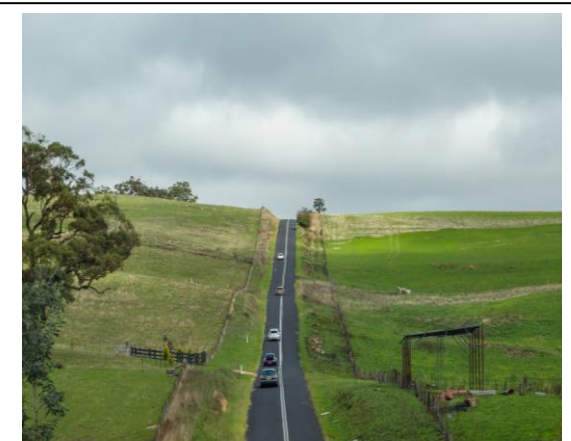


March-April 2017



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



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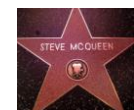
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The deadline for copy for the May-June issue of Top Gear will be 26th June.

And the Lord said unto John, "Come forth and you will receive eternal life." But John came fifth, and won a toaster.

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 3006, Dural, NSW 2158.
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
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](#)

Other Information:

[Administration](#)
[Annual Awards](#)
[CAMS](#)
[Club History](#)
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Top Gear has been continuously published since September 1981.

Office of the President

Barry Farr



For a select group of members, March started with an afternoon of musical culture beside Wallis Lake at Tuncurry. Eighteen of us were pleased to leave wet Sydney behind and find the sun shining over the Opera in the Park. Everyone thoroughly enjoyed the arias and songs from some of the best known operas and musicals, so much so all expressed the desire for something similar next year.

Numbers were down for the March club meeting with 33 attending, no doubt influenced by continual rain however, the March Wednesday run and cruise to Davistown organised by Colin Allerdice was very well attended by 37 members and partners despite the continuing threat of inclement weather.

The weather held good for Tom Aczel's Sunday run to Millthorpe on the first weekend in April which 42 attended including four of Tom's guests. It's always a great drive beyond Lithgow along Magpie Hollow Road past Lake Lyell and along Sodwalls Road through Tarana where everyone just had to stop for coffee and cake and huge muffins.

There has been a number of proposals to build new motor racing circuits in NSW over the last couple of years and now Circuit Italia, a 2.9km track at Port Stephens, has received Council approval allowing construction to commence in April. Built to FIA Grade 2 specifications, the 14 corner circuit features 40 metres of elevation change and will be eligible to host all motor racing categories except Formula 1. Damien White has been

recruited from V8 Supercars to head up the commercial and marketing side of the business.

You may or may not be aware that V8 Supercars is majority owned by venture capitalist Archer Capital, who purchased its 65% interest in 2011 and is run by ex Network 10 boss James Warburton. Now, 10 Network, Fox Sports and unnamed global parties are rumoured to be in the running to purchase Archer Capital's shareholding.

A score of members attended the Tesla event mid-February along with Aston Martin members, two of whom are believed to have ordered Teslas on the day. Elon Musk still has a challenge of timely delivery of the Model 3 as he continues to spread himself far and wide. In addition to manufacturing mass market electric vehicles through Tesla his other companies are SolarCity providing solar power and large batteries to store that power, SpaceX building a rocket to colonise Mars, Hyperloop developing a super high speed train and now Neuralink creating cranial computers that



upload and download human thoughts. There appears no limits to this 45 year old futuristic businessman.

Back to day to day earthly challenges - our car industry and the wider motor sector are under further threat from Australia's 5M millennials (18-34 year olds) who in the main are not interested in car ownership but will



adopt car sharing and driverless cars. Already 1M millennials use Uber and more than 100000 now use car sharing services in Australia.

For those who may have tuned into 2GB in the 1970s when talk-back radio was in its infancy, you may remember Jeremy Cordeaux. Well, he's one of us - he loves classic cars and has around 20 of them. Jeremy started as a copy boy at 2GB and rose to be the talk-back breakfast radio king before moving to Adelaide in the late 1970s where he purchased a large property in the Adelaide foothills. His luxury garage, which also houses a studio and library, includes Rolls Royce, Volvo P1800, e-type Jaguar, sidevalve Morris Minor, Fiat 500 and a couple of Ferraris. He also collects model ships, radios, cameras and books. Now 71 years old he's back on radio at 5AA Adelaide the last 5 years.

Somewhat reflecting the times, I received notice this month that one of the classic car magazines to which I subscribe is ceasing publication. Hemmings Sports & Exotic Car has succumbed to the headwinds of digital media and news stand supply chain struggles resulting in its business case no longer making sense. The parent company Hemmings Motor News, is however financially strong and will supply the former's 55000+ subscribers with an alternative publication.



Lastly, I must express a sense of disappointment in the apparent lack of enthusiasm among the majority of members to volunteer to do anything at all for the club. This is even more grating since the membership now stands at 100+ with many new members having joined the last few years. This year, for the first time, enough volunteers could not be found to organise all of the ten Wednesday lunch runs and earlier this month a volunteer was not forthcoming at the April 2 Sunday lunch run to do the writeup of the event. Consequently, Colin Allerdice who does a lot for the club, put his hand up in the absence of anyone else.

Yes, this is a great club and the extensive and interesting calendar of events goes a long way to making it a great club but it should not be left up to a handful of members to organise and report on the events that all members have the opportunity to enjoy. Please give a thought to putting a little back into the club from time to time.

Ciao for now.

Two-finger Typing

Stephen Knox



What's round and black and stuffs goanna's?

Tyres of course, those cost-too-much, wear-too-quickly essential items on our cars that influence the handling and enjoyment of a car more than almost any other component.

At the recent Tesla drive day I told a fellow club member that I was fitting a new set of tyres to my Ferrari, following the unexpected journey into a crater on the road to Pitt Town. He suggested Michelin but I said no, it's an Italian car, I want Italian tyres.

"Do you realise that Pirelli tyres are made in China?" he asked.

I was caught on the back foot as I had no idea where tyres were made. I countered with the remark that Michelin were probably also made in China but he said no, they're made in France.

I did some research and here's what I discovered.

I'll start by saying that my friend's comments and my rather feeble response were both right and wrong.

Where are tyres made?

I am indebted to Peter Gallagher, the principal of Jax Spinning Wheel Tyres at Waterloo (02 8396 7888) for much of the information. Peter, who has been in the industry for many years, has forgotten more about tyres than

most 'experts' will ever know. He tells me that there are hundreds of factories in China producing tyres, from pram tyres and retreads to top quality brands. The top ones, numbering about 50 and including all the well-known brands, are as good if not better than those produced elsewhere, particularly as some are equipped with more modern machinery than some out-of-date facilities in other countries.

The second tier of factories, another 30 or so, produce cheaper tyres of the kind often discounted by tyre chains, sometimes as home brands. They are good tyres, well-priced, but they are not as good as the majors.

The third tier, representing about half of the total, produces some very questionable products. It is not unknown for the tyres to have counterfeit names, including all the well-known ones, and to display false approval and date stampings. These are rarely if ever sold in Australia, certainly not legitimately.

(Peter sought confirmation on some matters from the top tech man in our part of the globe for Pirelli, Simon Pool. When F1 tyre testing was being done some years ago and Pirelli gathered all of their tech gurus in Europe to develop the new tyres, he was assigned to Vettel and Red Bull who were the world Champions at the time.

He said that China has a 20% overcapacity of tyres and in 2015 'only' exported 44.451 million pneumatic tyres in 2015, down 6.6% compared with 2014. The export value of these tyres was \$US13.846 billion, down

15.1% over the same period. Interestingly, part of the reason was because in August 2015, in China’s biggest export market, the United States Department of Commerce issued an anti-dumping and countervailing duty (ADD/CVD) case on China passenger and light truck tyres, increasing tyre prices by 39%. *Sounds like the Obama administration was taking measures to Make America Great Again.*)

I found that Pirelli has 21 plants in countries that include China, Mexico, Brazil, Venezuela, the United States and Europe. By understanding the codes on the sidewalls, I found that my Pirelli PZeros were made, not in Italy, but in Germany. Peter tells me that all Pirelli performance tyres are made in Europe. However, the company is starting to make PZero tyres in China for original equipment on some Chinese-made cars.

The story for other manufacturers is similar. Michelin, the world’s largest producer of tyres, make more than 184 million tyres a year in 68 factories in 17 countries including France, Italy, Germany, Spain, the UK, Japan, Canada, the USA, Brazil, Thailand, India – and China.

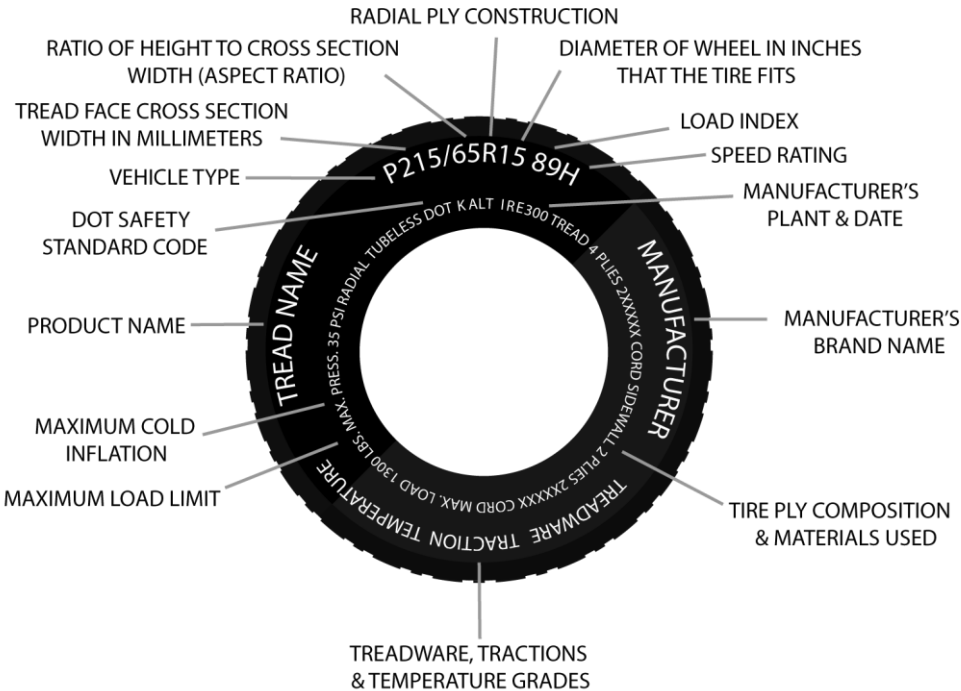
Sadly, Australia’s last tyre factory, Bridgestone in Adelaide, closed in 2010.

The country of manufacture is shown in code for on the tyre. Click on the following link for the full list:

<http://www.tiresafetygroup.com/tire-dot-plant-codes-sorted-plant-code/>

How to read tyre codes

There is a volume of information on the sidewall, from the date and place of manufacture (see above), to speed and load ratings and, for those that have directional tread, which side goes in or out. Here is a brief overview, followed by a list of speed ratings.



SPEED RATING	(KM/H)	(MPH)	SPEED RATING	(KM/H)	(MPH)	SPEED RATING	(KM/H)	(MPH)
A1	5	3	D	65	40	Q	160	100
A2	10	6	E	70	43	R	170	106
A3	15	9	F	80	50	S	180	112
A4	20	12	G	90	56	T	190	118
A5	25	16	J	100	62	U	200	124
A6	30	19	K	110	68	H	210	130
A7	35	22	L	120	75	V	240	149
A8	40	25	M	130	81	W	270	168
B	50	31	N	140	87	Y	300	186
C	60	37	P	150	94	(Y)	300+	186+

The ‘Manufacturer’s Plant and Date’ shown above is a code indicating the week number and year of manufacture. In other words, the code 2615 means the tyre was made in week 26 of 2015.

Run-flat tyres

While we're on the subject, I've just bought my first car with run-flat tyres and I was interested to know more about them.

About 25% of cars built today wear run-flat tyres. Manufacturers are keen to save the weight and cost of a spare wheel and the space it takes up. If a run-flat tyre is punctured, even if it loses all pressure, it can be driven for up to 150 kilometres at 80kph.

They work by using a much more robust sidewall construction. The stiffer sidewall is able to support the uninflated tyre temporarily. However, driving on it without air pressure destroys it. The sidewall structure is Kevlar which is immensely strong in tension but cracks when placed under compression, bending like knuckle joints in a closed fist.



Like most things in life, there are pros and cons. The pros include;

- Eliminating the spare wheel means a saving of weight and cost.
- The need to stop in a dangerous location to change a tyre is removed. This includes women (and men if they're honest) who no longer have to stop in a dark, isolated place, not to mention deal with the physical difficulty of jacking up the car and changing the wheel.
- The sidewall is stronger so able to withstand impact damage.
- No spare in the boot, particularly one lying horizontally, means less resistance to progressive crumple in the event of a rear-end impact.

The other side of the argument goes like this;

- They cannot be repaired if they have been driven on while flat.
- They give a stiffer ride because of the casing strength. Cars fitted with R-F tyres have softer suspension to compensate.
- The cost is higher although competition is driving that down.
- Availability can be scarce, especially in remote areas of Australia.

So there you have it. Well-known brands are built to international standards no matter where they are made, avoid brands like Goodtime Rubber Company* (Vietnam), get to know your car's tyres and their fascinating history. And if you're still concerned about tyres made in countries like China, spare a thought for the Formula 1 drivers. Pirelli has the exclusive contract to supply tyres for the F1 Grand Prix and all those tyres are made in Romania!

*This company may well make rubber products other than tyres!

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.)

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>
	22	Formula Ford Experience <i>Jeremy Braithwaite</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* <i>Laurie Bromley</i>
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* <i>TBA</i>
October	08	Kurrajong C & C*
	11	Club Meeting
	15	POO Day <i>Terry Daly</i>
	18	Wednesday Run* <i>TBA</i>
	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* <i>Barry Lunn</i>
December	02	Christmas dinner/awards <i>Terry Daly</i>
	10	Kurrajong C & C*



A wonderful shot of
Goodwood taken by
ex-Sydeysider,
Jayson Fong



The Thoroughbred Sports Car Club has been accepted as an exhibitor at this year's Wings Over Illawarra on the weekend of 6th and 7th May. This is arguably the best air show in Australia and is right on our doorstep. Although the programme has not been announced yet, previous displays have included flights by more than twenty aircraft including one of the only 1955 Lockheed Super Constellations flying in the world plus military jets, seaplanes and helicopters.

Our club's registration includes **free entry for car and driver** and, although you can go on Saturday, Sunday or both days, the official TSCC display will be on the Sunday.

If you take a passenger you will need to purchase a ticket either on line or at the gate. The price will be from \$30 to \$45 (see the website for details).

Make your own way there. As we get closer I hope to have more details on entry gate, etc. Lunch will be available for purchase on site.

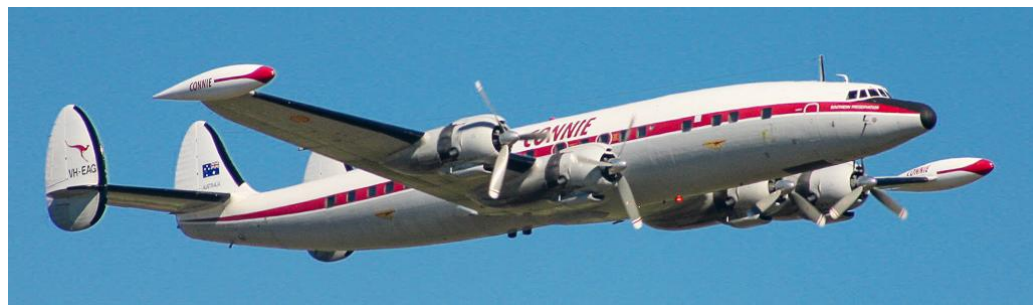
DON'T DELAY IN REGISTERING AS SPACES ARE LIMITED

11

Each car has to be registered with the organisers by clicking on the following link: <http://www.wingsoverillawarra.com.au/page/classic-motor-clubs>

While you're at it, have a look at the WOI website at <http://www.wingsoverillawarra.com.au/>

It's a great day out with a lot happening, so let's put on a display to truly represent our club.





**TSCC WEDNESDAY RUN TO
SOUTHERN HIGHLANDS
WITH OPTION O/NIGHT STAY**



17TH MAY, 2017

**DEPART McDONALDS/GLORIA JEANS, NORWEST MARKETOWN
CENTURY CIRCUIT OFF NORWEST BLVD, BELLA VISTA 10.00 AM
DESTINATION for lunch is BRIARS HISTORIC INN, 653 MOSS VALE RD.
BURRADOO**

THIS IS A 120KLM TRIP AND SHOULD TAKE YOU 1 ½ HOURS DRIVING TIME.



Driving instructions will be
handed out on the morning.

**AFTER LUNCH, A SHORT DRIVE TO
LINK HOUSE, 17 LINKS ROAD
BOWRAL...10.5 KLM.**



THERE ARE ONLY **17 ROOMS** IN TOTAL IN THIS BOUTIQUE HOTEL.
A RATE OF \$180 PER ROOM HAS BEEN NEGOTIATED, WHICH INCLUDES
A LA CARTE BREAKFAST AND THE USE OF THEIR LOUNGE FOR PRE
DINNER DRINKS AND NIBBLES. YOU CAN BYO OR BUY AT THEIR BAR.

AN EVENING MEAL WHICH IS LIMITED TO 40 PEOPLE WILL BE SERVED AT A COST
OF \$55 P/P FOR 2 COURSE ALTERNATIVE DROP – ENTRÉE PLUS MAIN.

PLEASE BOOK YOUR ROOM ASAP

PHONE ROBERT ON 02 48611977 AND THEN LET JACK KNOW BY EMAIL –

jennyvandiack@gmail.com or 0414387944





FORMULA FORD EXPERIENCE

MONDAY 22ND MAY 2017

Sydney Motorsport Park a.k.a. Eastern Creek



If you enjoy driving and have never driven a single seater race car before you really owe it to yourself to do it once in your life.

Join other club members at Eastern Creek at 10 a.m. For your choice of 5, 10 or 20 laps of the South Circuit. If the 10 a.m. Session fills there are other sessions at 8, 12 and 2.

You will receive:

- Real, unmodified racing cars, as raced in the FF Championships
- Run on Sydney Motorsport Park's, Corporate Hill Section of the South Circuit.
- NO rev-limiters -- drive the car to your limits
- Includes driver instruction by real race car drivers
- Coffee, tea and water supplied
- All Race and Safety Equipment provided: helmets, race suits and boots

The FF Experience is run by Tim Beale's Anglo Australian Motorsport , a consistent front running team in the NSW championship. You will drive the same race cars that run in the championship.

A comprehensive driver briefing is supplied to ensure a safe experience, overtaking is permitted in a designated area on the track, but if you bend it you'll pay to fix it.

If you'd like to join us you need to let Jeremy Braithwaite know you are coming on 0416 222 112 or via email at:

Jeremy.H.Braithwaite@gmail.com

You also need to call Debbie at Anglo on 1300 121 886 and let her know how many laps you are going to do and pay her some money.

Weekday	Price
5 Laps	\$259
10 Laps	\$379
20 Laps	\$599
2 seater -- 4 Laps	\$179
Combo 5 laps + 2 hot laps	\$379





TOP SECRET



On the weekend of July 15/16, TSCC members are invited on a Mystery Weekend. Full details are as follows:-

- We will meet at the beautiful [redacted] with directions sent to approved personnel only. Time of departure will be 6:00 am sharp.
- The drive to lunch will be free of freeways and take participants through the beautiful countryside around Alice Springs.
- Participants will be able to choose from a number of cafes for lunch in the historic town of [redacted].
- There will be an opportunity in the afternoon to visit the fascinating display of [redacted] at the renowned [redacted].
- Accommodation will be in the beautiful resort town of [redacted] with time for refreshments before dinner.
- A short walk from the accommodation will take participants to a special activity which will include a sumptuous [redacted] dinner and entertainment.
- There will be a leisurely start to Sunday's activities with a short drive to lunch at [redacted] in the beautiful Alice Springs. There are coffee shops along the way.
- The official part of the tour will come to an end after lunch.
- The number of entrants will be limited by the availability of rooms (25) on Saturday night. First in, first served.
- Costs will be morning coffee each day (optional); your choice of lunch on Saturday ; entry fee to an attraction (optional) on Saturday afternoon @ \$12 per person; accommodation on Saturday night in a resort-style facility @ \$220 per room (breakfast optional extra); seafood dinner on Saturday, a 'moveable feast', with entertainment @ \$63 per person; lunch on Sunday in a special location @ \$40 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 \$426* to the Thoroughbred Sports Car Club, BSB 032 282, account number 135873 and mark it MW (for 'Mystery Weekend') plus your surname.** (i.e., if your name is Frankinsquinter, mark it MW Frankinsquinter).

RSVP 15th May unless the available accommodation is filled before then. After that date, opportunities to participate will be sent to those people on the waiting list for membership.

*Your payment comprises accommodation \$220, Saturday dinner/entertainment \$126 (for two people) and Sunday lunch \$80 (for two people). If you are travelling solo, call or email me and I'll work out a single price.

RMS Workshop Discussion re NSW Conditional Registration - by Barry Farr



On Wednesday evening 1 March, 40+ car club representatives attended a meeting at the Royal Automobile Club of Australia (RACA) which was organised by the RACA Motoring Group for the RMS Executive Director, Compliance and Regulatory Services, Melinda Bailey, to speak about the work of RMS and comment on the RMS' views of the HVS and the CVS. Melinda was accompanied by Matthew Cafe, a 20 year veteran of the RTA/RMS, and expert on the HVS and CVS. Melinda indicated she had come from industry (Rio Tinto in the Middle East and more recently from Queensland) and joined RMS just over a year ago. She also indicated the organisation had followed the banking industry in turning the old RTA into a more friendly, welcoming and customer service oriented RMS.

Historic Vehicle Scheme (HVS)

- 30000 vehicles on the log book scheme with very few issues
- modifications allowed restricted to seatbelts, turn indicators, period accessories and options and LPG conversions
- should always use an approved pink slip provider
- maintenance days are not required to be counted in the 60 days allowance - either pre-notify the club plate registrar or enter it on the log book but don't count it in the 60 days allowance. The RMS will review the explanation of this aspect on the log book schedules as well as the headings.
- no intention to lower the minimum 30 years old requirement
- quite a number of queries about having to relinquish or store at an annual cost personalised plates. May be possible to reproduce personalised plates with an historic designation but as 'My Plates' is

privatised, this would be at a cost to the user as would changing the colour from purple

- will seek feedback from the clubs prior to the current scheme's October 2017 end/renewal date
- no issue in driving across State borders on such plates

Classic Vehicle Scheme (CVS)

- around 100 vehicles on this scheme so far. Permissible modifications are defined clearly in clause VSI 6 and must be ratified by way of a blue slip
- replicas date as per the year of build irrespective of the year of the model on which the replica is based
- replicas 30 years old must conform with the ADR rules of that time
- RMS catching out and cancelling the registration of many H plated modified vehicles by way of car shows, car magazine photos etc.
- modifications must relate to the model of that relevant period and reference to the RMS regulatory ADR standards.



Opera By(?) The Lake – 4th March

Words by Ron Powell, photos by Jeni Smith



After many days of heavy rain, TSCC event organisers, Dott and Barry Farr, feared it might be Opera IN the Lake!

No, the event will proceed 'rain, hail or shine' the organisers told Barry, so early Saturday morning saw 9 couples head off to Forster/Tuncurry through, at times, torrential rain, thankfully abating in time for most of us to leave the Highway and enjoy a lovely scenic drive on the Lakes Way.

Weather forecasts perhaps determined choice of vehicle for most, with only 2 'proper' thoroughbred sports cars (the Farr's Ferrari and Harris/Powell's Aston Martin).



The musical event was very well organised. For an hour a string trio rendered classical standards with some of Vivaldi's Seasons being played out at the al fresco venue on the shores of Wallis Lake.



Additional entertainment was provided by the locals. A flock of dozens of pelicans spiralled ever upwards on a thermal to become tiny specks. The

thermal also caused the clouds to part and suddenly, clad to ward off cold, windy weather, we started to bake!

Immediately we were saved by dozens of local and St John's Ambulance volunteers with copious quantities of chilled water.

The first interval was to restock on beer, bubbles and cheese. Mercifully shaded by clouds, 6 young energetic, enthusiastic opera singers from Voci Stupende Opera Company thrilled us with old favourites from Carmen, the Pearl Fishers duet and the old Nescafe ad, Flower Duet from Lakme.

Second interval. The sky said 'buy your ponchos'. They were needed. The show went on. I didn't hear any of our 18 say they hadn't thoroughly enjoyed almost 4 hours of entertainment and would recommend it to others next year.



Time for dinner at the Spice Monkey. More torrential rain saw local maxi taxis ferry the Breens, Clares, Daleys, Elphicks, St Julians, Smiths and Walkers (Lorraine and Adrian) for a great meal.

Sue and I had to leave early on Sunday but met up with Robyn and Terry at a great café (Myalla) in Bulahdelah and so missed the fun back in Forster where Jeff Breen almost stopped Judy giving a nearby pigeon a small piece of her breakfast and narrowly escaped their own 'birds' terror moment because of electric windows and central locking (said Jeff).

We are all very thankful to Dott and Barry for organising a great weekend.



Central Coast Cruise – Wednesday 15th March

Words by Colin Piper, photos by Colin Allerdice



“Beware the Ides of March”

As I write these words, exactly one week after the Ides of March, looking out the window I observe the same weather as we were all experiencing on the run up to Woy Woy last week. Thirty-seven souls braved the storm and tempest to take part in Colin Allerdice’s well-organized run. Not everyone met at Maccas at Mount Colah, a few went direct to the Woy Woy Ferry Terminal, more of which anon.

One of the talking points at Maccas was the amount of traffic experienced in just getting to Mount Colah; Gary and Wendy Maher, if I remember correctly took 15 minutes to travel about 50 metres immediately after leaving home. Gary also confided that he set a new fastest time of the day (certainly a new class record?) in his run up the Galston Gorge...he arrived at Maccas just in time to for our nominated departure time of 09:15. Wish I had been a spectator on the ‘hillclimb’ to see Gary hustle the rather large Volvo sedan up the hill! Yes, you read correctly, Volvo sedan. On our trip from Lane Cove I said to Jan that I didn’t think there would be any exotics or historic registrations on the run due to the shocking weather. I was wrong of course. The Thompsons pretty Alfa Giulietta was parked at Mount Colah on historic plates, the Knox’s’ had their new BMW Z4 out for the day and the Bromley’s’ Stag was also parked in the rain, but generally, the daily drivers were well in evidence. That said there were some highly desirable DDs! Terry Daly mentioned that he had intended on bringing his TR6, but rolled up in his CLS500 (I think that is the correct nomenclature).

After a questionable (in my case) coffee, the convoy headed north up the freeway, the thought of a lovely top down run up the old Pacific Highway was just that, a thought.



On reaching Woy Woy, the heavens really opened, not that they hadn’t been for most of the way, but it absolutely poured as we were arriving. We witnessed Laurie Bromley exit his Stag to retrieve the umbrella from the boot only to get drenched in the process; he, like us opted to park in unlimited areas a fair way from the wharf with its attendant 2 hour parking limits, though one did consider the fact that no parking rangers in their right mind would venture out in those conditions...still...law abiding citizens that many of us were on the day...no names, no pack drill. Reaching the wharf trying to avoid getting soaked we did notice Marie-Louise’s black Lexus and Liz Kornhaber’s Commodore on pole position almost at the end of the gangway, and deservedly so.

Boarding the ferry “SARATOGA” at the Woy Woy Ferry Terminal we were greeted by ‘captain’ George Conway, who it transpired owns a TR6, and for the next hour and a half we enjoyed the scenery afforded us in the Brisbane Water. The Saratoga had a large rear outdoor section as well as a snug and warm interior and the TSCC members generally gravitated to one section or the other. We opted for the ‘outdoor’ experience...it was not cold, but from time to time it was very wet and we huddled along the centre line of the boat to avoid the rain. Laurie Bromley (I hope he didn’t catch pneumonia) was still well damped down after his umbrella-extracting activity earlier but he too braved the great outdoors.



Brisbane Water is not one that I am at all familiar with and I, like most of us, found it most interesting. Captain George kept us well informed with what we were seeing and filling us in on the history of the area. We travelled all the way down to just beyond Ettalong where the Brisbane



Water meets the Hawkesbury River and opens out on the opposite side into Pittwater. We had views, between showers across to Lion Island and the Barrenjoey Headland. We motored under the “Rip Bridge twice, I remember this being mooted when a cousin of mine (who had a Mk IIIa Sprite) lived at Umina in the very early 70s. I think this was the first time I



had been up that way since. There were some waterfront 'palaces' as well as some of the original fishermen's cottages along the shoreline. It seems that when these old places were being erected, the pioneers used to load the building materials on boats at Woy Woy and erect the dwellings at weekends...road access was unavailable in that time. Have to add there seems to be plenty of asbestos fibro around! Shacks of their era I suppose.



Wagstaffe



Lion Island under threatening skies

"Saratoga" eventually berthed at Davistown wharf where there were 2 courtesy buses waiting to transfer us to the Davistown RSL for lunch. A few walked the 500+ metres to stretch the legs, and take in some watery sunshine, which was now valiantly trying to break through.

A lovely club; lunch was an alternate drop of Roast Pork or Fish and judging by the level of conversation around the tables, everyone was truly enjoying both themselves, and the lovely view out over Kincumber Broadwater. I had intended moving around the tables a bit but just as desert had been devoured, in the midst of all this bon-hommie, Colin appeared and alerted us all that there was a ferry (not a charter this time but a regular time-table run) in about 10 minutes at 1:15...the next one would not be for an hour later. There was a mad scramble and those that wanted to leave then did make it in the nick of time...the walkers (brisk walkers at that) to the jetty thankful that those that travelled on the courtesy coach prevailed on the skipper to wait for the line of people looming into view on Pine Avenue.

Another pretty ferry run this time...a regular boat not the larger "Saratoga" took us a different route back from where we started at the Woy Woy Terminal, arriving there under what are best described as threatening skies!

We made it back to the car, just as the rain started again. Jan and I decided to head straight home and not visit the Gosford Classic Car Museum. I was there last year with the MX5 Club on a day that after a lovely 'al fresco' run up the old highway, but on reaching the traffic lights at Gosford the heavens opened, and stayed that way for the rest of the day. The journey home was the 1st and only time I have driven so far with both the top up, and the wipers and ac at full blast!

Finally, it says a lot for the TSCC that so many members, as well as the Leggott's two overseas visitors committed to the day, foul weather notwithstanding. Maybe Anne and Dave were more used to such weather in the UK. Yes, most of the classic cars stayed under cover (rightly so in my view) but the sense of "making the most of it" that was evident on the ferry trips I am sure pleased out organizers, Colin and Maria Allerdice. A lot of work had gone into the organization for what was a most enjoyable day. Thanks to you both.

List of attendees supplied by Colin Allerdice

Colin and Maria Allerdice
Robin and Terry Daly
Malcolm and Margaret Stephen
Liz Kornhaber and Geoff Scott
Bruce Richardson
Lloyd and Betty Thompson

Jan and Colin Piper
Ron and Jenni Pulling
Jeff and Judy Breen
Kevin and Robyn Leggott
Anne and Dave (from the UK)
Neil Mason
Fran and Laurie Bromley

Maggie and Derek Scott
Marie-Louise Howard and Trish McAndrew
Barry and Gail Christmas
Gary and Wendy Maher
Pam and Norm Johnson
Stephen and Jill Knox
Jim Catts

Part 2 of the Central Coast Cruise

Words & photos by Stephen Knox

An optional activity of Colin's Central Coast Cruise (CCCC) was a visit to the Gosford Classic Car Museum (GCCM). A few of us went along but I suspect that many members have already seen it. I hadn't, so after depositing Jill in front of a vast Spotlight store, I went in.

The story of how this remarkable facility came into being is fairly well known by now (see Barry Farr's President's Report in TG March-April 2016)

PS: Those of us that saw the TV News the following day will realize that in the early afternoon of the Thursday, there was a tanker 'incident' which closed much of the freeway from the Central Coast to Sydney for several hours...naturally a feature of the story was the long traffic queues! We were fortunate it happened on the Thursday and not on the "Ides of March".



but nothing really prepares the visitor for the sight of 400+ cars filling an old Bunnings Warehouse, inside and out. Further inspection provides some varying reactions, however.

I've heard it described as the only car yard that charges an entry fee and, as I understand it, some, if not most or even all the cars on display are for sale. Indeed, some even have price stickers on them, but these are not in

the main body of the museum and tend to be duplicates, sub-standard examples or unwanted models.



So, as an eclectic display of cars that range from the ordinary to the very rare, from the prosaic to the fascinating and from 'affordable' to anything but, it is a mind-blowing place to be. But after a while I began to notice what was not there. For example, while most cars have descriptions in front of them, they are very brief, sometimes only showing the car make and model. Is that because they are not expected to be there very long and hence not worth the effort or will these histories be expanded in time?

There are very few pre-war cars. That's fine, if the museum specialises in post-war cars, but this one seems to try to be all-encompassing.

A good museum has a theme but I could not detect one here. The impression is more that they have bought whatever they could and that means a preponderance of later cars. Maybe this balance will alter in time. (There is one theme that I found very interesting but it was given the poorest display area. It was the 'Communist collection' and comprised cars that most of us have never seen. The cars looked very unloved.)

Of course no museum can hold every car, which is why most have themes upon which they build. For example there were Jaguars but no C- or D-

Types, genuine or replica. There wasn't much about the Australian motor industry, except for a few individual locally built cars.

There were no dioramas, except for a half-hearted attempt to display some 'barn finds'.

Also, the atmosphere would have been improved by showing videos or having a thetrette with historic films on loop.



Criticising the GCCM is a bit like complaining that there were too many prawns in a seafood buffet. However, after my first visit, my opinion is that it is a great display of cars, not to be missed, but it's not a great museum – yet.



Run to Millthorpe – Sunday 2nd April

Words by Colin Allerdice, photos by Jeremy Braithwaite



HEADLESS BODY IN TOPLESS BAR

Now that's a headline to get attention!

It ran on the New York Post's front page on 15 April 1983. It was as witty as it was horrific and it expressed, with unflinching precision, that city's accelerating tailspin into an abyss of atrocious crime and chaos.

But this is a report on TSCC's Sunday 2 April 2017 "Run to Millthorpe" ... crime ... chaos ... at Millthorpe?

So to get context, we must start at the beginning.

The "Run to Millthorpe" was organised by the most caring of TSCC volunteers, Tom Aczel, capably assisted by his wife, Ged. No sooner had the "run sheet" been issued, it had to be retracted and a new one issued due to the running of the annual Blayney to Bathurst bike race on the same day. That "run sheet" subsequently got further updated to advise of a dirt section of road and other hazards.



Tom's final route started at Kurrajong and took us up to Lithgow and then, via a plethora of Central West back roads, to Bathurst via Tarana. From there it was a straightforward journey to

our destination – the historic village of Millthorpe.

The weather forecast for the day was more hopeful than promising, given the amount of rain Sydney had been experiencing.

Lunch was at the Cork and Fork Restaurant within the Commercial Hotel, to which all run participants, had provided their complete lunch order some days before. The C & F was said to seat 95 offering inside air conditioned dining or an outside garden area. Whilst our 42 were allocated the garden area and finally seated, we were, at the very least, all together and Tom had kindly evoked the spirit of Vern Kelly with the weather.



Management had a unique style of serving lunch – no doubt as a result of trying to satisfy the hungry 42 – they served all the hamburgers, then all the chicken, then all the steak, then all the fish, then all the salads, then all the pizza's, etc, etc.

Overall, the meals were OK, albeit rather slow and disjointed in coming out and some entrees were mixed up as mains, all of which played on Tom's

frustration levels. That said, little was left uneaten – indeed, any seagull flying west for the day would have gone “chipless”.

Prices were very reasonable.

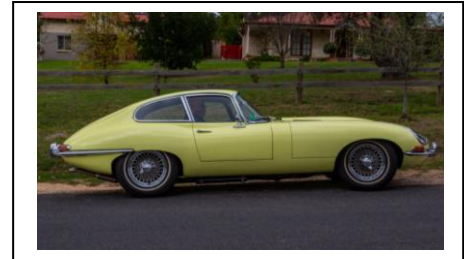
A quick tour of the Millthorpe Markets saw most of us on the road heading home, whilst some others took the leisurely option and returned home on the Monday.

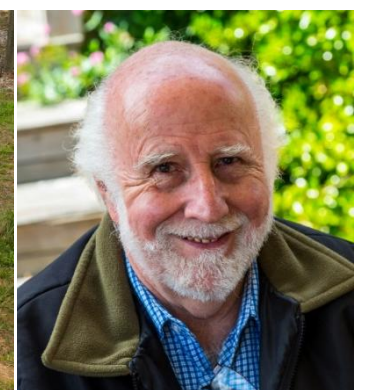
So .. crime and chaos in Millthorpe? There was no crime that one could easily detect but there was certainly chaos aplenty in that restaurant. A more suitable headline may have read ...”Head Body in Leaderless Pub”.

But more appropriately, from both an organisational and a consumer level, we should all just quietly reflect on that icon of a headline and realise that in the hospitality industry things can happen over which you have absolutely no control. Another great TSCC event! And well done, Tom!



Those attending were: Greg and Chee-Mei Gibbons; Peter and Margaret Simms; Derek and Maggie Scott; Peter and Jelly Van Dyke; Marie-Louise Howard and Michael; Craig and Debbie Shiel; John and Val Dixon; Colin and Jan Piper; Keith and Carolyn Reynolds; Barry Farr and Dott Forester; Terry and Robyn Daly; Jeremy and Julie Braithwaite; Peter and Robyn Wards; Roger and Pat Korte; Lloyd and Betty Thompson; John and Margaret Moody; Geoff Scott and Lizzie Kornhaber; Colin and Maria Allerdice; Tom and Ged Aczel; Mark Wellard and Andrew Buick (non members); John Burns and John Darcy (non members).





Run to the Settlers' Arms Inn, St Albans – 19th April

Words and photos by Terry Daly



One couldn't have wished for a better autumn day for a drive in the country and the road to St Albans is just a perfect place to take your car for a run. Surprisingly there were very few cars on the road which enabled both the driver and the passenger to enjoy the beautiful surroundings. And to make it just that little bit more pleasant the river was at full tide which made the crossing at the Webb Creek ferry so much easier.

Two starting points were organised, one at Macca's Dural and the other at the Kurrajong Village with all roads leading to Wiseman's Ferry and then onto St Albans. Most members have been to St Albans before so no route instructions were issued. The drive from Dural is approx. 60k and about the same from Kurrajong.

The Settlers Arm Inn is such a wonderful old building in a very historic part of Sydney and the photos on the walls reflect the history of the area. TSCC members were originally positioned inside the old hotel but with perfect weather we were relocated into the garden under a large tree, the whole 40 of us!



Members were pre warned re the slowness of service so everyone grabbed a drink and settled into hours of conversation. It is a pity that such a great hotel in a great location cannot get its customer interface quite right. If I

were running the hotel I would have less of a selection on the menu and another person on the counter. It didn't matter as everyone had a great time. As for the meal, I would say just average.

So who drove what on this Wednesday club run? Firstly, Stephanie Clark had the whole Clark family driving two drop-dead gorgeous Aston Martins, a DB4 and a convertible V8 Vantage. For those who don't know it was Roland Clark who originally came up with the



idea to have a monthly Wednesday club run. Darryl and Andra Pike had there recently acquired Jaguar XK150 convertible, Rob and Sue Clare had an XK140 Coupe, the Moody's their Mark 2 and I had my Jaguar E-Type



FHC and that finished off the Jaguar party. Four Porsches were present, two Boxers and two 944s, whilst BMW were represented by Ian Norman's 3 Series convertible, the Allerdice's M series



Coupe, Colin Watts 1 series, the Breens in their 635 and the Sims and the Smiths in 5 Series BMWs. And for some reason the hotel owner was very interested in Lindsay Day's Stag. Colin and Jan Piper arrived in a red MX5 convertible, the Van Dyke's in their Merc whilst Gary Maher stayed true to Volvo. Also present was a BRG

Morgan.

Around two in the afternoon a few large black clouds appeared overhead causing an abrupt end to lunch as we all headed off for the 21k drive to the



ferry. It seemed we all avoided the rain but some of us didn't avoid the portable toilets. Two toilets were on the back of a trailer being towed behind a Toyota Hi-Lux. The rear most toilet has a large sticker on it stating 'out of order' and that toilet was right in front of the Pikes

on the Webb Creek ferry and out of order it was! The smell wasn't Chanel or YSL!

Following the toilets off the ferry were the Days in their Black Stag , followed by the Dalys in their gold E-Type and then the Pikes in their red XK150. And guess what happened next - the door on one toilet flew open. All I will now say is that the driver was very courteous and pulled over and let the three of us past!



Thus ended another drive in the country.....



Alfa Romeo Resurgence

By Barry Farr



It's four years since I penned a series of articles on the first 50 years of Alfa Romeo. Last year, following the marque's 105th anniversary in 2015, Fiat Chrysler boss Sergio Marchionne and Alfa Romeo boss Harald Wester, embarked on a make or break mission by launching in Milan the Giorgio platform to underpin the manufacture of at least eight new models over the next four years. To attack the German triumvirate of Mercedes, Audi and BMW and return Alfa Romeo to the US market from where it retreated in 1995, more than Euro5B has been invested on this platform.

The first model launched last year at Alfa's Balocco test track near Milan was the Giulia which was met with rave reviews from the international motoring press. It's a rear wheel drive 4-door sedan overtly sporty in nature, which in Australia will be offered in four different trim levels of Standard, Super, Veloce and Quadrifoglio, with all new all aluminium power plants.



The standard **Giulia** is powered by a 2-litre, 4 cylinder, turbo petrol engine producing 147kw/200bhp at 5000 rpm linked to an 8-speed automatic transmission and is priced at \$59,895. A Veloce Pack option can be installed in the standard Giulia model for approximately \$4000 extra. This includes active suspension, 19" alloys, sports leather seats, red painted brake calipers, sports steering wheel, aluminium interior trim and sports pedals, gloss black side window surrounds, privacy glass on rear side and rear windows, upgraded lighting, 14 speaker audio, dual pane sunroof and anti-theft alarm system.



The **Giulia Super** is offered with the same 2-litre, 4 cylinder turbo petrol engine or a 2.2 litre, 4 cylinder turbo diesel engine producing 132kw/180bhp, both with the 8-speed automatic transmission. This model also has higher quality leather seats and dashboard, real wood interior trim, 18" wheels, heated front seats and steering wheel, leather



instrument panel, active cruise control, blind spot monitoring with rear cross-path detection and air quality system. The Giulia Super is priced at \$64,195 for the petrol version and \$65,895 for the diesel version.

The **Giulia Veloce's** more powerful 2-litre, 4 cylinder turbo petrol engine produces 206kw/280bhp at 5250 rpm and comes with adjustable suspension, limited slip differential, 19" alloy wheels, coloured brake calipers, sports leather seats, aluminium sports pedals and a 10-speaker, 400w sound system with sub-woofer.

The top of the range **Quadrifoglio** is the fastest 4-door sedan in its class, propelled by a 2.9-litre, V6 petrol bi-turbo under a carbon fibre bonnet

producing 375kw/503bhp at 6500 rpm with supercar performance figures of 0-62mph in 3.9 seconds and a top speed of 191mph/307kph. This model also has cylinder deactivation where it runs on 3 cylinders only at cruising speeds, stop/start,



torque vectoring technology for excellent torque distribution across the rear axle, active aero splitter for active high speed downforce management, 19" ultra light wheels, carbon ceramic brakes, Sparko seats with carbon fibre shell and dynamic and race modes of operation. Accordingly, the price for this model jumps considerably to \$143,900.

All models are reported to have a good driving position, decent vision and generous interior space with the only criticism being the exhaust note is not Alfa/loud enough. Also, manual versions will not be available in Australia as the 6-speed manual versions are being manufactured for LHD markets only. Each model comes with a 3 year/100,000km warranty including roadside assist.



Awards accorded the Giulia include '2016 Car of the Year' (BBC Top Gear magazine), 'Most Beautiful Car' (German Golden Steering Wheel Competition est. 1976), 'Euro Car Body 2016' (Automotive Circle International 18th Edition) and 'Auto Europa 2017' contest winner (Italian Union of Motoring Journalists 31st Edition).

Giulias have been at Sydney dealerships since the beginning of March 2017.

VALE John Surtees 1934 – 2017

A dedication by Colin Piper



As a teenager I saw Surtees in the AGP at Warwick Farm in 1963, a race he almost won, leading for most of the race from pole position and setting the fastest lap, but was overtaken by Jack Brabham with just 14 laps remaining.



Warwick Farm Esses: 1963 AGP Lola Mk 4

I can't say if it was the gorgeous Bowmaker entered Lola Mk 4 he was driving or just the way he looked in the car, but from that day onwards I was a huge fan of this man who at the time of that AGP had already done more than enough on 2 wheels to make him a legend. History tells us that after leaving Lola he moved to Ferrari and won the 1964 World Championship in the very pretty 158 F1 car.

He may well have done so again in 1966 had politics within the Scuderia and a huge disagreement with Team Manager Dragoni at Le Mans not caused him to abandon the red cars mid season after winning the wet Belgian GP. In the John Frankenheimer film "Grand Prix" there are some sensational aerial shots of

Surtees' Ferrari on the streaming Spa Circuit; worth the price of the DVD for those few seconds alone in my view! He moved to Cooper, having some strong finishes, winning the Mexican GP and ultimately finishing 2nd to Jack Brabham in the Championship.

Perhaps one of his sweetest moments was victory driving a Honda in the 1967 Italian Grand Prix, right on Ferrari's doorstep. Pedants will point out that the car was in real terms a Lola with Honda power, and that the DFV powered Lotus 49s both failed (it was probably Jim Clark's greatest race) but it still doesn't detract from his win. Film of that race (he beat Jack Brabham by just .2 of a second) and the slowing-down lap demonstrates to us that 'Big John' as he was known was one of the most popular figures racing in F1 at the time, certainly as far as the Italian fans were concerned.



Last GP win at Monza in the "Hondola" as it has become to be known. One hopes Dragoni was at the race! He had been sacked by Ferrari in the 2nd half of 1966...NOT SOON ENOUGH!

He subsequently drove for BRM and in 1970 produced his own F1 car, the TS7 that made its debut at the British GP that year. In it he won the non-championship Oulton Park Gold Cup just a few weeks later.



Warwick Farm AGP 1971 TS8 F5000

He brought a TS8 F5000 car to Warwick Farm for the 1971 AGP and I was just as much a fan then as I had been 8 years before. The car was not well set up unfortunately, but in my eyes was one of the nicest looking F5000 cars of them all. I did meet him on a few occasions that weekend in the pits and confess to shooting off many rolls of Kodachrome on the blue and white car and its driver!

It has been said that as a driver he was not in the same class of the Clarks and Stewarts of this world, but when you consider his two-wheel career, plus his record in sports cars...I wonder. Seven World Titles on bikes riding for

Norton and MV Augusta and 6 wins at the Isle of Man TT; between 1951 and 1960 he won about 250 races from 352 starts if my quick reckoning is correct. He used

to say that the first car race he saw was the one he was driving in! Ironically, it was Count Augusta's edict that he should not race any other make of bike that led him to dabble in cars on his spare weekends.

The early 1970s were certainly a different era to the present day!



On the way to winning the wet Belgian GP at Spa in 1966; his last F1 drive for Ferrari. The previous week he had won the 1000km race for them at the Nurburgring. You would have to say Ferrari shot themselves in the foot the way Drogini treated him at Le Mans just a week after Spa.

Had he decided to take up Colin Chapman's offer to drive for Lotus from 1962, at a time they had, or were about to have by far the best car in F1, perhaps he might have now been regarded as an equal to those two "Flying Scots".

Reading about him in books and magazines over the years, I gather that he was an uncompromising 'boss' and rubbed many people up the wrong way. Maybe this is the reason he never became "Sir John"; there was a push for this recognition in recent years, but to no avail. How can we possibly have a "Sir Andy Murray" then! It beggars belief to me. A good friend tells me that he was becoming quite frail in recent years though he regularly appeared at Goodwood demonstrating both bikes and cars. He lost his son Henry in a freak accident at Brands Hatch in 2009 and from then till the time of his passing was very focused on the Henry Surtees Foundation.

John Surtees died on Friday 10th March aged 83. With his passing we have lost one of the great figures of Motor Sport, the only person to win World Championships on both two and four wheels. A colleague of mine sent me an SMS telling me the news and saying, "we will never see his like again". I agree.

Leading Jim Clark in the 1963 German GP at the Nürburgring, a circuit he clearly had an affinity with having won there on bikes, in sports cars and in F1.



Surtees at the 1965 1000 km Nürburgring



Classic Surtees; Ferrari, with the powder-blue wheels; head tilted looking beyond the soon to be reached apex and that (to me) brilliantly simple helmet design. Any helmet I have ever owned has copied it. In fact, I have a peak from one of his helmets; while demonstrating one of the Honda GP Cars some years ago at the Japanese GP, his peak blew off on the Pit Straight and a good friend of mine, a journalist, retrieved it and blow me down, it arrived in the post a week or so later! Of course I have the accompanying letter as proof of its authenticity. *CP*

Special thanks to noted photo-journalist, Peter Windsor for his assistance in sourcing photographs. *CP*

The 2017 Static Car Show Season Has Started

Article by Colin Allerdice



I know that it is not for everyone but there are a group of TSCC members who support these kinds of events and don't mind showcasing their cars to the public.

The first such event for 2017 was the **All American Day** at Castle Hill in January run by the Mustang Owners Club of Australia (New South Wales). This event, as you would expect, draws a lot of Mustangs and Corvettes. However it also draws owners with other American marques and from a range of production eras.

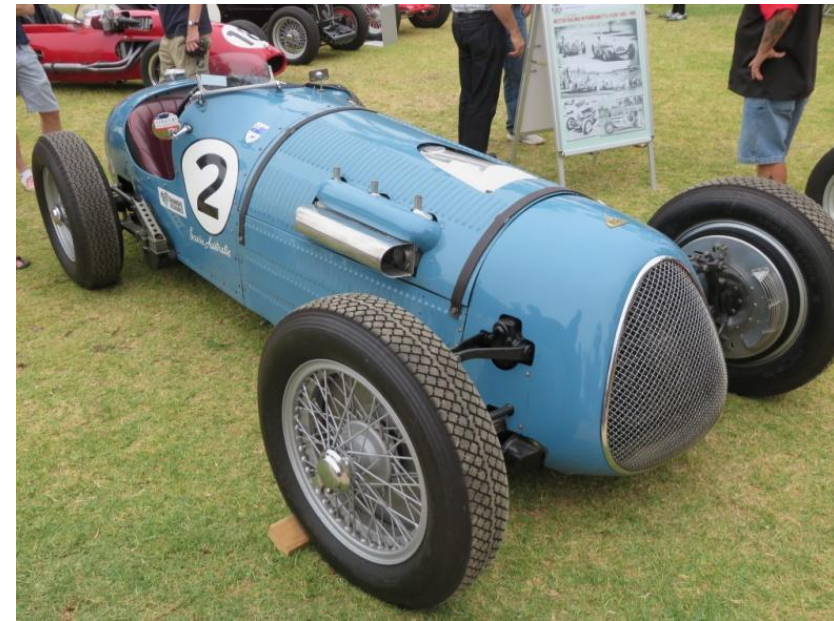


And typically you nearly always get to see a car that you have just never seen before. This year it was a 1937 Buick Century Coupe Sloper- see the photograph – not one dollar was spared in its restoration. TSCC member, John Slater, flew the TSCC flag, proudly showing off his immaculate Chrysler Imperial.

Only days later, the traditional **Australia Day CARnivale** was held at Parramatta Park. Six (6) TSCC members attended:-

David & Anne St. Clair	1958 Jaguar XK 150
Neil Mason	1961 Jaguar Mark 2 3.4
Phil Longfield	1974 Lamborghini Espada
Colin Allerdice	1985 BMW M635 CSi
James Elphick (with HSCRA)	1946 Singer 9
Neville Bowden (with TSOA)	1975 Triumph TR 8





This year CARnival, the HSRCA paid homage to motor racing Parramatta Park during the 1950s with a display of racing cars from that era .. the star attraction being the iconic Maybach 1.

The **Gnoo Blas Classic** car, truck and bike show in Orange has been running for many years and just seems to be getting bigger as each year rolls by. The format for this show is different from others, as the organisers include a dinner with guest speakers, in an effort to entice attendees to make a weekend of it.

Colin Allerdice, Neil Mason, James Elphick and David Slater made the trip to the Central West for this mid-February event, with James taking home a trophy for his lovely 1986 BMW M635 CSi.

As you can see, this event really does attract a number of very fine classic vehicles from this area of the state.



At the dinner, Allerdice and Mason found themselves on one of the “official” tables in the company of Phil Brock, brother of the late Peter Brock, and one of the guest speakers for the night. Quite an interesting guy!

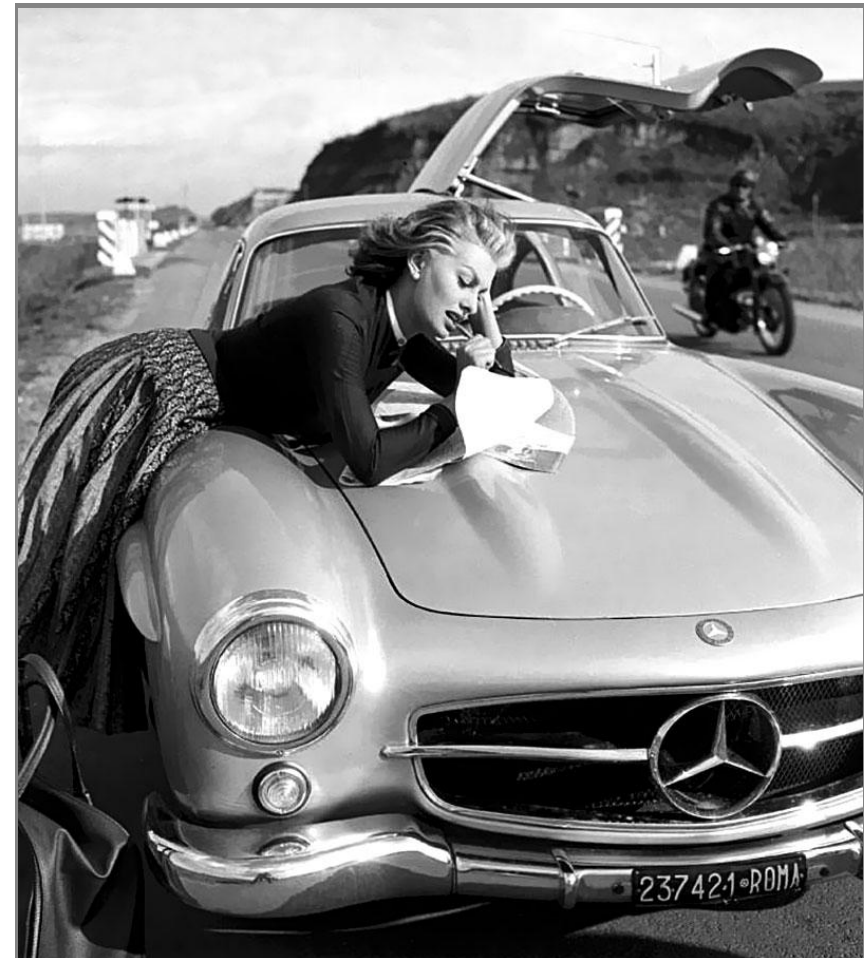
The other guest speaker, Spencer Martin, is scheduled to be our guest at a future TSCC Club meeting.

Only Colin Allerdice went to the 2017 **All German Day** at Newcastle – understandably so – but amongst all that Porsche/BMW/Mercedes-Benz eye candy was this superb Volkswagen Karmann Ghia. This being yet another example of the types of rare cars that crop up from time to time at events like these.



Star in an Unreasonably Priced Car

(An occasional feature)



Colonoscopy Journal by Dave Berry

With many of us reaching a certain age, colonoscopies are becoming a way of life. I had my first one last year and with the experience fresh in my mind, I found this article by Pulitzer Prize winning writer very clever - Ed

I called my friend Andy Sable, a gastroenterologist, to make an appointment for a colonoscopy.

A few days later, in his office, Andy showed me a colour diagram of the colon, a lengthy organ that appears to go all over the place, at one point passing briefly through Minneapolis.

Then Andy explained the colonoscopy procedure to me in a thorough, reassuring and patient manner.

I nodded thoughtfully, but I didn't really hear anything he said, because my brain was shrieking, 'HE'S GOING TO STICK A TUBE 17,000 FEET UP YOUR BEHIND!'

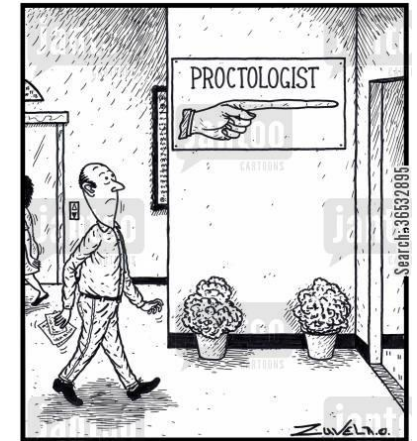
I left Andy's office with some written instructions, and a prescription for a product called 'MoviPrep,' which comes in a box large enough to hold a microwave oven. I will discuss MoviPrep in detail later; for now suffice it to say that we must never allow it to fall into the hands of America's enemies.

I spent the next several days productively sitting around being nervous.

Then, on the day before my colonoscopy, I began my preparation. In accordance with my instructions, I didn't eat any solid food that day; all I had was chicken broth, which is basically water, only with less flavour.

Then, in the evening, I took the MoviPrep. You mix two packets of powder together in a one-litre plastic jug, then you fill it with lukewarm water. (For those unfamiliar with the metric system, a litre is about 32 gallons). Then you have to drink the whole jug. This takes about an hour, because MoviPrep tastes - and here I am being kind - like a mixture of goat spit and urinal cleanser, with just a hint of lemon. The instructions for MoviPrep, clearly written by somebody with a great sense of humour, state that after you drink it, 'a loose, watery bowel movement may result.' This is kind of like saying that after you jump off your roof, you may experience contact with the ground.

MoviPrep is a nuclear laxative. I don't want to be too graphic, here, but, have you ever seen a space-shuttle launch? This is pretty much the MoviPrep experience, with you as the shuttle. There are times when you wish the commode had a seat belt. You spend several hours pretty much confined to the bathroom, spurting violently. You eliminate everything. And then, when you figure you must be totally empty, you have to drink



another litre of MoviPrep, at which point, as far as I can tell, your bowels travel into the future and start eliminating food that you have not even eaten yet.

After an action-packed evening, I finally got to sleep.

The next morning my wife drove me to the clinic. I was very nervous. Not only was I worried about the procedure, but I had been experiencing occasional return bouts of MoviPrep spurtage. I was thinking, 'What if I spurt on Andy?' How do you apologize to a friend for something like that? Flowers would not be enough.

At the clinic I had to sign many forms acknowledging that I understood and totally agreed with whatever the heck the forms said. Then they led me to a room full of other colonoscopy people, where I went inside a little curtained space and took off my clothes and put on one of those hospital garments designed by sadist perverts, the kind that, when you put it on, makes you feel even more naked than when you are actually naked.

Then a nurse named Eddie put a little needle in a vein in my left hand. Ordinarily I would have fainted, but Eddie was very good, and I was already lying down. Eddie also told me that some people put vodka in their MoviPrep.

At first I was ticked off that I hadn't thought of this, but then I pondered what would happen if you got yourself too tipsy to make it to the bathroom, so you were staggering around in full Fire Hose Mode. You would have no choice but to burn your house.

When everything was ready, Eddie wheeled me into the procedure room,

where Andy was waiting with a nurse and an anaesthesiologist. I did not see the 17,000-foot tube, but I knew Andy had it hidden around there somewhere. I was seriously nervous at this point.

Andy had me roll over on my left side, and the anaesthesiologist began hooking something up to the needle in my hand.

There was music playing in the room, and I realized that the song was 'Dancing Queen' by ABBA. I remarked to Andy that, of all the songs that could be playing during this particular procedure, 'Dancing Queen' had to be the least appropriate.

'You want me to turn it up?' said Andy, from somewhere behind me...

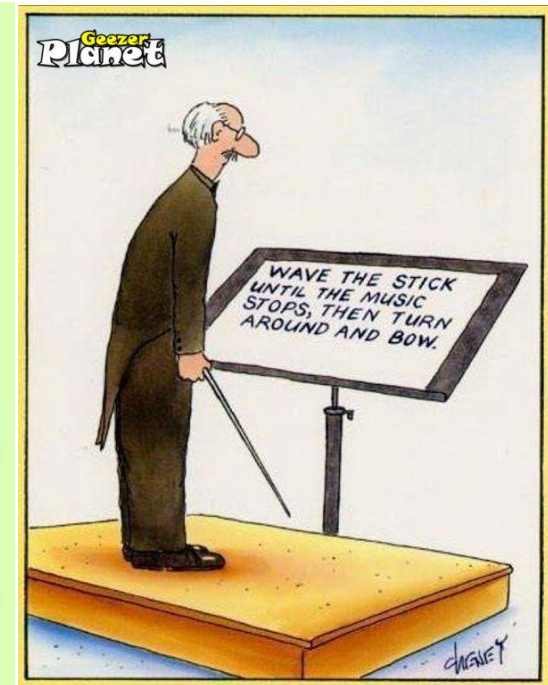
'Ha ha,' I said. And then it was time, the moment I had been dreading for more than a decade. If you are squeamish, prepare yourself, because I am going to tell you, in explicit detail, exactly what it was like.

I have no idea. Really. I slept through it. One moment, ABBA was yelling 'Dancing Queen, feel the beat of the tambourine,' and the next moment, I was back in the other room, waking up in a very mellow mood.

Andy was looking down at me and asking me how I felt. I felt excellent. I felt even more excellent when Andy told me that it was all over, and that my colon had passed with flying colours. I have never been prouder of an internal organ.

ABOUT THE WRITER: Dave Barry is a Pulitzer Prize-winning humour columnist for the Miami Herald.

You can't be serious!



An old nun who was living in a convent next to a construction site noticed the coarse language of the workers and decided to spend some time with them to correct their ways. She decided she would take her lunch and sit with them, so she put her sandwich in a brown bag paper and walked over to the spot where the men were eating. Sporting a big smile, she walked up to the group and asked: "Do any of you men know Jesus Christ?"

They shook their heads and looked at each other, very confused. Then one of the workers looked up into the steelworks and yelled out, "Anybody up there know Jesus Christ?"

One of the steelworkers yelled back down, "Why?"

The worker yelled back, "Cause his mum's here with his lunch."

Old and News



CAN YOU NAME THESE CARS? ANSWERS ON PAGE 42

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If the Titanic were to sail towards you with the Queen Mary 2 behind her, this is what it would look like

ARNOLT-ASTON MARTIN DB2/4 BERTONE SPYDER

This Arnolt-Aston Martin is one of the first six original DB2/4 LHD chassis that were fitted with special bodies crafted by Bertone in Turin and then imported to the US by Industrialist and car dealer S.H. 'Wacky' Arnolt. This car, chassis LML 505 is one of three spyders and the only one built to deluxe road-going specification.



S.H. Arnolt was a well-known industrialist from Illinois who began to import British sports cars just after the Second World War. By the early 1950s he had identified the potential to combine the best of British engineering with Italian styling and American sales and distribution networks to create a quick, stylish and profitable sports car that would meet the growing demand for such cars from an eager American public.

His first forays with this approach were highly promising and involved Italian coachbuilder Nuccio Bertone and the British Motor Corporation Ltd, who supplied Bertone with the MG TD chassis. They sold 100 examples of the Arnolt-MG during 1952 and 1953. Unfortunately this initial success was not to last and by October of that year BMC had discontinued production of the MG TD and decided not to supply any of the new MG TF chassis to third parties. Undaunted, Arnolt used his growing relationship with David Brown of Aston Martin to acquire six chassis of the new DB2/4, which were dispatched to Bertone to be fitted with their bespoke Scagliione-designed bodies. Of these first six chassis (two more would be produced after the initial production run) three were built as cabriolets and three as spyders, with two of the latter completed as stripped out racers and one being completed as a deluxe road-going version.



The featured car is the unique deluxe spyder and is the only one equipped with bumpers, side screens, complete radiator grill, full height windscreen and fold away hood. The car was completed in late 1953 and the original 2.6 litre engine was replaced by a newer 3.0 litre unit at the factory before being shipped to Italy. It seems that David Brown was not impressed and Arnolt's hopes of extending the run of Arnolt-Aston Martins were dashed. After completing just two additional examples to the first series, the project was discontinued by January 1955 and he pursued other British manufacturers, notably Bristol Cars, with whom he and Bertone enjoyed considerably more success.

ANSWERS TO THE 'NAME THESE CARS' QUESTION ON PAGE 40

Left to right: Mitsuoka Viewt based on a Nissan Micra, circa 1993; Jaguar Mk II, circa 1963; Delahaye 135MS Pinin Farina, circa 1948

Jim Clark to be honoured with new museum, if funding can be raised

Thanks to Kurt Ernst and Hemmings and to Les Johnson for the link



Artist rendering of new Jim Clark Museum.

Jim Clark was, by most period accounts, the best racing driver of his day, and quite possibly the best of all time. In 72 Grand Prix starts, [Clark amassed 25 wins](#), 33 pole positions, and two F1 World Championships (plus an Indy 500 win), all before losing his life in a 1968 crash at the age of 32. Today, Clark is remembered with a modest single-room museum in Duns, Scotland, but the [Jim Clark Trust](#) is hoping to raise money, via crowdfunding, to construct a museum befitting his contributions to motorsport.

Clark was not born into a racing family, and didn't learn his craft by attending racing schools or competing in feeder series from a young age. Instead, Clark honed his driving skills in the pastures of his family's farm, and didn't begin competing in local rallies until age 20. Just four years later, in 1960, Clark was driving for Lotus in Formula 1, after impressing company founder Colin Chapman with his ability to coax the absolute maximum performance from a racing car.

Clark nearly won the 1962 Formula 1 World Championship for Lotus, but an oil leak and an early retirement in the season's final race gave the points, and the championship, to Graham Hill. The following year, 1963, Clark would storm back with a record-setting seven victories in a 10-race season, finishing with 54 championship points, compared to the 29 points earned by runners-up Graham Hill and Richie Ginther.

Reliability problems dogged Clark during the 1964 season, in which he finished third in points, but 1965 would be another banner year for the Scot. In addition to capturing his second Formula 1 World Championship (with six victories in nine races), Clark drove a Ford-powered Lotus 38 to victory in the Indianapolis 500, leading 190 of the race's 200 laps and earning the first victory for a rear-engine (or, more correctly, a mid-rear engine) car at the Brickyard.

Clark was renowned for his car control skills, and in the days when driver deaths were a regular occurrence, managed to escape serious injury in eight-plus seasons of Grand Prix racing. On April 7, 1968, Clark entered a Formula Two race in Hockenheim, Germany, at the request of sponsor Firestone. On lap five of the event's first race, his Lotus



Jim Clark and crew at Indianapolis in 1965. Photo courtesy Ford Motor Company.

(Can you identify the tall young man standing second from right? Answer at the end of the article).

suffered a component failure (most likely a deflating rear tire), which sent him off-track and into a stand of trees. Clark suffered a broken neck and a fractured skull in the crash, and died of his injuries before reaching the hospital.

Clark's death stunned the racing world, and as fellow driver Chris Amon (who drove a Ferrari at the Hockenheim F2 race) put it, "If it could happen to him, what chance do the rest of us have?" Perhaps better than any words penned before or after, Amon's pensive reflection summed up the respect that other drivers, in numerous series, felt for Clark.



Artist rendering of new Jim Clark Museum.

Clark's fatal crash ultimately helped to bring about changes that improved motorsports safety in the 1970s and beyond. Among the most vocal proponents of safer cars, tracks and equipment was Sir Jackie Stewart, a friend and contemporary of Clark who now serves as the Honorary President of The Jim Clark Trust. The organization is currently trying to raise £300,000 to construct a proper museum in Duns, one better able to tell Clark's remarkable story to the world.

The crowdfunding campaign is being hosted through [Crowd Funder](#), and runs through to April 21. Donations can also be made to [Just Giving](#) or to [The Jim Clark Trust](#).

(The young spanner man is a youthful Allan Moffat).

The End

