

September-October 2017

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THE OFFICIAL MAGAZINE
OF THE THOROUGHbred
SPORTS CAR CLUB



Winner pre-1988 division
1958 Alfa Romeo Giulietta Spider

Ladies' Choice
1951 Jowett Jupiter



Winner post-1987 division
2015 HSV VF Commodore GTS



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(Fairly) Regular Columns



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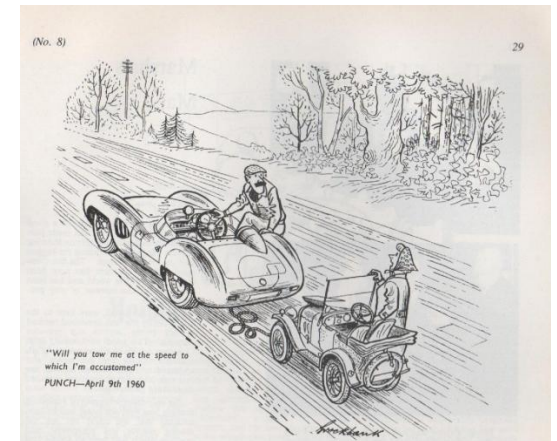
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...and

The deadline for copy for the November-December issue of Top Gear will be 8th December.



'Will you tow me at the speed to which I'm accustomed?'

PUNCH April 9th 1960

About our Club



Calender

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

Club Meetings

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

Club Objectives

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

Club Shoppe

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

Correspondence

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

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

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

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

Office of the President

Barry Farr



There have been some big turnouts the last couple of months; 56 on the Wednesday run to the Colo Riverside Cafe organised by the van Dyks, 84 at the Pride of Ownership Day presented by the Dalys and 50 on the Sunday brunch run to Concours Sportscar Restorations at Tuggerah organised by Terry Daly. In fact, I write this having just returned from Gavin King's elaborate restoration business which has made me wonder why I've never acquired an E-type Jag or Aston Martin - they have such lovely classic lines. Gavin and his seven crew certainly know how to undertake top quality restorations and new builds. There was also the All British Day, the plentiful Greek dinner at Ironwood organised by Theo and Tammy Demopoulos where surprisingly numbers were down to 27 this year and the Wednesday run to Mayfield Gardens organised by the Braithwaites which 38 attended.

Half a dozen gentlemen interested in the preservation and archiving of Australia's motoring history have come together to establish the Australian Motor Heritage Foundation Ltd (AMHF), an incorporated not-for-profit registered charity. The six Directors include Terry Thompson, Brian Caldersmith and recent new TSCC member Hugh King as well as retired Professor of Australian History author and motoring history specialist, Dr Andrew Moore, Accountant and long time senior road test journalist John O'Farrell and Wheels senior motoring journalist Peter Robinson. Their objective is to advance the culture and heritage of Australia's motoring history by providing an educational resource for schools, colleges,

universities and other interested parties to access. The next stepping stone is to locate and acquire suitable secure premises to establish an Australian Motoring Heritage Centre which would house voluminous archives and provide the base from which all interested parties could access information. This could entail not only local Council, State and Federal financial investment but also a degree of private contributions.

Tesla's woes continue as its Model 3 production in Q3 fell well short of its 1500 target. Just 260 were built which is not so surprising as major sections of the Model 3 are hand built which seems to run contrary to Tesla's high-tech image. Further, Musk's claims its Model 3 has the hardware to allow full self-driving capability were described publicly by GM's Director of Autonomous Vehicle Integration as 'full of crap' and mid-October, hundreds of Tesla workers were laid off. Now the Wall Street Journal has indicated it's high time Tesla and Wall Street acknowledge reality with its stock sitting at 67 times expected 2019 earnings and its balance sheet carrying USD20B in liabilities.

Not satisfied with SpaceX intending to fly two paying customers around the moon next year, Musk recently told the International Astronautical Congress his 'BFR' spaceship, which he plans to build and launch in five years, will take about 100 people at a time to the moon and Mars and plans to send six advance spaceships, two of which will be manned, by 2024. He added people could travel anywhere on earth within an hour using the BFR.



Meanwhile, the NRMA recently announced it is about to trial an autonomous shuttle bus around its offices at Sydney Olympic Park over the next two years moving staff from their parking stations to their office. Google's Waymo, which has now logged

more than 4.8 million kms testing its fleet of self-driving cars on public roads, has struck a partnership with Fiat Chrysler and is pursuing a similar link with Honda to build self-driving cars.

Since Liberty Media Corp took over Formula 1, Asian circuits have experienced differing financial results. Singapore, which reduced its outlay from \$150M last year to \$127M this year to stage the GP, had an increase in attendance this year from 219,000 to 260,000 following a reduction in ticket prices. China's F1 GP attendance has almost halved since it first staged the event and Malaysia, which offered discount tickets this year, increasing attendance from 84,000 to 111,000, will not continue the event which cost \$91M to stage this year, because the Moto GP at the same circuit draws almost twice as many spectators and costs just \$13M to stage. Other Asian countries where the purchase of a small motorbike represents the first step towards mobility, are also looking at the Moto GP which Thailand will stage next year and Indonesia the following year.

Back onto conventional vehicles, and pushing one of my favourite marques, Alfa Romeo have set new records at the Nurburgring. The Giulia Quadrifoglio is now the fastest 4-door production car around the circuit setting a time of 7 mins 32 secs and its SUV, the 380kW 2.9-litre turbo charged V6 all-wheel drive Stelvio Quadrifoglio, set the fastest ever SUV



time of 7 mins 51.7 secs. It's also been recently announced the Alfa Romeo brand will return to the BTTC next year after a decade's absence. As this is my final report for this year, I would like to provide notice of planned events early in the new year, namely :

26 January	Concours d'Elegance at Pyrmont
19 February	TSCC General Meeting at Carlingford Bowling Club
23-26 February	Beechworth long weekend

Ciao for now

Barry

Two-finger Typing

Stephen Knox



The Last Frazer-Nash

I have always been fascinated by cars built by small specialist manufacturers – perhaps it's the frustrated car builder in me. Those whose star shone brightly included Colin Chapman and successors with Lotus, Trevor Wilkinson and



successors with TVR and the Walklett brothers and successor with Ginetta. Some whose stars lit up the firmament with a little less intensity and duration included Giles Smith and Bernard Frieze

with Gilbern, Jack Turner with Turner and of course, Jem Marsh with Marcos. There have been many others in the 'who cares' basket such as Microplas and an Irish abomination called, unimaginatively, Shamrock.

It seems that most of these aspirants were good at some things and less competent at others. Chassis design, when it went beyond simply using a lowered Ford 10 frame, were usually either twin-tube or space frame and were often superior to those made by the major manufacturers. Styling talents ranged from surprisingly



good to very pedestrian. Good ones included the exquisite Lotus Elite and the Dennis and Peter Adams designed Marcos. Average looking examples included the Rochdale Olympic and the Gilbern Invader while the original Marcos and almost any from Fairthorpe were hideous. The Shamrock should have been strangled at birth!

The other disciplines in which these wannabe car makers were left wanting was finance and business. If they'd been as good with money as some were with



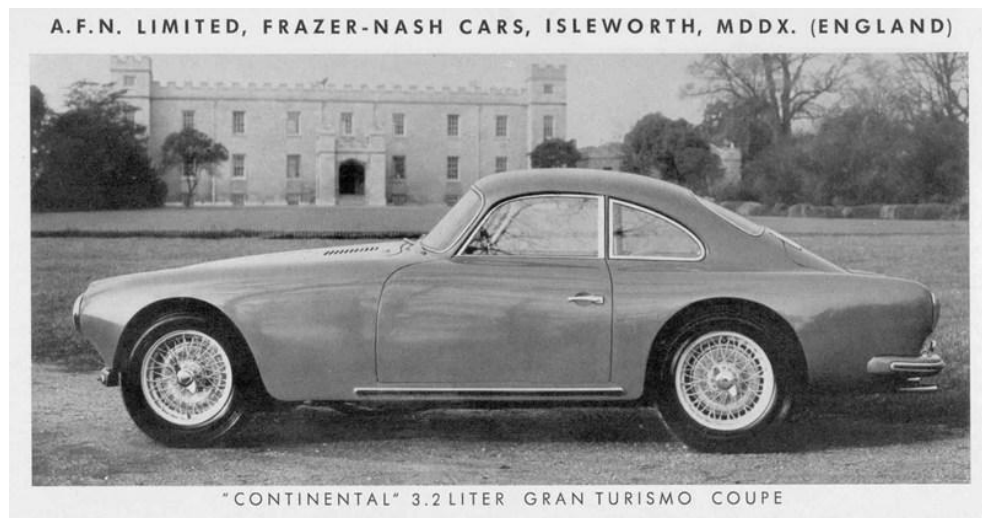
chassis design, many more would have survived to the present time.

Australia has had its share of hopefuls, most notably Bolwell whose pinnacle was reached with the Ford V8-engined Nagari. I once owned one of the 13 roadsters built and I still think it's one of the most stunning looking cars of its time. Others must think so too, as out of the 13 originals there are at least 30 left!

But there has been one car above all that has intrigued me since I saw it in the Earls Court Motor Show edition of Autocar in 1957 – the Frazer-Nash Continental. It was the company's swan song as a manufacturer and was an interesting segue into their emergence as the Porsche importer for the UK. Interestingly, it appears

only as a footnote in F-N histories, usually limited to one photograph and a short paragraph. It was the last car they ever built.

The new car followed Frazer-Nash traditions of a twin-tube chassis and to achieve the higher performance and to produce a car suitable for Continental touring, the company fitted a BMW V8 engine. Installing a bigger engine in a proven chassis was the easy bit. The main difficulty for Frazer-Nash, as it was for most low-volume manufacturers was to produce a cockpit that was comfortable with, among other things, a windscreen that didn't leak and windows that would up and down reliably. This has been the bane of most companies in this field and F-N came up with a very clever solution – they used the centre sections of an established car model and, as they were now close to Porsche, they chose their 356. Not only did this work stylistically, but there was probably no manufacturer in the world building cars to higher standards than Porsche, so they achieved their desired standards.



It's remarkable how well the pieces fit and how they don't scream 'Porsche', although looking closely soon reveals the origin. What a pity it came as Frazer-Nash, a manufacturer who could trace its history to before the First World War,

was transitioning from builder to distributor. *(I am writing this on 20th October, the day when the last Australian built Holden rolls off the line and GM-H is 'transitioning from builder to distributor'.)*



The Continental deserves more than this quote from 'From Chain Drive to Turbocharger' by Denis Jenkinson, the only mention of the coupé in his book on the company, here referring to the last few cars made -

‘Another car was built incorporating BMW V8 power with a pretty coupe body and shown in 1957 as a potential fast touring car, but the day of the Frazer Nash had passed and everyone was Porsche-orientated’.

PS. Another low-volume manufacturer to use the ‘difficult-to-build’ section of a production car, was Clenet in the USA (where else?) from the mid- to late 1970s. Their first offering used the doors and windscreen from an Austin-Healey Sprite and their Series 2 incorporated those parts from a VW cabriolet. A total of 250 cars were produced before they went belly-up.



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.)

November 1st Club meeting/AGM

November 12th Kurrajong C & C*

November 4th to 19th Lap of NSW *J&J Braithwaite*

November 23rd Thursday Run *Barry Lunn*

December 2nd Christmas Dinner/Awards *Terry Daly*

December 10th Kurrajong C & C*

February 23rd to 26th 2018 Beechworth *Terry Daly*



SEVEN ISLANDS OF THE HAWKESBURY

THURSDAY 23RD NOVEMBER 2017



Meet at 8.45 at Macca's at Mt Colah.
Depart at 9.45 for Kangaroo Point, just below the Estuary Restaurant, where we will meet our boat.

Departure of the vessel is at 10.30.

Directions:

Departing Macca's, turn left on Pacific Highway.

Proceeding to the left hand turn onto the old Pacific Highway (NOT M1)...Proceed to Kangaroo Point which is the right hand turnoff AFTER the turnoff to Brooklyn (Just before the Bridge).

Please RSVP to Barry Lunn
by 8th November on
(02) 9651-6358

claynglass@optusnet.com.au



Come cruising with us and enjoy the magnificent scenery of the lower Hawkesbury River.

Learn the history of the islands of the river on our most popular cruise - Lion, Dangar Spectacle, Long, Peat, Milson and Bar Islands.

Cruise past the water-access-only settlements of the lower Hawkesbury, and see the wreck of the HMAS PARRAMATTA, Australia's first warship, and find out how it ended up lying at the bottom of the cliff.

The views to the ocean behind Lion Island make for some spectacular photos, as will the close-up view of some ancient Aboriginal rock carvings at eagle Rock near Broken Bay. This cruise includes a fantastic fish'n'chip lunch served on board.

Tea and Coffee available

Cost...\$55.00 (adults) \$45.00 (seniors) \$15.00 (children)

CASH ONLY to be paid at the ferry



TSCC XMAS PARTY – SATURDAY 2ND DECEMBER



Be there or be square



*"We're having our Christmas Party
We hope that you can come
There'll be lots of people
Having lots of fun
So if you'd like to join us
And we really hope you do
Send an email to Terry
We look forward to seeing you"*



Date: Saturday 2nd December 2017
Time: 6.30 - 7.00 Pre-dinner drinks on the Terrace
7.15 Buffet Dinner
Dancing until midnight
Where: Courtyard Marriott, 7 Talavera Road North Ryde
Parking: Complimentary - make sure you have the ticket endorsed at Reception.
Cost: Cost for the hot and cold buffet is \$55.00 per person.
Non members \$70.00
The club is heavily subsidising the party. There will be a bottle of red and a bottle of white on each table, thereafter drinks are to your own expense.
Payment: Please make direct payment to the Club account stating 'Xmas and your name' It's a Westpac account
BSB 032-282
A/C number 13-5873
RSVP: Friday 27th November 2017 on 0418 675 253 or terry.dalvi@live.com.au
Please advise the names of the people accompanying you and any special dietary requirements
Dress: Lounge suit or smart casual
Overnight Stay:
12 rooms are set aside at a special rate of \$189 double incl breakfast. To book phone 9491 9581 under TSCC
Kris Kringle:
Each person to bring a \$10 gift for Santa's sack.
Mark whether suited to male or female





EXPRESSIONS OF INTEREST BEAUTIFUL BEECHWORTH WEEKEND FRIDAY 23RD TO MONDAY 26TH FEBRUARY 2018



Expressions of interest called from members for a 4 day 3 night trip to Beechworth Victoria ... a 6 hour drive from Sydney:

- Leaving Friday 23rd Feb 2018
- Staying 3 nights in Beechworth at the Carriage Motor Inn@ \$129/room/night. 27 double rooms booked.
- Dinners organised on Friday and Saturday nights. Bus organised for the Amulet Vineyard.
- Sunday night plenty of recommendations.
- A 2½ hr drive on Saturday via Bright & Mt Beauty with lunch at the Red Stag Deer and Emu farm
- Sunday plenty of free time to visit Rutherglen , Glenrowan , Milawa and Beechworth itself
- Full program will be out later in the year but book with Terry Daly now so he can organise the final pieces of the agenda.
- Casual drive back on the Monday 26th February 2018 .. or spend a few more days in this lovely part of the country

Please RSVP to Terry Daly
by 31st October on
0418 675 253

Or

terry.daly@live.com.au



Greek Restaurant Night – Saturday 16th September

Words by Ian Norman & Lisbeth Allen, photos by Theo & Tammy Demopolous



On Saturday September 16, twenty five TSCC members plus two guests of Theo and Tammy, sat down to a Greek feast at Ironbark Restaurant, Woolwich. Four people had journeyed a long way, the Elphick's from the Central Coast and the Daly's from Bingara – Northern NSW.



We were seated at two long tables, both cosy and boisterous. The atmosphere was great and conversation flowed, a nice mix of old and new faces.



There were three courses with choices within, ordered prior to the night. Wine was BYO or purchased via the bar. Tammy was very efficient, having post-it-notes on the table, with our selections for both participants



and wait staff to check the orders.

As an example Lisbeth enjoyed Calamari, Sticky Honey Pork Belly and Galactoboureko. There is a prize for pronouncing the dessert correctly! Serves were ample so we waddled home at the end of the night.



Many thanks to Tammy and Theo Demopoulos for the hard work in planning a fabulous night out.



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Wednesday Run to Colo – 20th September

Words by Peter Van Dyk, photos by Jeremy Braithwaite & Stephen Knox



THE NO TRAFFIC LIGHTS RUN AROUND THE HAWKESBURY-HILLS DISTRICTS

After making a tree change in 2007 city traffic and in particular traffic lights have become an aggravating frustration. The run was purposely structured to avoid traffic lights. Those attending the run would therefore enjoy a traffic light-free run after arriving at the starting locations.



Two starting points were nominated with eight cars meeting at McDonalds Windsor and another eighteen cars departing from McDonalds Dural. The two groups took about thirty minutes to reach the Cliftonville and Wisemans Ferry Roads intersection and travel along the enjoyable scenic winding roads for the remainder of the run together. Four members advised they would go direct to the Colo River Restaurant for the lunch and get-together.

The Windsor group left just after 10:30AM, the Dural group departed much the same time under the direction of VP Terry Daly
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To avoid the traffic lights going into Windsor the route was planned to use a couple of the McGraths Hill suburban streets, to get to the open countryside road past the Lynwood Country Club, through Pitt Town, Cattai to South Maroota. The good single carriage sealed road meandered along the eastern side of the Hawkesbury River and past the Riverside Oaks Golf Resort and Talia Estate Winery. At south Maroota we arrived at Cliftonville Road where we turned left.



The Dural group who travelled along the Old Northern Road from Dural, turned left into Wisemans Ferry Road and turned right into Cliftonville Road.



Cliftonville Road had some aptly named properties like 'BRINGABEERALONG'. The road is a good sealed windy road that descended to meet the Hawkesbury River at River Road.



River Road was a narrow winding section that religiously followed the Hawkesbury River with magical glimpses of the calm river waters. There were many water ski places along the river on the way to where we saw the Lower Portland Ferry crossing which we did not use, but we took a left turn and continued to follow the next section River Road which eventually widened to meet the Sackville Ferry Road. We turned right to follow the road to the ferry.

After crossing the Hawkesbury River we parted with the river on our right as we travelled along more country roads all the way to Wilberforce where we met the TOP GEAR September-October 2017

ever enduring Putty Road which we followed to over Wheeny Creek more commonly known as the Colo River to arrive at our luncheon destination the Colo



River Restaurant.

The cars were all safely parked in the car park next to the restaurant ready for the photographers to do their best. The photos of



cars attending and some along the route travelled have been posted on the TSCC website.

The final count was thirty cars that arrived at the Colo River Restaurant with fifty-six and a half attending the



restaurant for lunch. The cars were six BMWs, five Porsches, three Jaguars, two

Aston Martins, two Mercedes, two Mustangs and one of each of the following, Alfa, Honda, Jensen Healey, Maserati,



MGB, Morgan, MX5, Subaru Imprester (Les this is how the PC spells your car)
G.T.O, Triumph Stag and Dom's Truck.



Fifty-six and a half attended which was more than a third more the forty-one the restaurant was prepared for; they coped well, provided a comprehensive menu and those who attended were served with a generously sized tasty meal.



Pride of Ownership Day – 15th October

Words by Barry Farr & photos by Jeremy Braithwaite



It's the one day of the year when TSCC members en masse, truly reflect the club's namesake with thoroughbreds and sports cars on display in the magnificent surroundings of the Daly's Middle Dural property. In excess of 50 vehicles from more than 20 manufacturers and spanning 7 decades were on display with 33 entered for judging.



Despite the forecast at the beginning of the week for showers over the weekend following months of dry spell, participants were not discouraged from investing considerable knuckle time in preparing their steeds for the

big day. As predicted, the showers rained down on the Saturday and continued to be a slight irritant on Sunday. Nevertheless, the 84 members and partners were intent on enjoying the day and that they did thanks to the wonderful display of vehicles strategically placed between the tennis court, house and entertainment pavilion and the catered lunch supplemented by ample champagne, wines, beers and soft drinks.



The promotional flyer indicated to arrive at 9.30 for judging to commence at 10am however many arrived before then with one enthusiast arriving at 7.30 who dedicated the next hour to cleaning and perfecting his wheels



and I don't mean his car, I mean those four round things on which the car sat.



Just after Dott and I arrived, I was greeted by new member Hugh King, and despite not having seen each other for something like 35 years we both immediately recognised each other and engaged in conversation as easy and fluent as it used to be all that long ago. Says something for respect and friendship. The next few hours members and their partners mixed



freely and some even talked about their steeds and opened bonnets and boots although I'm not sure how to describe the rear space of John Slater's Renault Clio V6 Sport - probably handbag department as that's about all it would fit.

There was a little repositioning of some vehicles to obtain the best 'Villa d'Este' effect and one car, a Lotus I think, had to be manhandled into position as its owner (no names of course, but he can talk Lotus for hours)

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had never before had cause to select reverse. A quiet read of the manual at home later that day indicated the Sierra box has reverse 'push down and to the left of first'. Ah, so that's where it is!



Lunch time came around quickly and everyone enjoyed the roast meats, salads, pasta and bread roll followed by cake and the caterers did a great job of cleaning up afterwards. Then it was time for the results of the judging.



It was great to see past member Chris Haigh looking so well and smiling a lot before he got down to his judging duties alongside John Elmes. They had quite a task before them with 33 cars to assess so their first cut was to score the body and chassis elements, tally the scores and then revisit the half a dozen vehicles in each category with the highest scores to assess the engine elements to come up with the total points. Both judges commented on the wide array of vehicles and the high standard of preparation and finish and congratulated all participants for their efforts.



In the pre-1988 category there were cars from the 50s ('51 Jowett Jupiter and '58 Alfa Romeo Giulietta Spider Veloce) 60s ('61 Aston Martin DB4, '61 Jaguar Mk II 3.4 and '62 Lotus Elite S2) 70s ('70 Volvo P 1800E, '70 Mini Cooper S, '72 Aston Martin AM V8, '72 MGB MkII, '74 Jaguar E-type Roadster and '79 Triumph TR7 V8) and 80s ('80 Aston Martin Volante, '82 Porsche 911 Targa, '85 BMW 635 CSi M and '86 Alfa Romeo GTV 6 GP). It was virtually a draw for the win in this category as the author's Giulietta Spider Veloce pipped John Moody's E-type Jaguar by just 1/4 of 1 point and Neil Mason's Jaguar MKII 3.4 was 2nd runner up.



In the post 1987 category there were cars from the 90s ('91 Nissan Skyline R32 GT-R, '94 BMW M3, '95 Honda NSX, '96 Jaguar XK8, '97 BMW E36M3) 00s ('02 Aston Martin Vanquish, '03 BMW 330 Ci Convertible, '03 Renault Clio V6 Sport, '04 Porsche 996.2 GT3, '04 Aston Martin Vanquish, '05 Porsche Boxster 987, '06 BMW Z4 M, '07 Mazda MX5, '08 Jaguar XK and '08

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Ferrari 430 Spyder) and 10s ('10 BMW Z4, '10 Aston Martin DB9 Volante and '15 HSV VF GTS). Unlike the former category, the winner here won by a country mile with an almost perfect score and that was Peter Dowrick's HSV GTS, the one referred to earlier and whose owner arrived at 7.30 and spent an hour on the wheels. A deserving runner-up was Colin Piper's Mazda MX5 followed by Geoff Lane's "Black Beauty" Porsche GT3.



There were also a few non-members who turned up in some interesting vehicles, one particularly drawing a lot of attention was a 2007 Ford GT genuine continuation model from Ford owned by Paul Carthew who has a number of other classics including GT HO Falcons phase 3 and 4 as well as a Bentley.



All those who displayed are to be congratulated and a big thank you to Chris and Dianne Haigh and John Elmes for their super judging effort. The ladies also had judging duties and 32 walked the field to decide which car would be ladies choice. Preferences were spread however there was commonality of view in respect to Roger & Tess Morgan's Lotus Elite, Laurie Sellers' Ferrari 430 Spyder, the author's Giulietta Spider and Neil Hood's Jowett Jupiter with the latter just edging out the other three for the award. There were also a number of ladies who voted for John Elmes' XK140.



Another fantastic day organised by Terry Daly who together with Robyn, once again provided their beautiful property for all to enjoy. As a token of appreciation, on behalf of all those present, the Dalys were presented with a white orchid. For those who have been awarded a Gold Certificate, you'll need to attend the end of year Christmas/Presentation Dinner and the same goes for the trophy winners, so see you all then.







Wednesday Run to Mayfield Gardens – 18th October

Words & photos by Jeremy Braithwaite



MAGICAL MAYFIELD

We had a reasonably early start at the Village Kitchen in Kurrajong, with the majority of members and quite a few guests meeting us there.

The service was slick and everybody had finished their breakfast or coffee by 9.30. We held an informal briefing in the courtyard before heading off at 9.30 with the aim of getting to Mayfield Gardens by 11.30.

The overcast weather in the Sydney basin cleared as we crossed the mountains and everyone seemed to enjoy the run to Mayfield. Bells Line of Road now has quite a few passing places. We went through Lithgow and then past Lake Lyall which had more water than we had expected despite the recent drought conditions. It's all lovely rolling countryside and delightful views through Sodwalls, Tarana and then left onto the O'Connell-Oberon Road before turning right to Mayfield.

Julie and I had a relatively traffic free run with few holdups. Everyone else must have done as well and it wasn't long before the group was assembled at the entrance for tickets and a stamped hand to get into the gardens and the private gardens.



Lunch was somewhat chaotic at Mayfield and did not do justice to the setting. Notwithstanding that it had all been pre-ordered, we ended up in a long queue for the lunch boxes to be handed out. Another time I think we would just stop for lunch at the pub at O'Connell and then go on to the gardens in the afternoon.

Some people caught the shuttle bus to the top of the hill and walked down while the more intrepid walked to the top and caught the bus back. Whichever way you went the various garden 'rooms', water features, mass plantings and specimen trees were magnificent. The whole place had matured considerably since we last went there as a club in 2011.



We are fortunate to have such an outstanding world-class garden so close to Sydney. They claim it is the largest in the Southern Hemisphere. It really does not seem to have a local peer, being much larger than the Roche one in the Hunter and even Mt Tomah



could not claim to be quite on the same scale. It is owned by a gentleman called Garrick Hawkins who has had an 'interesting' career in the finance and property industries. For lots of fascinating reading I'd recommend a Google search.



These were the members are their guests who joined us:

Andrew & Gae Bristow
Colin & Jan Piper with Alan and Marsha Stevens
David & John Slater
Derek & Maggie Scott
Geoff & Choy Lin Williams
Geoff Lane
Jack and Jenny Jones
Jeremy & Julie Braithwaite and Pamela Garnsey
Jim & Janina Elphick
John & Val Dixon
Keith & Carol Reynolds
Marie-Louise Howard & Magda Simor
Mark & Caroline Beckett
Michael & Helen Markiewicz
Patrick & Caroline Quinn
Peter & Jelly Van Dyk
Roger & Pat Korte
Ron Powell & Sue Harris

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Rather than head home straight away we spent the night at the delightful [Mutton Falls B&B](#) and accepted a kind invitation from Craig & Donna Shiel to join them for a BBQ at their lovely property at Wisemans Creek, dodging the wombats and kangaroos on the way home.

We'd first visited Mutton Falls when Jack & Jenny Jones took the club there in 2014:

<https://jbraithwaite.smugmug.com/ThoroughbredSports/Events-2014/OConnell-Millthorpe/>

The Jones and Reynolds headed to Bathurst for the night and the Beckett's added to their driving pleasure with a trip to the Hunter.

Thanks everyone for making it a fun day!



MORE PHOTOS at:

<https://ibraithwaite.smugmug.com/ThoroughbredSports/Events-2017/Mayfield-Gardens-2017/>

Brunch Run to Concours Sportscar Restoration – Sunday 22nd October

Words by Terry Daly & photos by Jeremy Braithwaite



On Sunday the 22nd of October the Aston Martin Owners Club (AMOC) and the Thoroughbred Sports Car Club (TSCC) had a combined run to Gavin King's Concours Sportscar Restoration at Tuggerah on the NSW Central Coast. Of interest, the TSCC was formed by several disgruntled Aston Martin owners nearly 37 year ago. It was originally called the Thoroughbred and Aston Martin Sports Car Club.



Both Clubs meet at McDonald's Mt Colah at 0900 for a 0930 start and with over 60 people and some 35 cars the carpark itself was a place worth visiting. After a quick briefing the wonderful array of cars headed north,



initially via the M1 freeway, then through Calga and along the back roads of the Yarramalong Valley to the Wyong Milk Factory for brunch where more members of both clubs joined the crowd. Brunch itself was a leisurely affair and some of the ladies visited the cheese shop whilst a few more checked out the chocolate display. In the meantime, many members inspected some of the beautiful cars driven by members.



From the Aston Martin stable we had a DB4 convertible, a DB6, several DB7's, many Vantages and a DB9. Ferrari's were represented by a 550 Maranello, and a Mondial whilst we had what I regard as one of the most beautiful Lamborghini's ever made, the Espada. Several variants of both Jaguar and Mustangs were also present as well as many one make representations including the Honda NSX, a future classic if ever there was going to be one.





The group arrived at Concours Sportscar Restoration at midday and were welcomed by Gavin King and his team. Coffee and some delicious cakes were available for all those that were still hungry!

Gavin commenced his tour by telling the assembled about the history of the operation and how it specialises in restoring mainly Jaguars and Aston Martins, however, he has restored a variety of other cars (including Valiant E38 Charger that was on the floor for a Kiwi living in Scotland (he found the car in Sweden!). Several took note of the engine room where an Aston Martin DBS V8 motor was in pieces awaiting assembly. Gavin went on to talk about all the Jaguar XK120/140/150's that were in various stages of restoration as well as the many Jaguar E-type's that were also waiting attention. However, the exciting "stuff" were the lightweight E-types he was hand building including a stunning blue low drag coupe. Many of these

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cars find owners overseas. Hopefully a few of the photos attached will give those who weren't present an idea of the beautiful cars that were in the workshop. Sitting in the forecourt was a replica C Type Jaguar and Peter Wise's stunningly beautiful blue Aston Martin Lagonda that was fully restored by Gavin King nearly ten years ago.



Peter and Doris Wise, invited both Clubs back to their Yarramalong Valley house, Highland Park, for afternoon tea. What a house and what a view! Thanks to the Wise's



for their hospitality.

And for those interested Gavin King will invite both clubs back again next year.

You can't be serious!



We're going to build the greatest dog park. It's gonna be great. Probably the greatest park ever built....



..... and the cats.
The cats are going to pay for it.

An exchange of hairstyles suits them both



Old and News



The name's
Daly...Terry Daly.

This was part of the
Aston Martin Owners'
Club concours at Terry
and Robyn Daly's
place on 29th October.

The two Aston's are
TSCC member
Stephanie Clark's

Jaguar's electrified the E-type, and it's shocked a lot of people

Accompanying the significant news that all its vehicles will be electrified from 2020 on, Jaguar has revealed a one-off electric E-type in a bid to future-proof classic car ownership...

It's a move that will no doubt cause widespread controversy, but rest assured, Jaguar has the classic car community's long-term interests in mind with its E-type 'Zero'. The one-off conversion has been built to gauge customer reaction and demand, with the intention of eventually bringing the car to market. Engineered at Jaguar Classic Works in Coventry, the conversion equips the E-type with a bespoke 220kw powertrain, which propels the car from 0-60mph in 5.5 seconds (a second faster than the original), LED headlights, and a bizarre-looking digital dashboard. Thankfully, the 1968 Series 1.5 Roadster, upon which the car is based, can be reversed to accommodate its original XK engine, such are the size and weight similarities between it and the new electric unit.

The new TVR Griffith is here, and it has Gordon Murray written all over it

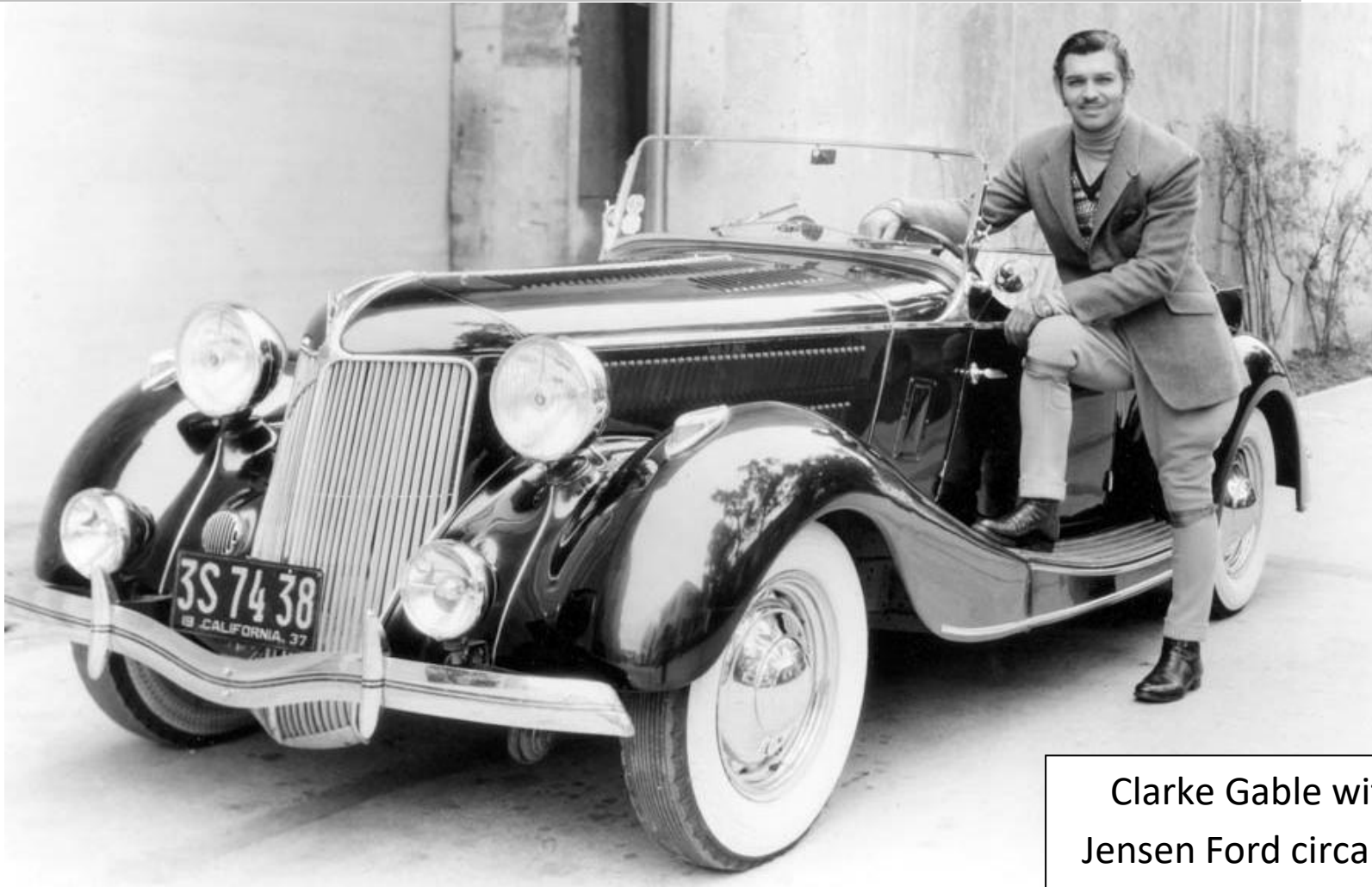
More racing greyhound than British bulldog, the new Griffith is a long-awaited marriage of that infamous old-school TVR grunt and modern technologies, in hopes of moving the new Griffith out of the shadows of the firm's perceived antiquity and onto the driveways of more than just the brave brand devotees. As a result, there's more than just character and emotion to discuss, there are numbers, statistics, and specifications — 50:50 weight distribution, 1250kg kerb weight, and a sub four-second 0–60mph time, plus a 200mph top speed and 400bhp per tonne. Those figures are thanks to a 5.0, naturally aspirated, Cosworth-enhanced V8, mated to an ever-desirable six-speed manual gearbox.

Gordon Murray's iStream technology is a first for a production vehicle, constructed of carbon composite bonded to steel and aluminium and then clothed in carbon composite bodywork, keeping the TVR light, rigid, and safe. The aerodynamics are also thoroughly 21st century, with a flat floor allowing the full ground effect aerodynamics to keep the car planted and stable at high speeds. All these engineering advances have been put in place to replace electronic aids, keeping the driver engaged, in control, and involved. The classic British sports car silhouette remains, but the curves and crevices necessary for that all-important aero create a modern design to match the fresh mechanicals. Production is due to commence in late 2018, at a projected price of 90,000 GBP.



Star in an Unreasonably Priced Car

(An occasional feature)



Clarke Gable with a
Jensen Ford circa 1936

The End



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