

MAY-JUNE 2017

top gear



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



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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](#)
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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

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

All contributions to:

Stephen Knox

M: 0427 705500 Email:

editor@thoroughbredssportscarclub.asn.au

Guest Editors

Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

Other Information:

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Office of the President

Barry Farr



Almost a year has passed since I devoted most of my President's Report (July-August 2016) to the subject of semi-autonomous and self driving vehicles. I must admit I find myself conflicted in my thoughts. There's Tesla pushing electric vehicles with semi-autonomous ability, then there's the driverless car race between the technology giants like Google and Apple, the ride-sharing giants like Uber and the traditional motor vehicles manufacturers like Ford & GM and at the other end of the scale are the specialist hyper-car manufacturers like Aston Martin, Ferrari, McLaren, Koenigsegg et al.



Let's start with Tesla which still has not made a profit in its 11 year existence despite revenue doubling to USD2.7B in Q1 '17. Against a background of fuel thirsty trucks and SUVs now representing 60% of all vehicles sold in the US, Tesla says it's still on track to begin production of its mass market, low priced, model 3 electric sedan in July and to build TOP GEAR May-June 2017

5000 per week this year increasing to 10000 per week next year. Last report I indicated how wide Elon Musk had spread his corporate ambitions across 5 separate pursuits - Tesla, SolarCity, SpaceX, Hyperloop and Neuralink. Just maybe, S.-E.-X. will prevail in the end as this is what is purported to be represented by the Elon Musk nominated models; model S- model 3 reversed is model E and model X (SUV).

Moving on to self drive vehicles, 8 companies now have plans to launch self driving vehicles within the next 5 years. Uber and Lyft in the US and GrabTaxi in Singapore are already testing driverless taxis and Alphabet's Waymo has already logged 4 million autonomous miles on public streets.



Further, US based Starsky is to test trucks without human occupants on highways in Florida, Nevada and Michigan by year end. Of course, driverless trucks are already being used on a limited scale on Western Australian mining sites and in the port of Rotterdam. Such tests are not without accidents. A driverless Uber SUV was involved in an accident in Tempe, Arizona and Alphabet's Waymo has reported several minor accidents in and around its home town of Mountain View, California.

Ford however, is regarded as the leader of this technology revolution of the driverless car. In its goal to develop cars without a steering wheel,

accelerator or brake pedal by 2021 - that's just 4 years away!! - Ford continues to heavily invest to achieve its goal. In addition to its shareholding in California based laser sensor maker Velodyne, it intends to invest USD1B in Argo A1, the robotics software company founded by former Google and Uber engineers and Ford recently appointed its Smart Mobility head Jim Hackett, as CEO.

All this feverish multi-billion activity in electric and self driving vehicles has not however stopped the continuing advance of hyper cars, namely the latest Koenigsegg. Having lived in and worked out of Sweden for some years I've been captivated by the Koenigsegg super car story. I first penned an article on this fastest production road car in 2005 and back then it was the only true Swedish vehicle being manufactured as Volvo and Saab were taken over by Ford and GM respectively long before.



Christian von Koenigsegg is a highly motivated Swedish sports car enthusiast who from the age of 6 dreamed of building his own car and at the age of just 22 developed his first prototype. A decade on, he delivered his first model, the 806bhp, 388kmh, Guinness Book record holder Koenigsegg CCR. Now in his mid-40s he has delivered a hyper machine called the Koenigsegg Regera, which in Swedish means 'to reign'. With 1500hp and 2000Nm of torque it reaches 300kph in 10.9 seconds and 400kph in 20 seconds, once again laying claim to the world's fastest

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accelerating production car. Powered by a 5-litre twin turbo petrol V8 and 3 electric motors which provide up to 525kW, it has a patent pending Koenigsegg Direct Drive system - a clutch slip mechanism which uses a hydraulic coupling to convert torque during acceleration.

So how did he get to this stage? With classic and sports cars being very popular in Sweden (at least in summer time), when Koenigsegg's initial plans became known he received a quarter million dollar grant from the Swedish Board of Technical Development, Volvo provided its wind tunnel (yes it had one) and track for testing and all sorts of offers of assistance flowed from Sweden's engineers and suppliers. The power plant of the CCR, a supercharged 4.7 litre V8 based on a Ford Racing cylinder block, was sourced from Teksid in Italy. Thus the CCR was born with a price tag of USD500,000. The latest Regera has a price tag around USD3M.

There are a couple of similarities with Ferrari in that Koenigsegg's initial factory was destroyed by fire as was Ferrari's in WWII and Koenigsegg's ghost symbol derives from a fighter jet as did Ferrari's prancing horse. When part of Koenigsegg's facilities were destroyed by fire, he moved to a factory previously occupied by Sweden's Fighter Jet Squadron 1 whose symbol was a ghost.



Despite only 18 Regeras being built, one is headed for Australia next year as was the case with the original CCR. It's a long way short of Ferrari



though which sold 188 new Ferraris in Australia last year, 2.3% of the 8014 Ferrari SpA sold worldwide.

Attendances at the club's events since my last report have been excellent. 60 attended the May meeting at which Spencer Martin was guest speaker, 41 were at the April meeting and 40 at the June meeting. The St Albans Wednesday run in April organised by Terry Daly drew 42,

the mid-week overnigher to Bowral organised by Jack Jones drew 40 and the Sunday lunch run to Collits' Inn organised by Terry Daly and Tess Morgan saw a record attendance of 66. Wings over Illawarra early May organised by Stephen Knox saw 9 members braving the cold and the wind

and 4 members tried their hand or should I say tried their hardest at the Formula Ford experience at SMS late May organised by Jeremy Braithwaite, all events of course reported in Top Gear. Thank you to all those who participated and particularly the organisers and reporters/photographers.

Our best wishes and thoughts go to life member Jim Peters, who was hospitalised in Taree on 26 May with pneumonia and cellulitis in the left leg. Since transferring to Forster Private Hospital Jim is continuing to fight the pneumonia.

A closing, sobering thought - very few Millennials know how to drive a manual transmission vehicle and only 5% of all vehicles sold in the US last year were so equipped.

Ciao for now.

Barry



CCR



Regera

Two-finger Typing

Stephen Knox



Most cars are named after the man (it's almost always a man) who built the first example. Marques such as Ferrari, Lamborghini, Rolls-Royce, Bentley, Renault, Porsche, Ford, Chevrolet and Holden all bear the names of their creators, so it's not surprising that there are or were cars built with names the same as some of our members.

I had a look through the wonderful book, *The Complete Encyclopedia of Motor Cars* by G.N. Georgano and found many examples. Most come from the early 20th century and originated in the US where there were thousands of car manufactures, almost all of which have long gone. Here is what I found:

Allen (USA) 1913-1914

The first models of the Allen used a 2-cylinder air-cooled engine. In 1914 these 2-seaters had a 4-cylinder water-cooled engine, friction transmission and shaft drive. With a 9ft wheelbase and 3ft 8in track, they cost \$450.

Bailey (USA) 1907-1915



In 1911 the Bailey electric was available as a Victoria Phaeton with wheel steering at a price of \$2600. For 1913, there was a chain-driven runabout with very advanced styling. (There were two listings for cars named 'Bailey'.)

Ball (USA) 1902

The Ball was one of the most luxurious and expensive steam cars made in America. Its engine developed a claimed 60hp and, complete with 7-seater body, the weight was over 2 tons. It carried 24 gallons of petrol and 68 gallons of water and was good for 40mph for long stretches at a time. Three were laid down but only one was completed. Designed by C.A. Ball, it was also known as the Ramapaugh, after an Indian tribe.

Bell (GB) 1905-1914

The Bell was a solidly built Yorkshire car which never achieved a great deal of fame outside its own district. The first model was an 8/10hp 2-cylinder car described as 'heavier than usual for this class of vehicle'. It was followed by 4-cylinder cars of 16, 20, 24 and 30hp, of which the 16hp was popular as a taxicab. Production ceased during World War I and in 1919 the works were acquired by the Cooperative Wholesale Society who planned to sell the 16, 24 and 30hp cars under the name C.W.S. as well as making a cyclecar. No cars appeared although lorries of Bell design were made by C.W.S. at their Manchester works for a few years. The 16 and 25hp Bells were listed in Buyers' Guides until 1926, and presumably were available to anyone who wished to order one. (There were five listings for cars named 'Bell'.)



Bryan (USA) 1918-1923

Bryan Steam Motors was a subsidiary of Bryan Harvester Company, ostensibly set up for the production of cars and commercial vehicles. A half dozen of these 4,500lb steamers were constructed during the company's existence. Although a handsome brougham was projected for 1921, it is believed that all six Bryan cars were touring models.

Clark (USA) 1900-1909

After several years of experimental work at Boston, Edward Clark began manufacture of steam cars at Dorchester. These were of advanced design using horizontally-opposed 4-cylinder engines of 20hp. These were mounted amidships, with the flash boiler under the bonnet. Final drive was by shaft. Earlier models were expensive (\$5000 in 1904), but by 1909 the price had been reduced to \$2500. However this was still over \$1000 more than the price asked for a comparable Stanley Steamer and very few Clarks were sold. (There were four listings for cars named 'Clark'.)



Dover

Georgano does not list a Dover, presumably because it was a commercial vehicle. However, Jeremy Braithwaite recently came across one in Gosford Classic Car Museum.

Edwards USA) 1953-1955

A Ford V-8-engined prototype appeared in 1949, but the production Edwards sports car used a Lincoln engine in a cut-down Ford chassis with a

fibreglass body. The price was \$4995. (There were two listings for cars named 'Edwards'.)

Ferro (Italy) 1935

An aerodynamic 3-wheeler with a 650cc 4-cylinder engine and 3-speed-and-reverse gearbox, said to be capable of 55mph, the Ferro did not progress beyond the prototype stage.

Harrison (USA) 1905-1907

The Harrison became a large car though several model changes and ended up with a wheelbase of over 10ft. The 1906 and 1907 models featured a self-starting system which introduced acetylene into the proper cylinder for starting 'on the spark'. These cars used a 4-cylinder engine of 6.3 litres with overhead valves. Push-rods for the exhaust valves had a ring-shaped section so that they straddled the exhaust piping.



Hood (USA) 1900-1901

Also known as the Electronomic, the Hood steam car looked little different from its many contemporaries, but embodied one or two unusual ideas. The engine had 4 single acting cylinders and magnetically operated inlet valves, 3 small batteries being provided for the purpose. A flash boiler supplies super-heated steam at a pressure of 200psi. A simple 2-seater body was standard. The price was \$1000.

Howard (USA) 1903-1905

This car was of modest size, but expensive. With a 4-seater *Roi de Belges* body and a 25/30hp 4-cylinder engine, it cost \$5000. A smaller model with a 3-cylinder engine was also produced. (There were six listings for cars named 'Howard'.)

James (USA) 1909

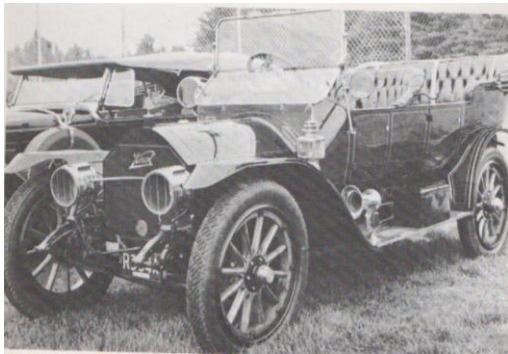
The James was an obscure 2-seater high-wheeled buggy. It had an air-cooled engine with 2 opposed cylinders.

Johnson (USA) 1905-1912

The original Johnson was a 4-cylinder steamer with an enormous bonnet and ornate enclosed body. The steam engine was a single-acting type of 30hp. After 1907 Johnson adopted internal combustion engines of 3 sizes up to 50hp. This company also produced a large quantity of commercial vehicles.

Jones (USA) 1915-1920

The Jones was a thoroughly conventional 6-cylindder car made mainly in open touring models. At first a 21.6hp engine was used, but this was replaced by a 29.4hp Continental for 1917 to 1920 models. The company also made trucks of up to 2½ tons capacity.



Knox (USA) 1900-1915

These cars were known as the Knox Waterless, or more familiarly, as the 'Old Porcupine' from the fact that air cooling was by means of 2" pins screwed into the cylinder jackets instead of the

more conventional fins. The first car was a 3-wheeler with a rear-mounted 4hp single-cylinder engine and epicyclic transmission. This was made until

1903, but the first 4-wheeler appeared in 1901 and had long springs extending from front to rear axle. Single chain drive was used until 1905 when double chains were introduced for larger cars, these being replaced by shaft drive in 1907. In 1906 a Knox came through the Glidden Tour without losing a single point.

Water-cooled was optional from 1908 and the later Knoxes, though luxurious and expensive, had lost the individuality of Old Porcupine. Large 4- and 6-cylinder cars were made with prices ranging up to \$6400 for the 1915 66hp 6-cylinder limousine. Harry A. Knox, the founder had left the company in 1904 to make Atlas and Atlas-Knight cars, also in Springfield.

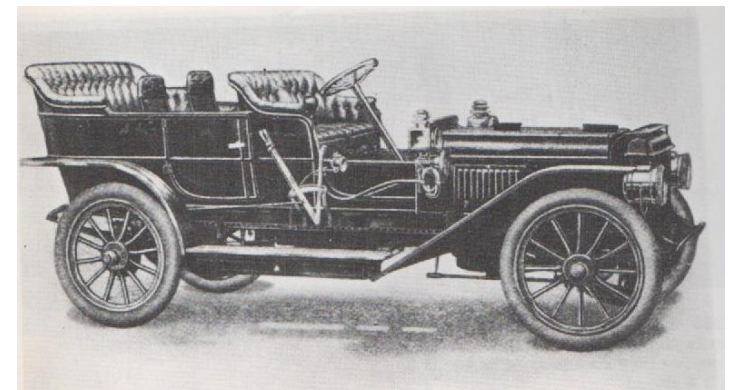
Korte (GB) 1903-1905

Korte Atkinson & Co Ltd had made motor tricycles and De Dion type quadricycles since 1900 and in 1903 a new company introduced the Korte car. This had a 12/14hp 2-cylinder engine mounted transversely at the front of the car, driving through a 4-speed gearbox and double chain drive. It could be fitted with 4- or 6-seater tonneau bodies.

Lane (USA) 1899-1910

The first Lane, Model No 1, was a 4-seater with a 2-cylinder steam engine under the body. These cars grew larger with

bodies under front bonnets, although all used 2-cylinder engines, later of compound type, up to 30hp and operating at 350psi. The last and largest model was



on a 10'5" wheelbase. A total of 22 different models were built during the company's manufacturing life.

Morgan (GB) 1905-1906

Made by a well-known firm of coachbuilders, this was a conventional shaft-driven car with a 5.8 litre T-head 4-cylinder Mutel engine, distinguished only by its Sparks-Boothby hydraulic clutch, soon abandoned in favour of an ordinary leather cone. Only about five were made and their lack of success resulted in Morgans becoming Adler concessionaires in 1907, abandoning motor manufacture.

(There were three listings for cars named 'Morgan', including the well-known one that commenced in 1910 and is still producing sports cars.)



Parry; New Parry (USA) 1910-1912

The Parry was built as a two- or five seater open car with a 20 or 30hp 4-cylinder ohv engine. After reorganisation in 1911, the name was

changed to New Parry.

The model shown is from 1912.

Peters (USA) 1921-1922

The Peters, actually a Brook with a Peters nameplate, was a short-lived air-cooled car powered by a 2-cylinder engine of 1144cc capacity, developing 14bhp. The types offered were a roadster, a 2-seater speedster and a light station wagon, all priced at \$345 and all with wire wheels. The company became the Peters Motor Car Division of Romer Motors Corp in 1922.

Piper (GB) 1967-1974

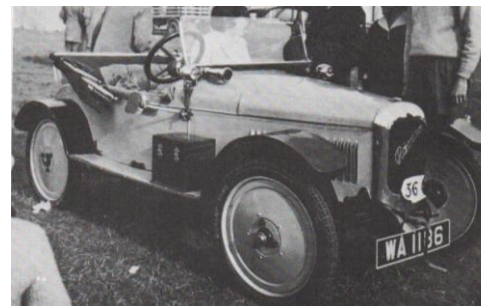
The Piper GT was constructed by ex-racing driver George Henrotte to a Tony Hilder design. The glass fibre body was mounted on a tubular steel backbone frame and Ford, Hillman Imp and BMC A-series engines could be fitted, though, when Brian Sherwood took over manufacture in 1968 his GTT used the Ford engine in 1600cc form, front disc brakes, Triumph Herald front suspension and a Ford live rear axle. After Sherwood's death in 1969, a revised P2 version was produced by Bill Atkinson and Tony Waller, this model receiving retractable headlights in 1972. A total of 150 Pipers were made.



Powell Sport Wagon (USA) 1954-1956

The Powell utility had the rare distinction of being a 'used' new car as all were built of reclaimed

Plymouth cars. A 1941 Plymouth chassis was the basis of this machine and added to it were rebuilt 90hp rebuilt Plymouth 6-cylinder engines, dating from 1940 to 1950. A metal and fibreglass pick-up body was a boxy design with provision for a camping unit on the back and fishing rods in the rear bumpers.



Richardson (GB) 1919-1922

The post-war Richardson was a cyclecar powered by either a 990cc J.A.P. or a 1090cc Precision engine, both air-cooled. Transmission was by friction and final drive by single

chain. Early models had an ugly sloping grille, but this was replaced in 1921 by a better-looking vertical one. About 600 Richardsons were built in all.

Ross (USA) 1905-1909

The Ross steamer used a single-acting 2-cylinder engine of 2.1 litres rated at 25hp at an operating pressure of 375psi. The main model was a wooden-bodied 5-seater touring car. It weighed 2800lb and was priced at \$2800. A 2-seater runabout was also built for \$2250.

Scott (USA) 1899-1901

The Scott was a light electric 2-seater of very simple appearance and limited range. The St Louis Electric Automobile Company was organised by A.L. Dyke who later made cars under his own name. (There were two listings for cars named 'Scott'.)

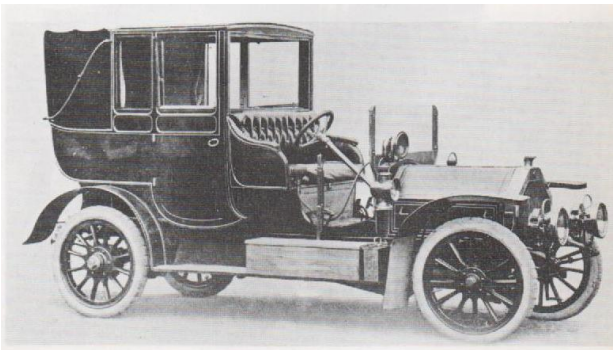
Sellers (USA) 1909-1912

Successor to the Shoemaker and St Joe, this was a conventional 4-cylinder touring car built largely for local consumption.

Simms (GB) 1901-1908

The first car built by Simms had a 3½hp engine of their own manufacture, single chain drive and an aluminium body. It was not made for sale and the first production cars did not appear until 1903.

These had 4-cylinder engines of 20/24 or 30/35hp which were available either separately to other manufacturers or with chassis. These models were known as Welbeck



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and the later cars were then known as Simms-Welbecks. In 1904 there were 10 and 12hp 2-cylinder cars in addition to the fours and a 30/35hp pair-cast six was introduced in 1907. Some 1905 models were fitted with pneumatic bumpers at the front which were unsightly but were said to enable the cars unscathed from quite serious crashes. 1907 was the last year that Simms showed cars at Olympia.



Smart (Ger) 1982-

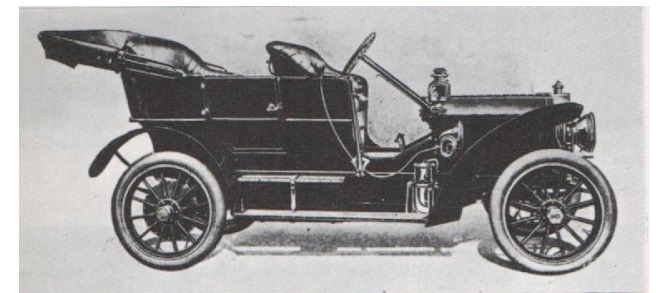
In late 1982, SMH (makers of the Swatch brand of watches) CEO Nicolas Hayek began developing an idea for a new car using the same type of manufacturing strategies and personalisation features used to popularise Swatch watches. He believed that the automotive industry had ignored a sector of potential customers who wanted a small and stylish city car. This idea soon became known as the "Swatchmobile".

A deal was announced on March 4, 1994, at a press conference at Mercedes-Benz headquarters in Stuttgart that the companies would join forces in founding Micro Compact Car AG (MCC).

Smith (USA) 1898-1911

From 1898 to 1905 the Smith company made a number of light buggy-like cars, sometimes known under the name of Veracity. They then turned to the

manufacture of larger 4- and 6-cylinder shaft-drive cars called Great Smith. It was claimed that a Great Smith was the first car to climb Pike's Peak entirely under its own power, but they were too expensive and did not sell well. In 1911 H. Anton



Smith, the builder, decided to abandon car manufacture and made a large bonfire in which he destroyed all the files and records of the Smith Automobile Company.

Thompson (USA) 1901-1902

This was a light electric runabout powered by a 1¼hp motor geared directly to the rear axle. A speed of 12mph and a range of 25 – 30 miles were modest even for 1901, but with a special battery it could be extended to 60 miles.

Walker (USA) 1905-1906

This car used 2-cylinder 4-stroke engines of 4.1 litres with a claimed output of 10hp. They had planetary transmissions and shaft drive. The 2-seater runabout cost \$600.

While researching this information I came across another interesting marque – the Thoroughbred, a sports car that was still being built in 1984 when Georgano was published. It was still around in 1990 but after that, who knows. Here is what the encyclopaedia said:

Thoroughbred (USA) 1975-?

This kit car with Allard-style frontal treatment was designed by Englishman Leonard Witton for use with front or rear engines. Thoroughbred made their own box-section frames and these 2-seaters could take VW or Porsche engines at the rear, Ford or GM V6s and small-block V8s at the front or a Mazda Wankel at either end. Other mechanical elements were Ford Pinto. In 1980 the firm also announced a conventionally engineered Mercedes-Benz 540K cabriolet replica with a choice of 4-, 6- or 8-cylinder engines. In that year production of the base Thoroughbred in either guise was taken up by Merlin in England. Front-engined variants used Ford



Cortina power.

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So quite a few TSCC members share their names with cars although almost all are defunct (the cars that is, not the members). That means Les Johnson could have a Johnson in his collection, Colin Piper could race a Piper while Derek or Geoff Scott, both men being very environmentally minded, could whisper around in a Scott electric car, but I have to say that I win the Find-a-Car-With-a-Name-Like –Yours competition with a Model S Knox. There may be other possibilities but in the absence of a member named Tom Ford, I claim the trophy.



Model, S Knox



Model S Knox

...and finally, when the founder of Knox Automobiles, Harry A. Knox left the company, the man who took over responsibility for design was Herman G. Farr. Any relation Barry?

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.)

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*



The Lake House, July 19th 2017 1 Oaklands Ave, The Entrance

Meet at Mt Colah McDonalds 10 for 10.30 departure.

Hour and a half drive through picturesque Dooralong, quick trip home on the expressway!

Two course menu for \$38

Numbers to Laurie and Fran 0411372619 or laurence.bromley@bigpond.com.au by July meeting.

Please specify dietary requirements

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Wings Over Illawarra – 7th May

Words by Gary Maher & photos by Colin Allerdice



Every once in a while, we have an event where the main focus is not motor cars or even food & grog. This was definitely the case with WOI, for while we were invited to show our cars in a classic display, they were primarily a means of transport to Albion Park. No, this day was all about aeroplanes and, whilst this may not be the **KEY** story of the day, it is certainly the main theme for this report.

This was one of those times when you really had to be there to see and feel the excitement. The fact that we had to be on site early to display our cars gave us the opportunity to see the static displays of the Historic Aircraft Restoration Society (HARS) without the crowds that filled the whole complex as the day went on. The HARS collection has grown considerably since my last visit to WOI and now includes a QANTAS 747 which will never take off from Albion Park because the strip is too short.



Strangely, the HARS famous Super Constellation, ('Connie') was nowhere to be seen and I didn't hear any mention of it even though it was listed in

the very comprehensive program. However, they did display a Catalina flying boat, ex RAAF Neptune, Caribou, F111, Mirage, Sabre, Vampire, Canberra, Meteor and a Tiger Moth - to name a few – plus some ex commercial aircraft. My favourite commercial, into which we climbed, was a TAA DC3. It is possible that this was the very plane on which I flew to Melbourne with my mother in 1948. This plane saw service with the US Air Force and had many little round patches of aluminium all over it – covering bullet holes!



The flying displays were unbelievable with a Mustang and a Spitfire from Temora making an appearance. They not only looked great but the sound of the Merlin engines was music to the ears! The Navy Squirrel Helicopters put on a crowd-pleasing display, as did the RAAF Roulettes. The RAAF also sent along a C130J Hercules and a C17 Globemaster for low level displays.

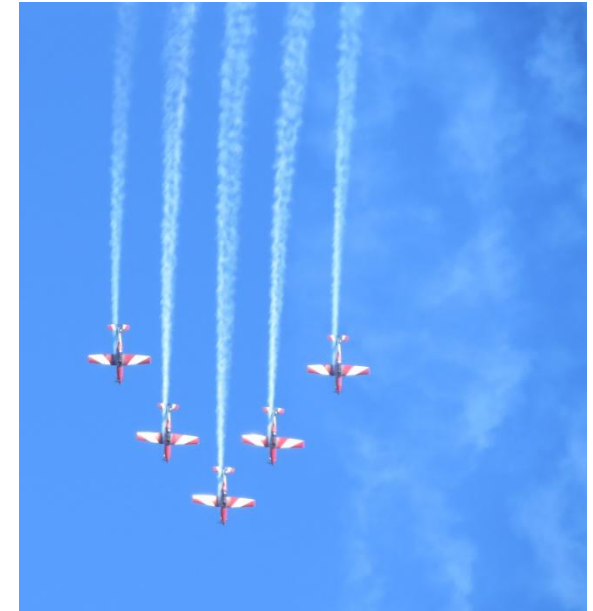


The general theme of the day was the history of planes through the various conflicts. This started with a Biplane, a Tiger Moth and a replica of the Red Baron Fokker Triplane from WW1 and moved through a huge variety of propeller aircraft from WW2. These planes were from many different countries – ‘ours’ and ‘theirs’, you might say. We then moved into the jet era, representing Korea and Vietnam, while the more recent conflicts were represented by helicopters. Every group was accompanied by ‘music of the period’ played over the PA system.



For many years, this show was run by the HARS members and the local council but this year it was organised by an ‘Events’ company and was a

very slick operation. The down side was that the ticket prices were up but due to the better publicity, there were many more people attending. The upsides were worth paying for, because they employed professional stunt teams who were fabulous. One group flew purpose built, small stunt planes which they fly as a business venture travelling all over Australia. As you would expect, they performed hair-raising feats, including flying upside down along the airstrip only metres off the ground. Another group was almost as spectacular, flying a mixture of Chinese and Soviet built aircraft. However, their story is better – they are a group of privateers who fly out of Mittagong Airstrip. All own their own planes and are mostly local airline pilots.



Yet another unbelievable flying display was that of a glider. Just when he appeared to be landing, he would suddenly shoot upwards and perform another loop. In addition to all this excitement, there was a large section for 'Trade' displays in another part of the base.

I have to say I am sorry if you missed the day – especially you, Stephen and Jill. Oh, yes, and there were some nice cars on display too.

I do so hope that Colin Allerdice's photos, which accompany this article, will whet your appetite for next year's run.



ATTENDEES:

*Stephen & Jill Knox
Rick Johnson & Family
Michael Branson
James Elphick
Gary & Ian Maher
Jeff Breen
Robyn & Peter Wards

Barry Farr & Dot Forrester

Colin Allerdice

Colin Watts & friend David

*My Day at the Air Show – NOT!

Two or three years ago I was part of an HSRCA display - well, not me, the Jensen – at Wings over Illawarra and it was a fantastic display of vintage aircraft. I suggested to Social Secretary/Vice President/Perennial Points Score Winner Terry Daly that the TSCC might be interested in participating in 2017. He agreed, it went into the calendar and ten members signed up.

The 7th May began with a bright dawn and at the crack of it – six thirty to be precise – Jill and I met Barry Farr and Dott Forester and Mike Branson and his daughter Lucy in our street and off we went.

I'm getting ahead of myself however. On the previous day I planned to take the Jensen out of its garage, give it a tub and fill its tank to be ready for the drive south.

Pressing the button on the remote control moved the big garage door up by about 30 centimetres before something let go with a bang. As I wait for the repairman it looks as if the counterbalancing spring became detached from the thingamajig. I was able to disconnect the motor but a big steel door was more than I could lift over my head so it remained shut. And the Jensen and the Ferrari remained trapped. There was no way I'd have either one out for the trip to Albion Park the next day.

Fortunately, the BMW Z4 was outside and I was able to spruce that up for the trip. (When our daughter was apprised of our predicament, she described it accurately as a First World problem. I thought it sounded like a line from a posh version of The Castle - *Le Chateau* perhaps - when Darryl said "Eh Steve, can you move the Camira? I need to get the Torana out to get the Commodore.")

The journey down on Sunday in company with Dott's 380SL and Mike's DB5 was delightful, although I did feel we were a bit 'modern', not very 'classic' in our seven year old car. We soon got over that. On arrival we were shown our spots on a dusty gravel section. The early sun was warming but the wind chill had everyone looking for jackets.



After a hot coffee, I returned to my car to retrieve something from the boot, then closed the lid with the X*\$%&Z***# KEYS INSIDE! Fortunately we had a spare key. UN-fortunately it was in a drawer at home in Chatswood. This was starting to look like the script for an episode of 'An Idiot

Aboard'.

I rang the NRMA and waited while the receptionist checked to see if their people could open a locked E89 BMW. They could not. I rang two

locksmiths and discovered that a) that model of BMW is very hard to open (good news) and b) the fellow who can do it charges a call-out fee of \$450 (bad news).

Wings over Illawarra is based at Albion Park Rail, the operative word being 'Rail', so Jill and I walked to the station where we waited 45 minutes for the train to Sydney that came once an hour.

We were in Sydney in two hours from departure and home in a further 45 minutes or so. We grabbed the key, a chicken drumstick and an apple each and headed back the way we'd come, arriving at the airfield at 4:45pm. We were just in time to see the Sabre fly over as the grand finale to what I am reliably informed, was an excellent show and a top day.

Stephen Knox



Overnight Run to Bowral – 17th & 18th May

Words by Colin Piper, photos by JB, CP, CA & SK



Sydney's glorious run of autumn weather lasted just long enough to accommodate Jack and Jenny Jones' mid-week overnight run to the Southern Highlands. Of course, I have now been in the club long enough to know that it goes without saying that the very presence of Vern and Wendy Kelly almost guaranteed that this would be the case.

We arrived at Bella Vista and as far as I am aware, this is a new pre-run meeting place for the TSCC. As usual, McDonalds was the venue, located right next to Gloria Jeans. Now, Jan and I, like most of us ordered a coffee at McDonalds; a lovely and very courteous young lady took the order, the large and impressive looking coffee machine was pressed into service and the two cups were, in time, delivered into our hands. Had this been a "blind tasting", I doubt it would have been possible to identify what we were drinking because it bore no relationship whatsoever to what I (we?) know as a drink derived from the coffee bean. There may well be a newly discovered variant of bean to add to the known "robusta" and "arabica" styles; 'insipido' perhaps?

Anyway, we were soon on our way for what was a most pleasant and very easy drive down the M7/Hume Motorway to our luncheon destination at Briars in Bowral for lunch. A stunning collection of cars were arriving in the car park, none more so than the spectacular blue BMW M4 belonging to Ashley and Janine Smith. Jack and Jenny were in their newly acquired Jaguar XF and the Knox's' Ferrari 575M was present too, Stephen no doubt hoping there were no large pot-holes to leap out in front of him this time! (All four wheels and tyres look great Stephen). Yes, the parking area was impressive, but so too was the model of the GT40 in Gulf colours that Les



Johnson had brought along for his friends Bob and Anne Mortimer. I later learned that Bob has a replica just about ready to go and hopefully we'll see it in the not too distant future.



Lunch on a sun-drenched terrace was enjoyed by all, after which one by one, the tables emptied as we all drifted off to check in to our overnight digs at "Links House" only a few kms away. Parked in a courtyard there

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was a very nice Ducati 695, complete with an Isle of Man TT Rider's Association sticker on the front mudguard. That caught my attention, making me think there was a serious 'petrol head' floating around the place, more of which anon. Several of us then spent some time in Bowral where I gather the "GAZMAN" clothing store franchise did quite well.

Jenny and Jack had advised that our group had fully booked out Links House for the night and that we were welcome to meet in the front lounge before dinner. It always strikes me that at these gatherings, how evident the real sense of 'family' is in the TSCC. Ordering at the bar or BYO (both drinks and nibbles) were allowed by Links House which in this day and age was a real bonus.

The hubbub of forty people in earnest conversations filled the air as pre dinner drinks and nibbles were consumed. Topics were as wide ranging as, travel, cars (of course), art, shopping, the Australian Outback, grandchildren and music as well; yes Les, you must get that harmonica out and start practicing again! On a personal level, I met Bruce Griffith and his partner Barbara for the first time; there is a convoluted tale about MX5s and Colin Watts involved them going back to a few years before I even joined the club, so it was great to at last be able to put a face to a name.

We were then ushered into what was to be a very full dining room; a lovely ambience, all linen tablecloths with sparkling glassware and silver place servings...it was very classy, if a tad cosy, though it has to be said that we were served in very quick time by the efficient and friendly staff.

After our meals, we repaired once again to the lounge with the cosy open fire, for cheese and port...all laid on by Links House. Not sure what time that all ended up but next morning there didn't appear to be any sore heads! It helped too that the usual mid-week breakfast times of 8 till 9 had been extended an hour until till 10. Most welcome by all!

Now, back to the Ducati. It seems Robert, the Irish owner/manager (not 100% sure which) owned it and he is a serious car/bike man. He knew all

Good friends, a fine drop of red, an open fire and comfy chairs; life doesn't get much better.



The front lounge was so warm, cosy and comfortable no one wanted to leave



Jelly explaining the amazing range available at GAZMAN to Barry



Must have been a VERY earnest conversation because their glasses are empty and they haven't noticed yet

about MX5 turbo kits, which were widely available in the UK and he also spent some considerable time having a good look around the car park at the collection of cars which were parked there for the night.

As we were leaving on the Thursday morning after breakfast, (yes Jack, eggs Benedict again), I saw John Moody with a huge grin on his face, clutching a bottle of red wine. Robert had judged the Moody's Mk 2 Jaguar as his favourite car and presented the wine to him as a prize; he

Jack and Jenny Jones
Stephen and Jill Knox
Barry Farr and Dott Forester
John and Val Dixon
Keith and Carol Reynolds
Vern and Wendy Kelly
Rob and Kay Finney**

* lunch only

** dinner only

***dinner and overnight

Jan and Colin Piper
Les and Rosalie Johnson
Peter and Eve Stefan***
John and Margaret Moody
Jeremy and Julie Braithwaite
Ross and Sandra Brackenbury
Peter and Robyn Wards

also then presented a bottle of Port to Peter Stefan as the "Concourse Winner" for his magnificent E Type. Robert is obviously a Jaguar man!

It was a terrific overnight run, and Links House made us so welcome that there were murmurings that this should become an annual pilgrimage, if for no other reason than to try and win the bottle of wine or port! That said, next time, I'll give Gloria Jeans a go at Bella Vista.

Stephanie Clark and Neridah**
Colin Allerdice*
Bruce Griffiths and Barbara Midgley
Marie-Louise Howard and Sue Low
Ashley and Janine Smith
Bob and Anne Mortimer*
Alan(brother of Jack) and Liz Jones
Peter and Jelly van Dyk



PS: while checking some facts I discovered that, as at May 10th, Links House is for sale; \$3,500,000 would get quite a nice clubhouse in the Southern Highlands!

National Motoring Heritage Day, Berry – 21st May

Article by Colin Allerdice



It was a visual day .. a day for looking & admiring. Over 500 cars. Fantastic location. Great weather. Well organised by CMC. Only three TSCC members attended : Neil Mason, Rob Finnie and myself. There was something there for every type of classic car enthusiast.









Formula Ford Experience – 22nd May - A pictorial report

Pictures by Julie Braithwaite



Club members who participated were Peter Stefen, David St Julian, Jeremy Braithwaite and Lionel Walker.





Lunch Run to Collits' Inn – Sunday 4th June

Words by Bob Smith, pictures by Roger Korte & Stephen Knox



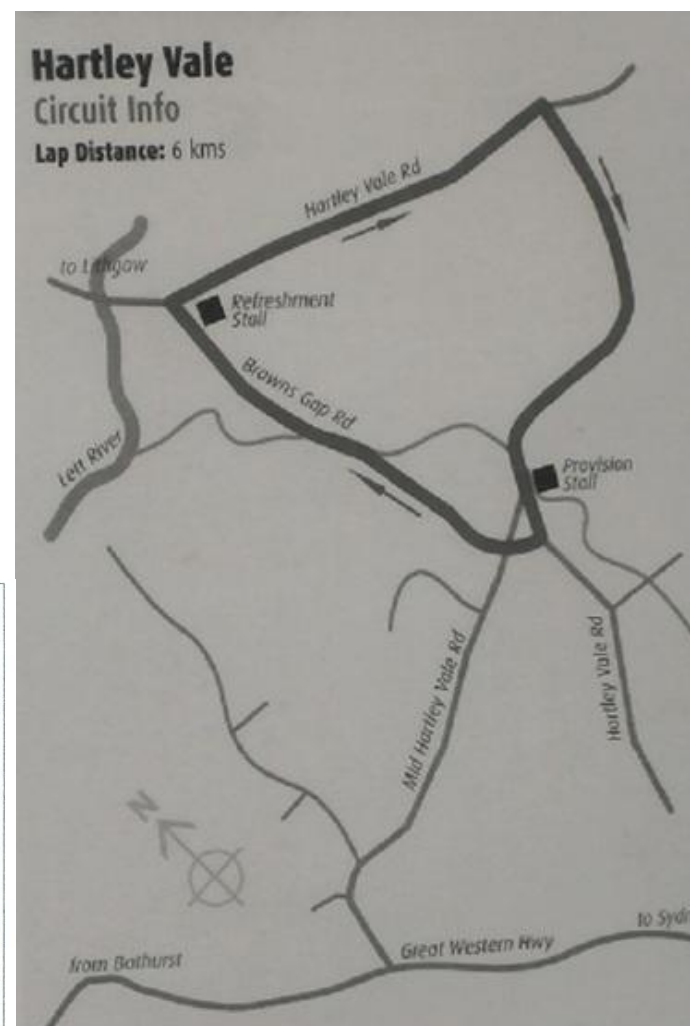
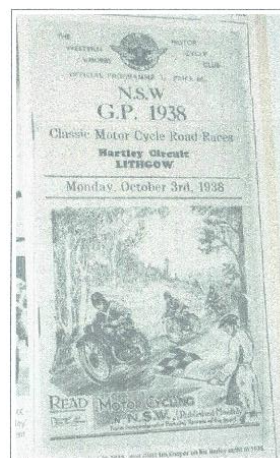
Sunday dawned to a clear, crisp winter's day in Sydney, as a total of 66 club members wound their way over the Blue Mountains to Hartley Vale for lunch. First stop, and meeting place for the majority, was the Village Kitchen, in Kurrajong by ten o'clock. Jeni & I arrived around then, but most people seemed to be gathered at the Blue Box cafe next door, enjoying the morning sun. Good coffee and raisin toast, whilst Terry Daly found us all, and gave out route instructions for the next leg via Lithgow to the Inn.

Good roads all the way to the Inn, and ample parking at the rear of the property, next to the large galvanised shed where lunch was to be served. A roaring log fire greeted us, as well as free tea and coffee, or drinks from the small bar.

Collits' Inn was built around 1823 by an ex convict, Pierce Collits, and opened as the "Golden Fleece", the first pub in the area. The business thrived for a while, until the new road through Little Hartley was built, bypassing the Inn. Pierce still did alright, building new hotels on the main highway, and Collits' Inn reverted to a farm.

Whilst club members socialised in the peace and quiet of the valley, few probably had any idea that nearly a century ago, there was a motorcycle Grand Prix run right next door to the venue! A friend of mine's father, Leo Tobin, won the Senior Grand Prix in 1936 on a 500cc Manx Norton. A favourite for the race, he ran out of fuel on the last lap, until a spectator handed him a soft drink bottle full of fuel, giving him just enough to get over the line to win by the narrowest of margins. Bit different to Moto GP!

Lunch was served around 12-30, with a bevy of young staff serving a carnivore's delight on hot platters – chicken, lamb and beef, with vegetables accompanying each dish. Don't think anyone left looking for McDonalds in Lithgow.





Most people headed off after lunch, mainly to beat the traffic going down the mountains to Sydney. Liz kindly asked everyone back to her place in Little Hartley for afternoon tea (no scones), but Jeni & I had to decline due to a previous engagement.





Great assortment of cars turned up, as you can see from the photographs. Notable that the largest number of a marque were BMW's – are you all finally seeing the light?

Great day out – thanks Terry for putting it together.

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But wait! There's more! The following email stream came from Tom Aczel and is published with his permission. Interesting stuff...

Hi Tess and Terry

I happened to mention to friends (a couple we know living on The Gold Coast, but many decades earlier from Lithgow) that Ged and I were going on a run to Collits' Inn in the MGA today which brought the following response.

The reference in the email to the stripped hood frame relates to our cool and breezy trip home today. On the Darling Causeway the soft top header rail on the MGA lifted off the off side end of the windscreen top rail. I stopped and tightened it down, only to have it do it again minutes later. This time when I stopped to re-secure it, the problem became evident. The "wing bolt" on this side had stripped the thread in the header rail. I didn't fancy driving the 45km home with one hand holding the top on at 80-100km/hr, so we stopped, stowed the top (a task on an MGA so complex that only English folk with an extremely bizarre sense of humour could possibly have devised), rugged up, and continued on home. We were warm enough, but the beanie Ged found for me to wear must have been a child's beanie; the sewn on rabbit ears flapping in the breeze must have made me look even more ridiculous than I normally do!

Thanks for organising a wonderful day!

Tom

From: Ian & Gay Cowen

Date: 4 June 2017 at 8:07:41 pm AEST

To: Aczel Thomas

Subject: Collett's Inn at Little Hartley.

Tom, Re your reference to "The Inn". What did you get-up-to, while there?

There is significant family history associated with this old Inn—on Gay's family tree— Murder & Mayhem.

Cobb & Co - cattle theft - a murder charge - the Supreme Court at Darlinghurst - drunken police officers under Contempt of Court - the reference of matters to the Privy Council - the sail boat taking 7 months to transport the detail to England - its consideration by the Council and then its return - the terrible murder of a young girl on the Pass of Victoria and the self death of the publican's wife at the Inn where the troopers used to stop by for an illegal tipple. They were witnesses.

It's quite a story from the 1800s

Our elder grandson, Joshua, studied the story while completing his Media Film and Television course at Bond Uni. There is a relative of Gay's age who has researched and recorded the events. Josh declares that he will produce a film of the story, as soon as he can fund it. It's a shocker.

During my Ford days at Lithgow, in 1955 I sold the first OHV V8 Mainline Utility to the guy who lived at the Inn— It was just a large run down farm house in those times. His name escapes me now—he was a new Australian immigrant-- from the Baltic Countries.

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Gay and I were, at that time, unaware of the association and the shocking history.

The sale of the V8 was dependant on the vehicle's ability to climb the rough, unsealed Hartley Gap up to Lithgow, in top gear. It surely did—the district was most impressed. We sold a couple of other V8s on the strength of this. These were the most powerful utes around in those times. The '55 OHV manual sedans were quick too—A lower final drive ratio in that year—take out the decompression plates and WOW.

A dentist at Lithgow bought a '55 Customline sedan, I had the heads shaved at the Small Arms Factory as a special order. What a goer! F.M Co was not impressed—they threatened warranty issues!!

All of the apple orchards down in Hartley had Fordson Diesel Tractors—it was a strong hold! What a family connection!

I had the BSF nut in the front of the hood frame of the blue TC's hood post fixing, "strip". Taking off the trim—welding on a fresh nut—and repairing the burnt paint—all a bother. But it needs to be a firm mounting!! What a read at bed time on Sunday evening!!

Ian C.

...and I have a connection to Collits' Inn too (Ed)...

I remember being told long ago that there was a photo of Claude Fleming at Collits' Inn. Fleming was a well-known actor in the early part of the 20th century, including appearances with Gladys Moncrieff and George Wallace. He was my mother's uncle and his real name was Fred Becker. I was delighted to find the photo which showed Moncrieff with 'Uncle Fred' on the right of the photo.

Collits' Inn was an Australian musical play. The 1933 Melbourne production at the Princess Theatre was presented by Frank Thring and starred Gladys Moncrieff, George Wallace, Claude Fleming and Campbell Copelin. It is generally considered the first commercially successful Australian musical.

It was all about love and drama at a roadside tavern in the Blue Mountains owned by former convict Pierce Collits, who built the inn on land granted to him in exchange for helping supervise construction of a road from Penrith to the Western Plains. Pierce's daughter Mary is in love with a young officer John Lake. However her father hates officers and refuses to give his blessing.

Bushranger Robert Keane is in love with Mary. He hits her and Lake kills him. Lake is ordered home and becomes a baron. When he returns he discovers Mary has lost her memory. However she regains it and all ends happily.

Comic relief is provided by the inn roustabout, Dandy Dick, who is in love with Sally the barmaid but faces competition from barman Toby.

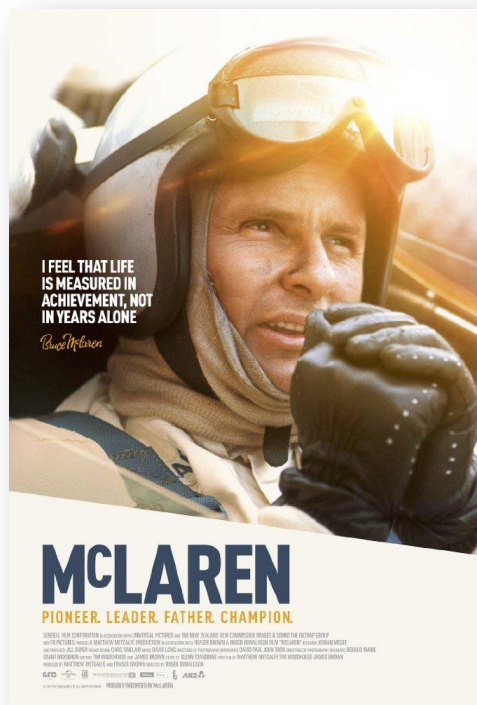
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The McLaren Movie Launch – Sunday 18th June

Article by Jeremy Braithwaite

Thanks to the efforts of Colin Allerdice a small group of members were lucky enough to attend the Sydney launch of the McLaren Movie.



It was a documentary that told the story of a young Kiwi who, like Bob Holden and Bo Seton, grew up not knowing whether he would ever be able to walk properly. Bruce's problem was not polio but a malformed hip and he was strapped to a bed with a weight on one leg for two years. It didn't produce a complete cure but he learnt to walk again, albeit with a limp.

I imagine after a start like that in life every other mountain you have to climb does not seem too tall.

The movie is therefore as much an inspiring story of human courage as it is a fabulous insight into one of the most exciting periods in the history of our sport.

He started his own race team with Teddy Mayer while still at Coopers and ran with Teddy's brother Tim in the Tasman Series. Tim was unfortunately killed at Longford. Bruce McLaren wrote:

"The news that he had died instantly was a terrible shock to all of us, but who is to say that he had not seen more, done more and learned more in his few years than many people do in a lifetime? To do something well is so worthwhile that to die trying to do it better cannot be foolhardy. It would be a waste of life to do nothing with one's ability, for I feel that life is measured in achievement, not in years alone."



As Eoin Young was later to remark, he effectively also penned his own epitaph.

Bruce McLaren touched the pinnacle in so many different disciplines. He funded the business by doing development work for Ford on the GT40 program and also for Firestone, and he won Le Mans as a driver.

Cessnock based Aaron Lewis took his M15C back to Indianapolis this year for the return of the team to the Indy 500 with F1 champion Fernando Alonso

Most people are aware of the F1 history and the team he started would later go on to win World Championships with Fittipaldi, Hunt, Lauda, Prost, Senna, Hakkinen and Hamilton. The early cars were designed by Robin Herd who later with Max Mosely was to go on and found March. He tells the story of how they built the first F1 car around the aerospace technology of the day.

In Can-Am the McLaren/Hulme domination was such that Autosport called it the Bruce & Denny show. Trojan was subcontracted to build the customer cars with over 220 being produced. At one stage more than half the field would be McLarens.

They only won at Indy after Bruce was killed testing the M8D at Goodwood. Too much rear wing and the rear bodywork came up and made the car uncontrollable. The team members who lifted the lifeless body from the wreck told the story in the movie. There could not have been a dry eye in the house.

Denny Hulme was meant to be the driver that day but had suffered very bad burns to his hands at Indy. He exhibited

incredible bravery and leadership after Bruce went, running at the next Can-Am race with hands that were still heavily bandaged and really helped hold the team together.

The road cars are also covered with some lovely period footage of the M6 GT. It looked like something from outer space on London streets.

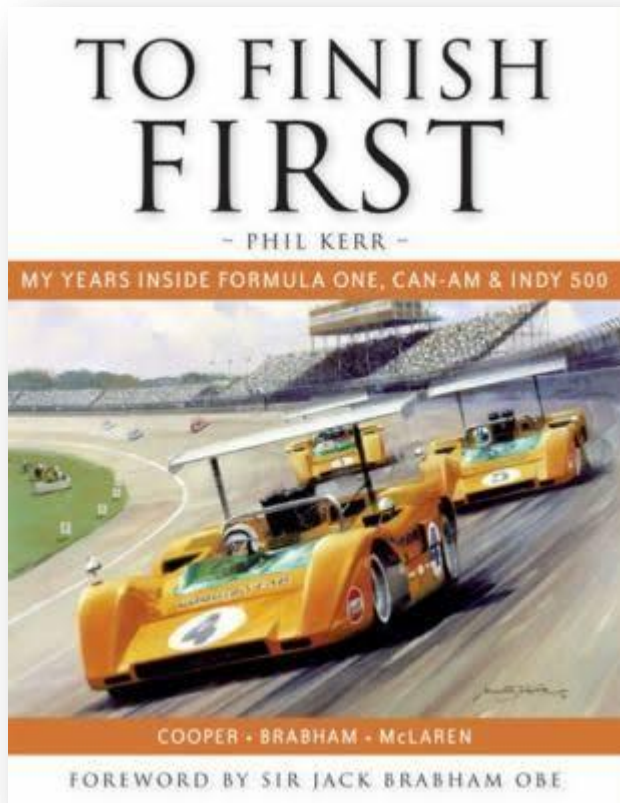
Much of the story in the movie is told by Phil Kerr. I can only recommend all members grab a copy of his book "To Finish First" which covers the complete story of the early years and the next five years following Bruce's death. Bernie Ecclestone has the last word!

Aussie Roger Donaldson directed the movie. His other triumphs include The World's Fastest Indian.

The cast includes Marion Andretti, Emerson Fittipaldi and Alastair Caldwell who stayed with McLaren until 1979 and also helped on the movie Rush, the story of James Hunt's McLaren F1 Championship.

It's an awesome story that is incredibly well told. It brings back all the raw excitement and thrill that was motorsport in the 60's and 70's.

It's no wonder that we were all hooked for life!!



Lunch in the Highlands – Wednesday 21st June

Words by Felix Duxlite (The Third) & photos by Roger Korte



For Mrs Duxlite and me, it is our second marriage. Yes, we both endured the pressure of not only starting again, but in bringing together four children and moulding them into one family. Pressure at every turn, knowing that any dispute at the head of the family would see the children lining up behind their respective parents. Pressure in not playing favourites as these Duxlite nippers went from child to youth to adulthood.

But it has been twenty five years now and the children have all found their wings .. yes there is a God! .. and we senior Duxlites have retired, so the pressure is off – well and truly.

One would think!



But every third Wednesday of the month that feeling of pressure returns – the apprehension; that one throbbing vein in the middle of the forehead; the fear of failure – all due to just one thing.. the **TSCC Monthly Mid Week Run**.

The run to Bowral on Wednesday 21 June was a case in point. Organised by probably the most experienced driver/navigator car rally team in the Club, Gary & Wendy Maher, over thirty members and friends headed off from Eastern Creek to Bowral for lunch at the Scottish Arms Hotel on what was a fine but “crisp” morning. Others pursued a more direct route.

The pressure on Mrs Duxlite was evident from the “get-go”. Two male club members travelling alone decided to adopt the TSCC fail safe position of “follow any car that has both a driver and a navigator”. That car was the Duxlite’s.



To add to that was the sheer professionalism of the Run Instructions.



Now Mrs Duxlite is no dill. Whatever you may think that the instruction “At 67.50km TR – SO 25.4km” means, Mrs Duxlite knows just one thing – nail

this turn and I

can have a 15 minute nap! So the journey to our lunch destination was as exciting as it was educational.

And, of course, we had our two shadows who, naturally, could not say anything directly to us but whose presence, in the rear view mirrors, was a constant reminder of the “don’t f--k it up, buddy” pressure that just screamed “Where’s the bar?” when the wheels stopped turning.



In the final analysis, Mrs Duxlite did exceptionally well – there must be some Jenkinson blood in there somewhere.

Gary & Wendy were superb – from Gary doing his leprechaun impersonation by jumping on a table to give us our instructions at the start, to both of them welcoming us at the finish and giving all of us the lunch time war cry of “Put your order in early and you will get your meal early”.



I had the Scottish Guinness Pie, as did quite a few others.



It was surprisingly good, considering that Guinness is not Scottish.

To my further surprise, I learnt that the Southern Highlands were celebrating the “Pie Time Festival”. It was a huge promotion with over forty restaurants, cafes and hotels in the area offering signature pies on their menus throughout the month of June. The promotion featured special events such as :- Degustation Pie Lunch, Cooking Classes, Pie Night, Best Pie Competition, Pie-Cation, and Pie

Trail.

A challenge to the Duxlite palate would have been the “beer and pie matching” and “pie eating” competitions.

Whilst we had to return straight home after lunch – much easier navigation for Mrs Duxlite – it wouldn’t surprise the Duxlites if a future TSCC Mystery Weekend ended up being a pie hunt around the Bowral area.

Be ready .. it could be fun.

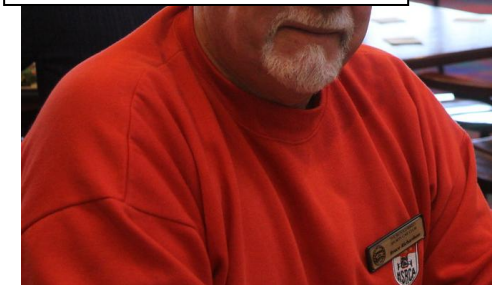


Jeremy & Julie Braithwaite
Colin & Maria Allerdice
Roger & Pat Korte
James & Janina Elphick
Graham & Carol Edds
Rob & Kay Finney
Jeff & Judy Breen
Dominic Truelove & Pauline Sercombe
Lionel & Gael Walker
Colin Watts & Graham Fitzgerald
Barry & Gail Christmas
Peter & Jelly Van Dyke
Les & Roselee Johnson
Sharon Johnson and baby Benjamin
Laurie & Fran Bromley
Bruce Richardson
Kevin Bell (Gary’s cousin)
Steve Foldhazy
Jim Catts
Neil Mason

John Bailey

Neil & Joy Hood

Felix





The ex Scot Watson Elan in the Lammermuir Hills in 1974; a beautiful road, so small it doesn't even rate a "B" number. Peter is admiring the heather. Ideal terrain for a TSCC Run I reckon



Lammermuir Hills Memories

An article by Colin Piper

Reading the piece about the Jim Clark room in Duns in the March-April edition of Top Gear and seeing the photograph of the 1965 Indianapolis winning car, struck a chord with me; two chords in fact.

In 1974, the Sydney Symphony Orchestra undertook a major European Tour, which started with several concerts at that year's Edinburgh Festival. After the long trip from Sydney, we had a day and a half free before we had to start rehearsing, so Peter Windsor, a friend who had moved to the UK just 2 years before, drove up from London to see Jan and me for a few days. He came in his newly acquired Lotus Elan, which had previously, so he believed, been owned by among others, Ian Scott Watson. Ian was a local farmer in the Duns area who many readers will know was instrumental in encouraging Jim Clark to dabble in motor racing. In 1973, Peter had written a beautiful article in "Competition Car" marking the 5th anniversary of Clark's death, and he had received an appreciative note, or that is my memory of the story, from Jim's mother saying



The same Elan in 1989 undergoing a total restoration

that if ever he was in the area to call and see her. That invitation, plus the chance to see Ian

Scott-Watson to actually confirm that

the Elan he had bought was in fact his old car,

To say it was an unforgettable day from my point of view is an understatement. Peter and I drove from Edinburgh, through the Lammermuir Hills to Duns to visit



the Jim Clark Trophy Room, after which we met Ian Scott Watson for lunch in a local pub and yes, the Elan was indeed his old car, and yes, Jim Clark had driven it on many occasions. Peter and I then had afternoon tea with Mrs. Clark...not at Eddington Mains unfortunately but in her newer cottage in the town. This was an era before small pocket cameras so there are few photos of the day, but in her home were trophies and other memorabilia that had never been, and have probably still never been seen by the public. Naturally, we visited the cemetery in Chirnside as well.

As I said, it really was quite a day, and to cap it off, upon our return to Edinburgh in the early evening, with Peter driving and Jan and me squeezed into the passenger seat, we set off in search of a meal in what was from memory a very quiet and deserted Edinburgh.

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I was in Scotland again in 2006 on the way to Scapa Flow in the Orkneys where another friend and I (yes, I have more than one friend!) were planning a week of diving on the German WW 1 wrecks that were scuttled there in 1919. We had a few days diving at St Abbs, about 15 miles from Duns to acclimatize us to the very cold conditions to be experienced in the Scottish waters, and as I was so close, I again visited the Trophy Room and did the general "Jim Clark Trail".

Seeing the Indianapolis photo in Top Gear also resonates with me. Our local newsagency (now closed) was run by a guy called Reg Smith and I regularly visited his shop for over 30 years. One day, I saw him reading a Motor Sport Magazine; we chatted...his brother Jim had worked at Team Lotus in 1964-5; one thing led to another. I had met Jim Smith at a meal with Peter Windsor in Sydney a few years before...and Jim had shown me, and then later sent me some of his personal photos from Indianapolis 1965, and these I was able to show to Reg on my phone! It is such a small world.

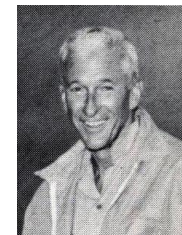


Bidding farewell to Mrs Helen Clark following afternoon tea. The large sticker on the back window is an SSO 1974 European Tour label

Peter Windsor has always been a huge fan, if that is the correct word, of Jim Clark. We all met him when he was here for the Tasman Series races at Warwick Farm between 1965 and 1968; there was always a cocktail party on the Thursday night at Randwick Racecourse I seem to remember, practice on the Friday and Saturday with the race on the Sunday. I wish I had more photos of my own from those days, but there are certainly many happy memories.

Finally, about 10 years ago, I had a phone call from Peter late one night to say that he had bought a car (by phone bidding) at an auction in Paris. It was the

1968, the car passed to Jabby Crombac, the French motoring writer with whom Clark shared a flat in Paris. The auction took place when the Crombac estate (he died in 2005) was being settled. I have ridden in the car, refusing point blank the offer to drive it through Chelsea in London...all those speed humps, narrow streets AND the wheel on the wrong side...NO THANKS! That said, I did drive the Scott Watson car in 1974 for a while on the beautiful roads in the Lammermuir hills.



‘Gentleman’ Jim Kimberly – Part 1

An Article by Barry Farr

You know how it goes - the first generation make the money, the second generation grow the money and the third generation enjoy the money.

This is a story about the Kimberly family of Kimberly-Clark fame and one third generation member, but don't reach for the Kleenex just yet.

Alfred Kimberly generally known as Alfred or Alf, was born in New York in 1838. In 1846 his family moved to rural Neenah, Wisconsin. In 1860 in his early 20s, Alfred and his friend Havilah Babcock, started a business - a general store under the name of Kimberly & Company. He married Helen Cheney in 1865 and in 1872 at age 34 he and Helen were joined by Charles Clark and Franklyn Shattuck to form Kimberly Clark and Company, initially to operate paper mills. In 1890 Alfred's third child James Cheney Kimberly, joined the company.

The business was obviously very successful which enabled Alfred to retire in his late 60s and purchase a French chateau style Victorian mansion in



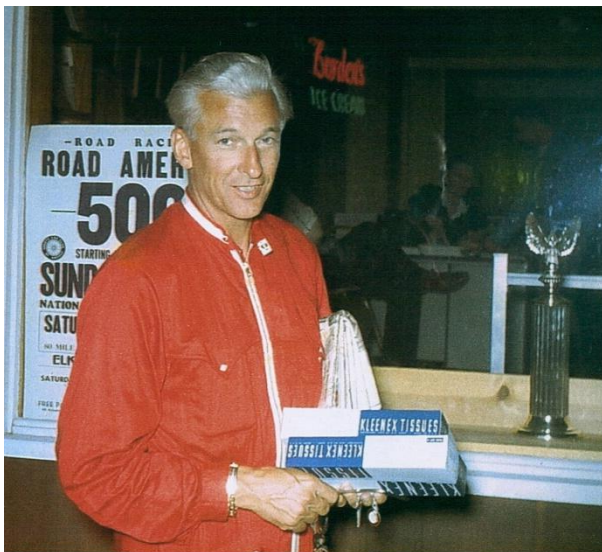
Redlands California that was built in 1897 for Mrs Cornelia Hill, one of the pioneers of Redlands. When the Kimberly family purchased the property in 1905 Mrs Kimberly had Italian gardens installed and they named the property Kimberly Crest. Alfred died in 1928 aged 89 and Helen died 4 years later also in her late 80s. Almost 50 years later, the youngest of 7 children Mary Kimberly Shirk, died and Kimberly Crest passed to the Kimberly-Shirk Association which has maintained the property since. It is open to the public for tours and events and in 1981 was used in the filming

of the movie Hell Night and later Fleetwood Mac's Big Love video was filmed in the grounds.



Post retirement and continuing in the capacity of President from 1872 until his death in 1928, Alfred presided over the company rapidly expanding with new products - Cellu-cotton in 1914, Kotex in 1920, Kleenex in 1924 and forming a joint venture in 1926 with the New York Times to build a newsprint mill in Canada, culminating in the company going public in 1928 under the name Kimberly-Clark. Soon after, Alfred's son James Cheney Kimberly, left Kimberly-Clark having served as an executive officer for many years. Then in 1953 James first child, John R Kimberly was appointed President and under his tenure the company expanded internationally to Mexico, West Germany and the UK in the 1950s and to 17 more countries in the 1960s. When John R Kimberly resigned the Presidency in 1968 that was virtually the end of the Kimberly dynasty overseeing the Kimberly-Clark company, though he did remain a Director until 1977.

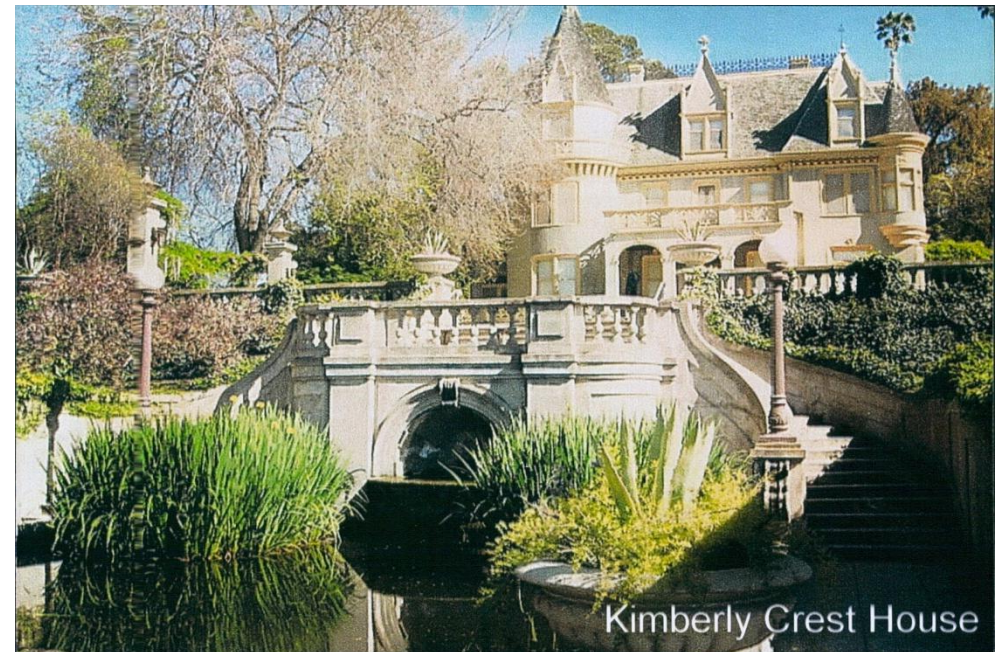
Darwin E Smith, who joined Kimberly-Clark as a legal cadet in 1958 and became Chairman and CEO from 1970-1992 is credited with re-focussing and building the company to the extent where it now has manufacturing operations in 40 countries and its products are sold in more than 175 countries.



James Cheney Kimberly's other son and brother to John R Kimberley was James H Kimberly, generally known as the 'Grey Fox' or as 'Gentleman Jim'. Despite his being to the manor born his parents instilled in him a strong work ethic. In summer holidays he shovelled coal at the

TOP GEAR May-June 2017

company's paper plant in Canada, he served in the navy during WWII and was college educated. After working for Kimberly-Clark in managerial positions for 37 years, he sold his \$50M interest in the company and concentrated on his sportsman occupation, backing up as a socialite. He was a yachtsman, a prize winning sport fisherman and racer of airplanes, ice boats and sports cars, a lover of gourmet food and kept the company of the rich and famous.



Jim's interest in sports cars began as a result of a personal friendship with Bill Lyons and Lofty England who ensured Jim took delivery of the first Jaguar XK120 exported to the US. His interest in racing emanated from a visit to Watkins Glen and thereafter being persuaded by a fellow Chicago native and Ferrari owner to enter the Palm Beach races in 1950. Early that year he purchased his first Ferrari, a **1949 166MM Touring Barchetta # 0010M** from Luigi Chinetti, the car in which Chinetti and Jean Lucas won the Spa 24 Hours the year before. Between 10 June and 31 December

1950 Jim entered 8 races including Bridgehampton, Elkhart Lake, Watkins Glen, Palm Springs & Sebring usually finishing 1st or 2nd outright and/or 1st in class, his best result being 2nd outright in the Sebring 6 Hours p4 with his friend, mechanic and co-driver Marshall Lewis.



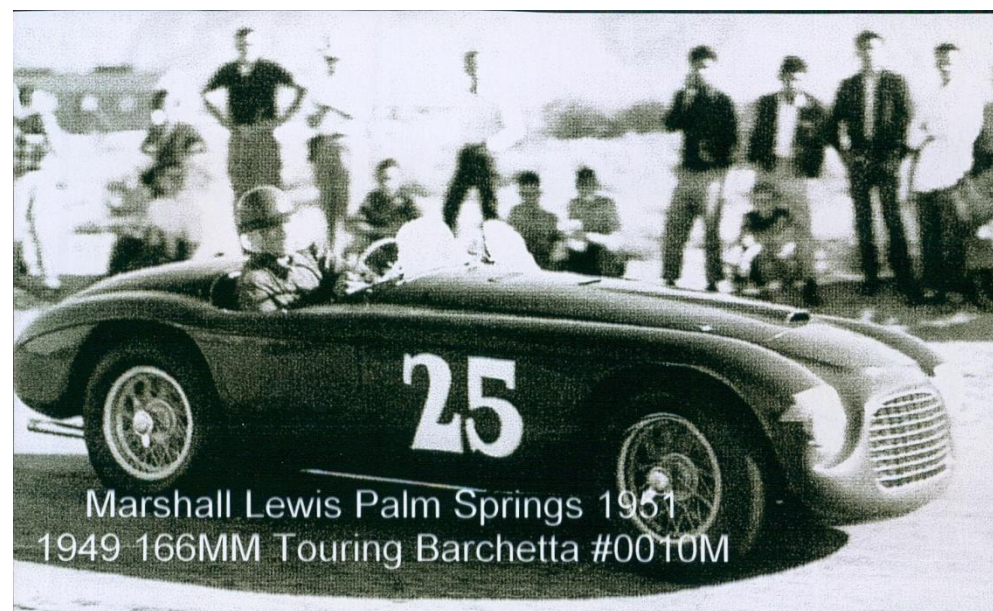
Jim Kimberly in his first Ferrari
1949 166MM Touring Barchetta #0010M

In March 1951 Jim raced Briggs Cunningham's 1950 166 Sport Touring Berlinetta LM # 0060M in the Juan Peron Cup in Buenos Aires finishing 7th OA and 1st IC. This is the car that Australian Peter Briggs acquired in 1981 and held until mid-1997.



Jim Kimberly Sebring 6 Hours 1950
1949 166MM Touring Barchetta #0010M

A couple of months later Lewis won in # 0010M at Palm Springs p5 but in May Jim crashed the same car while in 3rd place in the Pebble Beach Cup.

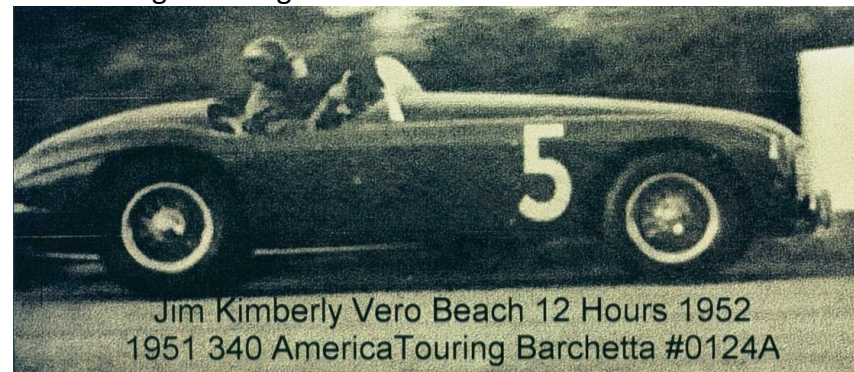


Marshall Lewis Palm Springs 1951
1949 166MM Touring Barchetta #0010M



Having walked away from the rollover unscathed, that evening he escorted Ginger Rogers to the ball. Jim never raced # 0010M again and it passed through many custodians before Jon and Mary Shirley secured long term ownership in 1997.

Mid-1951 Jim purchased a new **1951 340 America Touring Barchetta # 0124A** which he campaigned in 9 races until September 1952. Apart from a couple of dnfs he finished 1st or 2nd OA and/or IC in all but one race, his best result being an outright win in the Vero Beach 12 Hours.

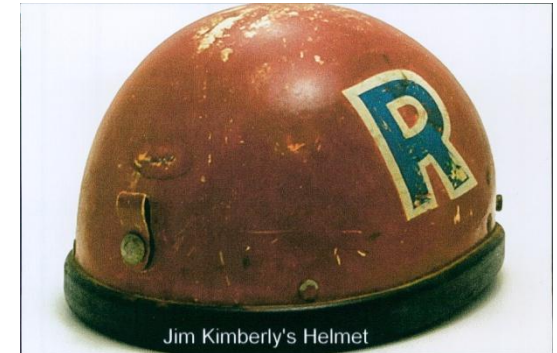


Late 1952 Jim purchased from the Momo Corporation a **1952 225 Sport Vignale Spyder # 0220ED** in which he entered 3 events including the 1953 Sebring 12 Hours (dnf), after which he handed over the driving to Marshall Lewis for 3 sports car races before selling the car to Ed Lunkin.

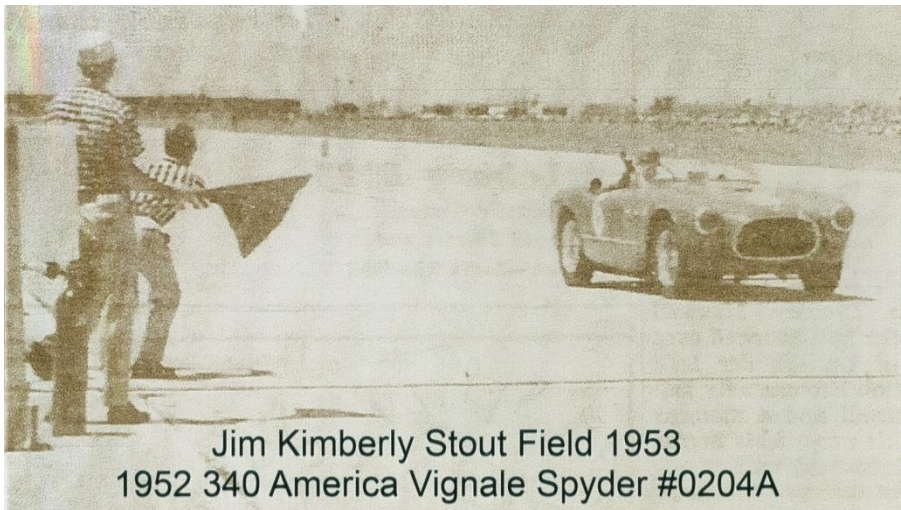


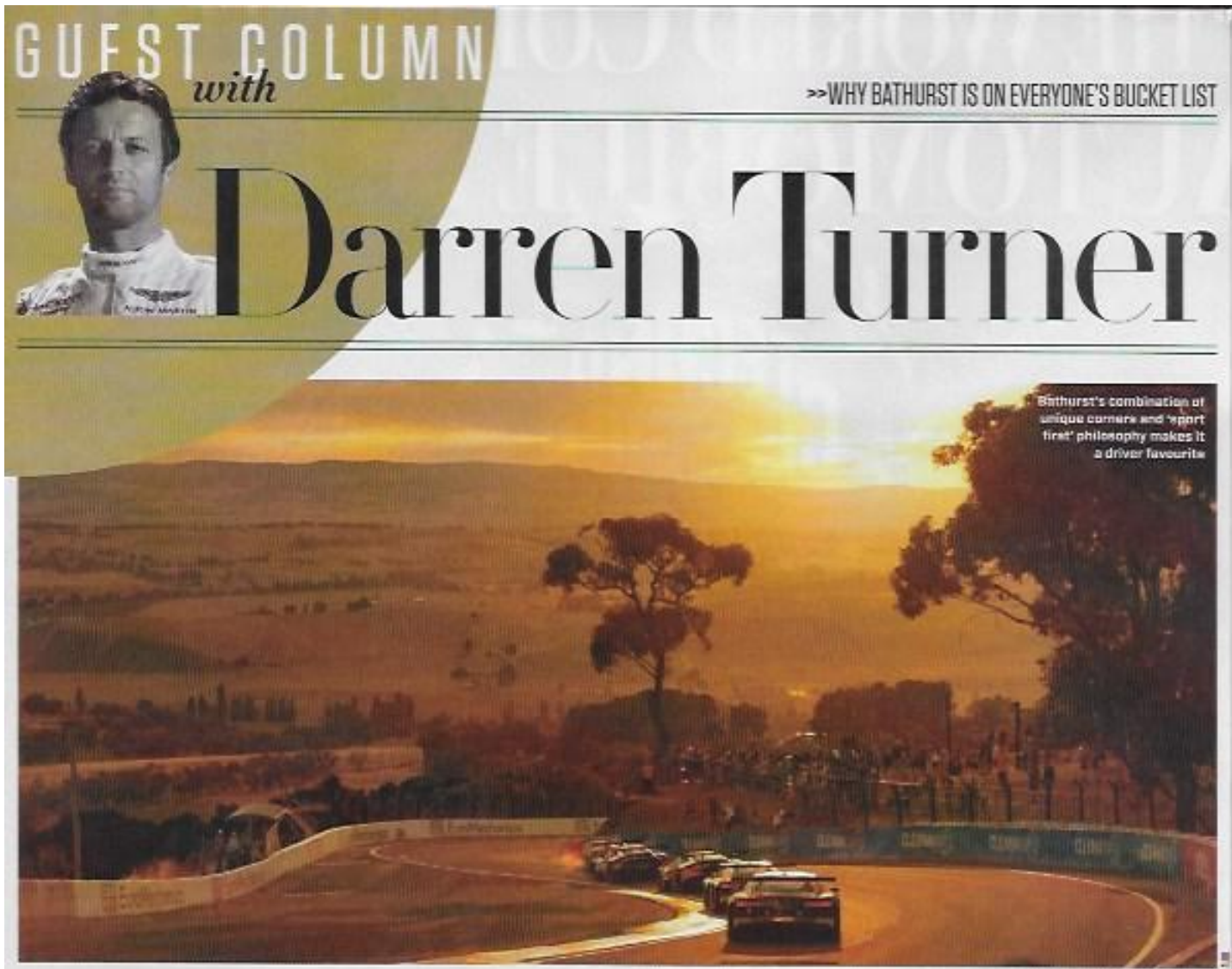
next 15 months always with his favourite #5 number on the car and everything coloured red - his car, his helmet, his driving suit with button-down collar, his driving gloves, his transporter and even his red suited mechanics. He was one of the pioneers to bring professionalism to the racetrack. Jim finished 3rd in the SCCA Championship that year.

The Jim Kimberly story will conclude in the July-August edition of Top Gear



Around the same time Jim purchased # 0220ED he acquired a **1952 340 America Vignale Spyder # 0204A** from Scuderia Ferrari after it was disqualified in that year's Le Mans 24 Hours. Jim entered 13 races over the





Our president submitted this article written by international racer and motorsport magazine guest columnist Darren Turner, on his experience at this year's Bathurst 12 Hour. It shows the high esteem in which our Bathurst circuit is held from an International perspective.

I'VE JUST COME BACK FROM MY FOURTH trip to Australia. I've been twice to the Gold Coast to race in Aussie V8s and once with McLaren to drive the two-seater F1 car at the Melbourne Grand Prix, but this trip to Bathurst tops them all. The Bathurst 12 Hours is an incredible event: the circuit, the fans, and the organisation, all of it!

The circuit itself didn't disappoint and now I fully understand why it is on the bucket list of so many racing drivers. It has everything, from massively challenging sections to corners that you just don't find anywhere else. You can see from the attrition in the race what an unforgiving circuit it is. The slightest mistake can have huge consequences, as you don't bounce when you hit those walls. Mount Panorama is a circuit that you have to respect or it will bite you, as a couple of drivers found out via a few broken ribs during the weekend.

The Australians sure know how to run a race weekend. They have found that perfect balance between enjoyment for the drivers, enjoyment for the fans and making sure the racing is of a high level. I noticed this when I

did the Aussie V8 races. Take the pre-race briefing, for example. The message is that we are all there to put on a good show and there is a lot of mutual respect between the drivers and officials. It's a different vibe to what we have in Europe and it's very refreshing. It's not all about rules and regulations, it's about the sporting side of things.

Bathurst was a fantastic experience and, to be there with R-Motorsport in the Aston Martin Vantage GT8 was a great privilege. The GT8 is actually a road car so to finish so strongly at an event like Bathurst is an incredible achievement. I knew we had a good car as I raced it in the Nürburgring 24 Hours last year, but for it to prove itself both on the Nordschleife and Mount Panorama is impressive. We didn't have any technical issues during the race, just a few punctures, so the GT8 is clearly strong.

One of the fun things about being in the invitational class is that you are not involved in the main GT3 fight, but you have the best seat in the house to watch the action. I was out on the circuit in the middle of a few intense GT3

battles. At one point I had eight or nine come past in one go and I loved it as I got to see everyone going at it hammer and tongs from such a close range.

Now that I've done it I've got the bug and want to do it again. It was just one of those events that is great fun for everyone involved.

"At one point eight or nine GT3s came past in one go and I loved it, as I got to see them going hammer and tongs from close range"

Star in an Unreasonably Priced Car

(An occasional feature)



You can't be serious!



Alan sent an SMS to his neighbour, Bob...

Hi Bob, This is Alan next door. I have a confession to make. I've been riddled with guilt these past few months and have been trying to pluck up the courage to tell you to your face, but I am at least now telling you in text as I can't live with myself a moment longer without you knowing. The truth is I have been sharing your wife, day and night when you're not around. In fact, probably more than you. I haven't been getting it at home recently, but that's no excuse, I know. The temptation was just too much. I can no longer live with the guilt and I hope you will accept my sincerest apologies and forgive me. It won't happen again. Please suggest a fee for usage, and I'll pay you.

Regards, Alan

Bob, feeling insulted and betrayed, grabbed his gun, and shot his neighbour dead. He returned home where he poured himself a stiff drink and sat down on the sofa. He took out his phone where he saw he had a subsequent message from his neighbour.

Hi Bob, This is Alan next door again. Sorry about the typo on my last text. I expect you figured it out anyway, and that you noticed that darned Autocorrect changed 'Wi-Fi' To 'Wife'. Technology hey?

Regards, Alan

Old and News



Jaguar D-type as an old racing car



Jaguar D-type as a pretend GT (Leaton Motors, Frank Match)



Jaguar D-type – same car – as an investment

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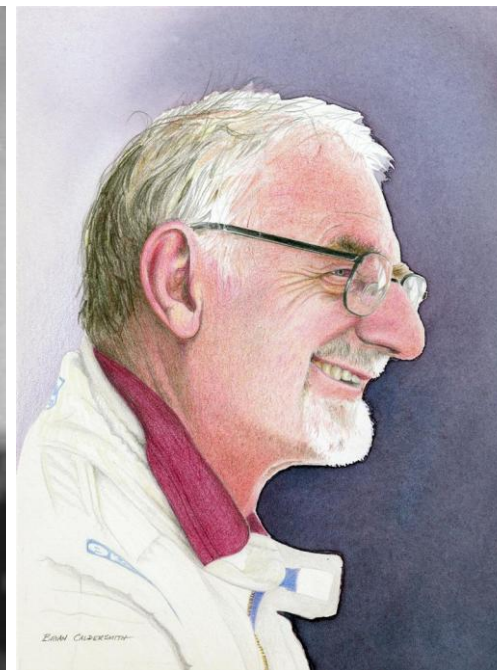
A tease for anyone still waiting for a new Mustang. This one was hired by John & Wendy Slater on their recent West Coast USA holiday, shown here at the Joshua Tree National Park.



RM Sotheby's auctioneers just sold an undriven Porsche 911 with 10 kilometres on the clock for \$3 million - several multiples of what it cost when new in 1993. The race-bred, air-cooled 964 Carrera RSR - essentially a grandfather to the latest Porsche 911 GT3 RS - is a road-going version of race cars that tasted success at Le Mans, Spa, Daytona and beyond. This forgotten Porsche is one of 51 wide-bodied Carrera RSR models built by the brand.

Sydney Morning Herald 2nd June 2017

NOTICE OF DEATH - SIR JOHN WHITMORE BT (1937-2017)



Sir John Whitmore passed away on Friday 28 April at the age of 79. He had recently suffered a severe stroke.

Although he inherited the baronetcy on his father's death in 1962, and came to be known popularly as The Racing Baronet, John was completely unpretentious and preferred to be known simply as 'John'. He was without doubt one of the outstanding British touring car drivers in the first half of the 1960s and is probably best recalled as the winner of the 1961 British Saloon Car Championship in an 848 cc Morris Mini-Minor which he had bought for £400. However, he had already begun to make a name for himself in GT racing in 1959 with one of the first Lotus Elites. After winning his first race with the Elite at Snetterton, Colin Chapman offered him a drive in an Elite at Le Mans a month later as team mate to a Scottish farmer by the name of Jimmy Clark. John, who was a cereal farmer in

Essex, and Jimmy brought the Elite home 10th overall and second in class and remained firm friends until Jimmy's death in 1968.

John Ogier, an Essex poultry farmer, asked John to drive a variety of cars for his Essex Racing Team ranging from a Formula 2 Cooper-Climax T51 to an Aston Martin DB4GT Zagato and a Tojeiro-Jaguar; he deputised for Jimmy Clark in the Border Reivers Lister-Jaguar and won at Charterhall; and drove in Formula Junior in 1960 for the Fitzwilliam team of Lola Mk 2s and in 1961 with a Lotus Type 20 with the less popular BMC engine, albeit the best there was since it was looked after by Cambridge wizard Don Moore who also took care of the Mini-Minor. Also at this time John enjoyed considerable success in jazz legend Chris Barber's Lotus Elite which was duly replaced by an early Elan which seemed to either win or shed a wheel.

The 1961 championship success brought an invitation to drive a works-supported, Ken Tyrrell-run Mini-Cooper and then Cooper S through 1962 and 1963, in the latter year John finishing a class-winning second in the BSCC to another East Anglian farmer, Jack Sears, and his various Willment Fords. Ford then came calling and for the rest of his career John performed prodigiously for the Blue Oval in Lotus-Cortinas, Ford Falcon and Mustang, Shelby Cobras and GT40s. He won the 1600 cc Division of the European Touring Car Championship with an Alan Mann-prepared Lotus Cortina in 1964 and the following year was a major contributor to the Shelby Cobras defeating Ferrari in the FIA GT Manufacturers' World Championship. In the two-part Tourist Trophy round of the Championship at Oulton Park John drove one of his greatest races, battling against a broken exhaust which was both deafening and causing him to be poisoned by fumes. In 1966 in GT40s John was second in the Monza 1000 Ks with Masten Gregory and second in a 7-litre Mk 2 at Spa Francorchamps with Frank Gardner. On the only occasion he raced one of Alan Mann's Falcons, John was the first driver to lap the Silverstone Grand Prix circuit at over 100 mph in a touring car.

At the end of 1966, influenced not a little by serious accidents, some fatal, to some of his friends, John retired from racing and pursued various other

interests including flying. He lived for a time in an alternative community in New York State before setting up an executive training firm, Performance Consultants. He never completely turned his back on motor racing and in 1990 was persuaded to have three outings in an 8.1-litre McLaren-Chevrolet M8F. After finishing third first time out at Montlhery, he was second at Donington Park and then at the Silverstone Historic Festival won his second race of the weekend after passing the similar car of Charlie Agg round the outside of Stowe Corner in a true moment of self-belief. This really was John's last race and a magnificent way to sign off on his racing career. In later years John always kept in touch with friends from his racing days and the BRDC, of which he was a Life Member having first been elected in 1962 and serving as a General Committee member from 1965 to 1967. He was a fascinating raconteur who, without any self-aggrandisement, could regale an audience of one or 101 with wonderful stories of racing as it was in the 1960s.

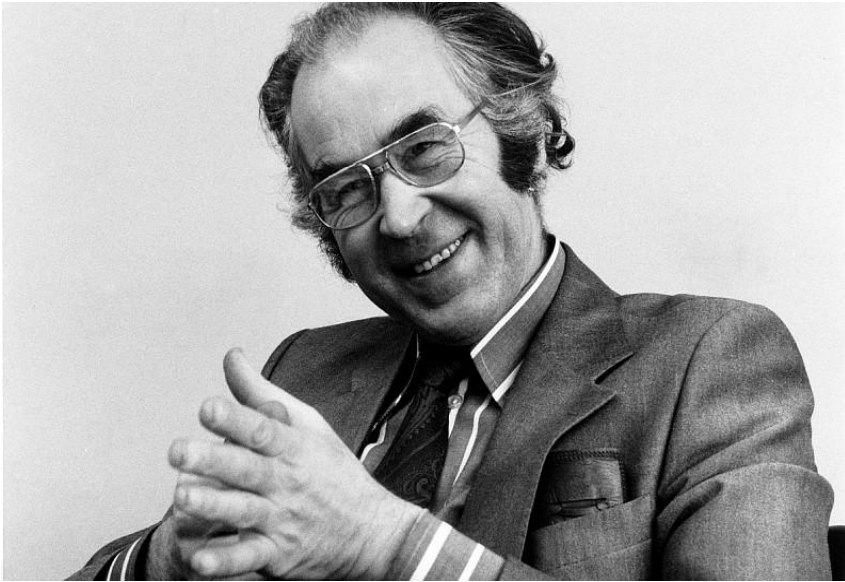
The BRDC extends its sincerest condolences to John's family, in particular his daughter Tina and son Jason. The funeral will be private but it is intended that there should be a Memorial event later in the year.



The eulogy above is an edited version of a notice that appeared in the British Racing Drivers' Club newsletter and was circulated by John's good friend in Australia, Brian Caldersmith. John came to Australia where he raced Brian's Lotus Elite in one Tasman Revival meeting and against him in another.

The superb coloured pencil portrait of John (above) is by Brian and is his tribute to his late, lamented friend.

Eric Broadley (22/9/28 – 28/5/17)



(From a report in Autosport)

Eric Broadley, founder of Lola and one of the most visionary designers and constructors of racing cars, has died at the age of 88.

Broadley, along with Colin Chapman, John Cooper and Major Arthur Mallock, was responsible for the pioneering early boom days of the British motorsport industry, as he masterminded a remarkable variety of Lola models.

From the 1958 Lola Mk1, which was created using his £2000 savings and designed and built at a ramshackle West Byfleet workshop, to the mighty Lola T70s of the 1960s, the fearsome F5000 cars of the 1970s, and the customer Group C and F1 cars of the '70s and '80s, Broadley and his team created some of racing's most iconic designs.

After an early foray in to Formula 1 with the Reg Parnell-run Bowmaker Lola Mk4 cars in 1962, Broadley presided over a number of Formula 1 projects during the next 35 years. These included the first ever Honda win in 1967 - the RA300, based on a Lola design and dubbed a Hondola, won the Italian Grand Prix in the hands of the late John Surtees.

Broadley was also behind the Graham Hill-fronted Embassy Hill operation in the '70s and the Larousse Lola of the late '80s and early '90s. Each of these projects enjoyed their moments in the sun as Broadley's team in Huntingdon cemented its reputation as one of the leading customer-focused operations in the world.

Lola's record at Indianapolis was the best of any overseas constructor from the 1960s to the 1990s. Graham Hill (pictured with Broadley below) became the first English driver to win at the Brickyard in 1966 with the Lola T90 Red Ball Special, while Al Unser Snr took the 500-mile triple crown - Indy, Pocono and Ontario - in a Lola T500 in 1978.

Mario Andretti, Bobby Rahal, Al Unser Jnr, Cristiano Da Matta, Nigel Mansell, Paul Tracy and Michael Andretti all took CART and ChampCar titles in Lola chassis, while Arie Luyendyk took a third Indy 500 win for the constructor in 1990.

All this was done against tough competition - March, Reynard, Ralt, Brabham, Eagle, Penske, the list goes on. Lola was always enormously respected by teams, drivers and engineers as a quality competitive constructor.

Broadley himself was quiet yet confident, but also often displayed an impish sense of humour that endeared the



thousands of staff that worked at Lola. He was what would now be considered an old school engineer, who was never more at home than designing and developing a racing concept. The business element of his vision was usually directed by others, notably Derek Ongaro and Mike Blanchet.

His achievements as the brains behind Lola are staggering, and it says much for his benign and quirky personality that he was known as the 'engineer's engineer' rather than an effervescent personality such as Colin Chapman, Ken Tyrrell or Ron Dennis.

Like his beautiful creations, such as the Lola Mk3, Lola Mk6, Lola T212 and Lola T332, Broadley's actions as an engineer always led by example. There was little, if any, significant ego related to his work, but this didn't mean the man wasn't fiercely competitive. Indeed, a deep-rooted drive to compete was what set him on a remarkable journey as head of Lola.

In Formula 1 it never quite happened for Lola, yet still some memorable programmes scored respectable results. As well as the Hondola of 1967, there were the Larousse years when, particularly in 1990, Eric Bernard and Aguri Suzuki punched above their collective weights to score a decent haul of points, including a podium at Suzuka.

By 1997 the Lola empire hit trouble after an ill-advised decision to return to F1 with the fateful MasterCard deal that failed so miserably. With Lola



on the verge of collapse Martin Birrane bought the brand and set about rebuilding and investing in it.

Broadley was involved in various projects after Lola but largely enjoyed a peaceful retirement at

his farmhouse in the village of Broughton close to Huntingdon.

Even after his era had ended at Lola, Broadley would occasionally frequent the workshops and talk to old employees. In 2008 John Surtees (pictured below with Broadley at



Goodwood in 2008) drove a Lola T70 MkIIIB around the streets of Huntingdon with Eric in the 'passenger seat'. His joy at the occasion was typically reserved but genuine in its delight.

Some notable engineering names passed through Lola's doors, originally in Bromley, Slough and then from 1971 to 2012 Huntingdon in Cambridgeshire. Tony Southgate, John Barnard, Bob Marston, Patrick Head, Ralph Bellamy, Mark Williams, Ben Bowlby and Julian Sole all worked for Broadley in various stages of their careers.

Those who knew and worked with him will remember him with affection. The quiet man of racing, his vision and dedication to Lola deserves the same respect in which Chapman, Williams, McLaren, Dennis, Tauranac and Brabham are rightly lauded, because the influence he extolled to the motorsport industry was so vital.



The End

