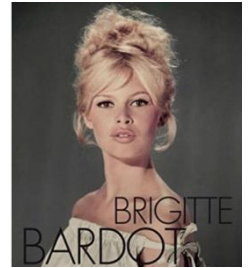
ran her own newspaper in Palm Beach called Ou-La-La and whose father was a Connecticut investment banker. Six years later the Kimberlys began divorce proceedings but reconciled a year later however, controversy arose in 1982 when publishing heir Herbert 'Peter' Pulitzer claimed in divorce proceedings that his wife Roxanne had slept with Jacqueline Kimberly. Then in 1985 Jacqueline, now 35, applied for divorce when Jim stopped his wife's credit cards after it became public knowledge she was sharing Jim's guest house with a 37 year old woman named Susan Lynch. In 1986 a Judge ruled the pre-nup agreement was valid and the following year Jim sold his Palm Beach mansion to friend King Hussein of Jordan and moved to Lake Clarke Shores, Florida where he lived with his 5 dogs, 4 cats and 12 squirrels in his home. It was there where he died of cancer in 1994 aged 86. Jacqueline shot herself to death New Year's Day 2006 while sitting in her car outside her apartment in Wilton Manors, Broward County. She was 55 and left a note saying she was depressed over the death of her long term friend Susan Lynch who had died 6 months prior. NBC made Roxanne Pulitzer's book into a TV movie with Courtney Cox playing Jacqueline Kimberly.

Along with John Edgar, John von Neumann and Antonio Parravano, 'Gentleman' Jim Kimberly played a significant role in establishing and promoting sports car racing in North America in the 1950s including serving as Sports Car Club of America President.



# Star in an Unreasonably Priced Car Boat

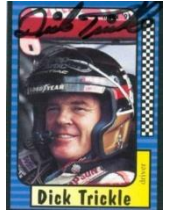
(An occasional feature)



Brigitte Bardot on her Riva 'Nounours'

# What's in a Name?

By Felix Duxlite the Third, aka Colin Allerdice



At a recent TSCC General Meeting, Vice President Terry Daly enquired as to the true identity of **Felix Duxlite the Third**, who had penned an article for Top Gear regarding a mid week Club run. Now we have been generally conditioned to the identity switch of many in the arts, entertainment and music industry. Indeed, one of the most celebrated is Keith Richards of the Rolling Stones. Keith was born Keith Richard but got so sick of people not pronouncing his surname correctly that he had it changed by Deed Poll to Keith Richards.

But what about motor sport, you say?

Well the following article published on [www.lemans.org](http://www.lemans.org) and re-produced here may be of interest: (the comments within the brackets are the author's and the photographs used are independent to the original article).

## DRIVERS OF THE 24 HOURS OF LE MANS

Since the first edition of the 24 Hours of Le Mans, many drivers have elected to participate under a pseudonym in order to keep their extracurricular – and sometimes dangerous – activity secret from family, friends and the public. Their aliases have often been tinged with humour to defuse the reality behind the subterfuge.

Strangely enough, the real name of the winner of the 24 Hours of Le Mans in 1924 with Bentley, **Captain John Duff**, seems made up (it wasn't). Before the war, some drivers adopted a devil-may-care attitude, such as Prince Nicolas of Romania (ran at Le Mans in the 1933 and 1935), Prince Biranongse Bhanudej Bhanubandh of Siam (now Thailand) – who changed his name simply to **Prince Bira** and Marquis Raphael Betyhenod de Las Casas – who went by **Ralph**.

The driver who most valued his anonymity is undoubtedly the banker, Pierre Louis-Dreyfus. He became **Ano** in 1932 and was teammates with **Nime** (actually Tony Schumann) in an Alfa Romeo 8C, before renaming himself **Ferret** and finally **Helde** in the early 1950s (competed at Le Mans 11 times between 1931 and 1955 – Helde was derived from LD (Louis-Dreyfus)).

Then there was the industrialist **Leon Dernier**, **Jacques Seylair** also known as Lucien Langlois and Umberto Castiglioni – who decided on the “moniker” **Ippocampo**. Another famous pseudonym was **Geo Ham** chosen by French native and painter Georges Hamel, who immersed himself in the spirit of Le Mans by participating in the 1934 race (ret. after 44 laps).

Certain elite members of the aristocracy hid behind stage names as well, such as Philippe de Rothschild turned Philippe or Charles de Clareur, known as **Rinen**, not to mention the winner in 1949, Lord Peter Mitchell-Thompson alias **Selsdon**.



Some well known figures in pop culture also opted for anonymity by way of now famous nicknames like Belgian jazz musician Jean Blaton, known at Le Mans as **Beurllys** (whose daughter married Jacky Ickx), with an impressive career and track record, primarily with Ferrari. His fellow countryman Pierre Dumay was called **Loustel**, and both competed in the heyday of gentleman-drivers whose talent rivalled the best professional drivers of that era.

After the war, there was Marie Claude **Beaumont** (Charmasson – the only female driver to have 2 class wins), **Christine** (Christine Beckers – 4 Le Mans starts) and Pierre Bouillin known as **Levegh**, whose tragic fate is forever linked to the catastrophe of 1955. Another terrible death took place three years later when Jean Marie Brousselet, alias **Mary**, had an accident in his D-Type Jaguar.

In 1985, **John Winter**, real name Louis Krages, won the 24 Hours of Le Mans in a Porsche 956. It may be bittersweet, but these days the increasing professionalism of the drivers has all but put an end to the use of catchy pseudonyms.



Clockwise from  
top left:

Prince Bira,

Marie Claude  
Beaumont

Beurllys,

Ippocampo's  
Lancia at Le  
Mans 1952

Mary in his D-  
Type (No.17) in  
1957.

# You can't be serious!





# Ode to a Satnav

I have a little Satnav  
It sits there in my car  
A Satnav is a driver's friend  
It tells you where you are.

I have a little Satnav  
I've had it all my life  
It's better than the normal ones  
My Satnav is my wife.

It gives me full instructions  
Especially how to drive  
"It's thirty miles an hour", it says  
"You're doing thirty five".

It tells me when to stop and start  
And when to use the brake  
And tells me that it's never ever  
Safe to overtake.

It tells me when a light is red  
And when it goes to green  
It seems to know instinctively  
Just when to intervene.

It lists the vehicles just in front  
And all those to the rear  
And taking this into account  
It specifies my gear.

I'm sure no other driver  
Has so helpful a device  
For when we leave and lock the car  
It still gives its advice.

It fills me up with counselling  
Each journey's pretty fraught  
So why don't I exchange it  
And get a quieter sort?

Ah well, you see, it cleans the house,  
Makes sure I'm properly fed,  
It washes all my shirts and things  
And - keeps me warm in bed!

Despite all these advantages  
And my tendency to scoff,  
I do wish that once in a while  
I could turn the damned thing off!



"Strange how everyone driving slower than you is  
an idiot and everyone driving faster is a maniac!"

# Old and News



## Your new Aston Martin – but not as you know it



Aston Martin and Red Bull Racing's ground-breaking new £2.5m hypercar has come a long way since its introduction last summer. It's got a new name, for starters — the appropriately dramatic sounding Valkyrie. Furthermore, Red Bull engineering guru Adrian Newey has been honing the downforce-driven exterior in the pursuit of Formula 1-like levels of performance, while the Aston Martin Design team — spearheaded by Marek Reichman — has developed an LMP1-style interior that's, unbelievably, big enough for two 'large' adults. Other new features on the '95% finished' exterior include minimal exposed headlights and chemically etched aluminium Aston Martin badge, which is a staggering 99.4% lighter than the regular enamel badge. Deliveries of the V12-powered, ultra-lightweight hypercar are slated for 2019 — ample time for other manufacturers to figure out how they will compete with this game-changing machine.

*Photos: Aston Martin*





Views of Sydney in the  
early/mid 1930s

*Left:* Toll collectors on the  
Harbour Bridge.

*Lower left:* Elizabeth Street  
(a policeman talking to the  
driver of a Vauxhall.

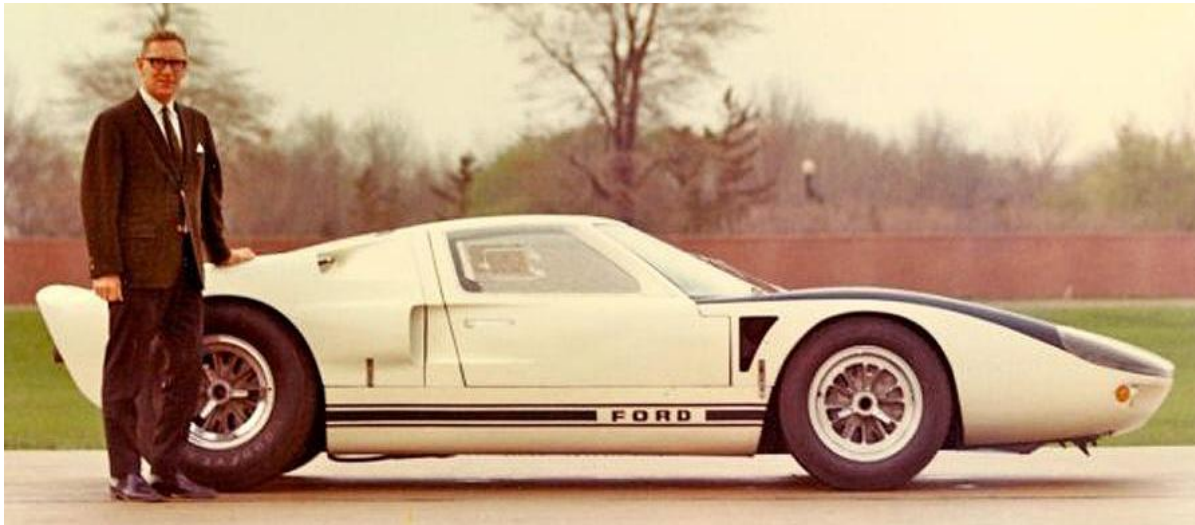
*Below:* Day Street, Darling  
Harbour. (There's a police  
station there now – oink  
oink)



# 'Godfather of the Ford GT40' Roy Lunn: 1925-2017

**CELEBRATED ENGINEER CROSSES THE FINISH LINE AT 92**

AUGUST 16, 2017



Roy Lunn, the “Godfather of the [Ford GT40](#),” passed away on Aug. 5, 2017, after suffering a stroke at the age of 92. His wife of 70 years, Jeanie and two daughters, two granddaughters, a son-in-law and one great-grandson survive him.

Lunn was born in Richmond, England, in 1925, one of three children. He earned degrees in mechanical and aeronautical engineering at Kingston Technical College and was a pilot in the Royal Air Force. When World War II ended, he transferred to the Royal Aircraft Establishment in Farnborough and worked on the design and development of gas turbine generators for the first TurboJet aircraft.

He started his automotive career at [AC Cars](#) as an engineer in 1946, and, in the late 1940s, he became the assistant chief

designer (1947-1949) at [Aston Martin](#) and built two [DB2s](#) that competed at Le Mans. After three years as chief designer and engineer at [Jowett Cars](#), in 1953, he joined Ford of England as an engineer and product-planning manager.

In 1958, Lunn moved to the U.S., taking a position at Ford Central Advanced Engineering. Some of the projects he was responsible for included: [Mustang I](#), [Big Red -- the Superhighway truck](#) and all the GT40 variants.

He left Ford in 1969 to become vice president of engineering at [Kar-Kraft](#) where he oversaw the production of the [Boss 429 Mustang](#) and development of [Mustang](#) concepts with [mid-mounted 429 engines](#). In 1971, Roy was recruited by American Motors Corporation to become the technical director of engineering for Jeep.

A dozen years later, he was responsible for the vehicle that changed the automotive landscape in America and beyond: the '83 [Jeep](#) Cherokee XJ, considered the first modern, lightweight four-wheel-drive unibody SUV. The Cherokee was the first American-branded vehicle to be manufactured in China and a huge success for AMC and then Chrysler. Over 3 million units were sold by 2001.



Lunn is also credited with the [AMC Eagle](#), the first production four-wheel-drive car. He was elevated to chief engineer of AMC and president of [Renault](#) Jeep Sport and centralized all AMC-Renault competition programs in the U.S. Lunn developed the first SCCA spec-racing car in 1983, the SCCA Sports Renault.

Lunn served as chairman of the technical board of the Society of Automotive Engineers in 1982 to 1983. He was elected a Fellow of the Society in 1983.

After retiring from AMC in 1985, he joined [AM General](#) as vice president of engineering to head the Humvee military compliance program for the Pentagon.

In 1987, he retired to Florida and continued to work on automotive projects. Aside from sailing his monohull "Cat" boat built to his specifications, building two houses and playing golf, he authored three books: "[The Oil Crisis: Sooner Than You Think!](#)," "[Globalization - A Worldwide Quest For A Sustainable Future](#)," and "[The World Crisis - It All Started With 9/11](#)." His story about the history of Jeep is still on the drawing board, as are his tireless efforts toward designing a new "Peoples Car" out of entirely sustainable materials.

After relocating to Santa Barbara, California, in 2015, he again set up a working home office and continued development of his new concepts that drew the attention of the local college, University of California, Santa Barbara. Within six months, he was a mentor to their mechanical engineering program, meeting with students weekly to advise and teach them. He was rewarded with an in-depth research project focusing on his plans for the "Peoples Car" and a 3-D model of the concept.

Lunn is one of the industry's original disruptors, the product of an inquiring mind and a relentless ability to use it. He was inducted into the Automotive Hall of Fame in 2016 for overseeing the development of the legendary Ford GT40 -- a car that won the [24 Hours of Le Mans](#) from 1966 to 1969. He felt it was the proudest moment of his life when his peers in the industry recognized his work. His goals throughout his career were visionary, with a clear eye to the future. Lunn was especially proud of the [1967-winning Mark IV](#), the first GT40 designed, engineered, powered, developed and built in the U.S.

By Martyn Schorr



Thanks to Rick Johnson who posted this article from Autoweek e.mag on the TSCC facebook page.

# The End

