

January-February 2018



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

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The deadline for copy for the March-
April issue of Top Gear will be
4th May.

A man and his girlfriend went to a fancy dress party. Both were naked and the girlfriend rode on the man's back. When they arrived at the party, the host asked the man what they had come as.

He said they had come as a snail. "What's that on your back," the host asked.

He replied, "Oh, that's Michelle."

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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[Pointscore](#)
[Sporting](#)

Top Gear has been continuously published since September 1981.

Office of the President

Barry Farr

Welcome to the TSCC's 38th year which, building on previous years, will have an even greater diversity of activities. In addition to the 10 monthly club meetings the calendar comprises 8 Wednesday lunch runs including 1 over-nighter, 8 Sunday runs, 5 car display days, 4 weekends away and 5 special events as well as the close of year Christmas/Presentation Dinner, a total of 41 events. Let me say on behalf of all members thank you to all those who have volunteered to organise these events. Now it's up to all members to compliment the organisers by participating in the respective events and to post your photos of such events on the club's Smug Mug site (<https://tscc.smugmug.com>) to provide an archival memory of each event. If you are unsure how to do this, Rick Johnson (0437.434.007) is only too pleased to assist you. Missing will be the club's annual tour which has had to be cancelled due to insufficient participation as just seven members registered an interest.

A few members attended the Australia Day event at Parramatta Park and a handful attended the Concours d'Elegance Sydney display at Rozelle on the following Sunday. Reports on these events are included in this issue of Top Gear.

I don't know about you, but I tuned out of the Bathurst 12 Hour this year - far too many yellows and the TV coverage seemed to lack the excitement, particularly of last year's event.

The first general meeting of the year was well attended with 44 present, which followed the first Committee meeting of the year at which the process was discussed and agreed to put a proposal to all members to increase the membership limit. This will be emailed to all members late

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March by an independent Returning Officer to ensure votes are confidential. The Committee also discussed and agreed a new form to be completed by each event organiser listing all non-members attending an event and this was successfully implemented for the Beechworth event.

On Saturday 17 February, 17 members attended a demonstration at CodeClean's Hornsby premises and more than a quarter of the club's membership plus three waitlist applicants converged on Beechworth to partake in the long weekend activities over the last weekend in February. Both these events were organised by Terry Daly and are also reported on in this issue of Top Gear.



Despite the electric vehicles push failing the public interest test with market share less than 1% worldwide, competition in building electric vehicles has intensified with more than a dozen Chinese start-ups entering the fray backed by billions from influential investors and staff with global talent. One of these start-ups, NIO, has already launched its first production vehicle, the ES8 SUV in Beijing at half the cost of Tesla's Model X. The ES8 responds to voice commands and its battery can be fully charged in one hour and provide a range of 350kms. NIO also has an operation in California with more than 300 employees developing autonomous driving and associated software. In addition, NEVS a Sino-Swedish venture that acquired Saab's assets, has started production on an electric version of the Saab 9-3 in Tianjin and WM Motor is about to start production in Eastern China of a mass-market EV for under USD30K. Meanwhile, the Indian Government has declared only electric vehicles will be sold by 2030.

Despite Elon Musk starting the year with a successful launch of the Space X Falcon Heavy Rocket carrying a red Tesla Roadster as a mock payload, Tesla's woes continue. Last year Tesla lost USD1.96B and sold just over 100,000 vehicles, mostly the Model S Sedan and the Model X SUV. In 2016 Musk said he would produce 200,000 Model 3s in the second half of 2017 alone but he built just 2,400 in the 4th quarter. Musk's new target is to make 5000 Model 3s per week by the end of the 2nd quarter of 2018 and to increase capacity to 10,000 per week, the week after reaching the 5,000 per week milestone.

You may not be aware that the SA Labour Government will give Musk \$2M plus a \$30M concessional loan to fund a trial of installing a solar system and lithium battery in 1,100 housing trust homes with a view to a roll out to 50,000 homes by 2022 at a total cost of \$800M funded mostly by external investors. This is on top of the estimated USD50M SA paid Musk to build a 100 megawatt battery at Jamestown late last year that will be fed by the French-owned wind farm at the site.

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The future of classic car restorations in the UK looks to be in good shape given the increasing availability of apprenticeships. A new charity called StartMotor has been launched in the UK to help source and pay for donor vehicles to enhance the education and experience of students in the Bicester College Historic Vehicle Restoration Apprenticeship Scheme in the maintenance and use of historic vehicles. The aim is to address the skills gap and attract younger people to the classic car world, an industry that is estimated at GBP5.5B a year in the UK.

The 2018 F1 season will, in effect, see the return of Alfa Romeo. Fiat Chrysler Automobiles has signed a multi-year technical and commercial partnership

agreement with the Swiss Sauber team which is the fourth oldest Formula 1 team, now owned by Longbow Finance. This will see the cars decked out in red and white Alfa Romeo livery and equipped with 2018 Ferrari power units.



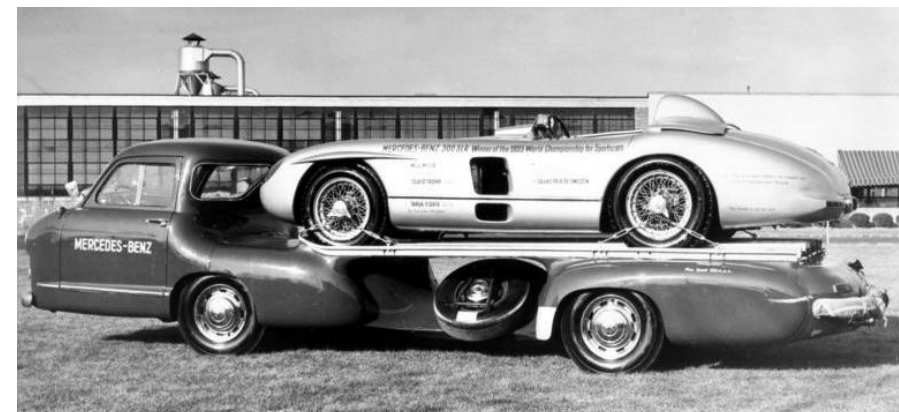
Two-finger Typing

Stephen Knox



1955 Mercedes-Benz Rennwagen-Schnelltransporter...

A vehicle than fascinated me as a young boy, as I'm sure it did for millions of others, was the outrageous high-speed racing car transporter built by Mercedes-Benz in 1955. This special high-speed racing car transporter was a one-off unit built by the Mercedes-Benz test department. It was used for transporting Formula One racing cars and racing sports cars. It was driven by the three-litre six-cylinder engine from the 300SL racing sports car putting out 141 kW (192 hp). Laden, it reached a top speed of 105 mph. It was thus predestined for demoralising the competition. If the racing car transporter was that fast, even more could be expected of the Silver Arrow on its platform.



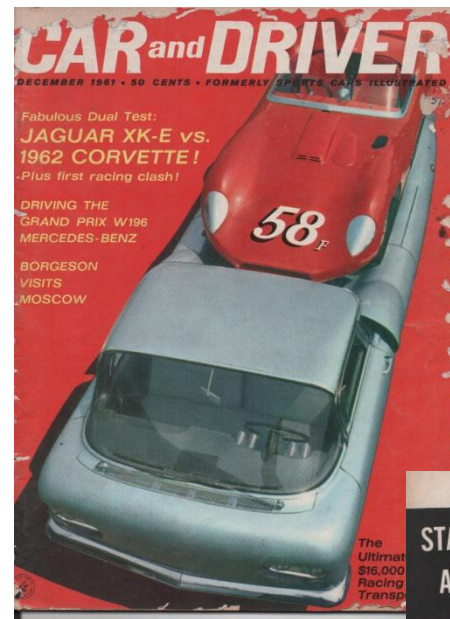
Rudolf Uhlenhaut, manager of the motor sports department during the transporter's racing period, had the transporter scrapped in 1967. In 2001 the company built a replica of the original which was known as the 'Blue Wonder', using archive photographs.



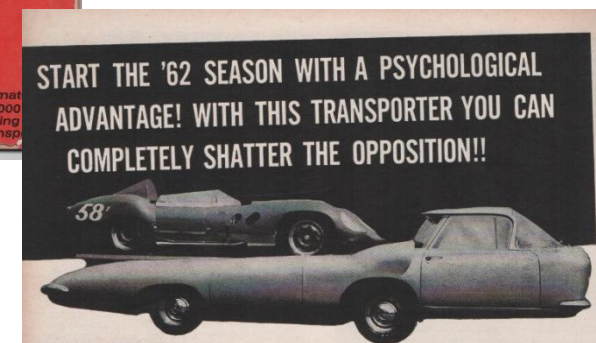
The Mercedes-Benz original inspired others...

On the moth-eaten cover of a copy of Car and Driver from December 1961 is a very credible version from America. Built by Norman Holtkamp it used, surprisingly considering the availability of suitable bases in the US, a Mercedes 300S sedan, cutting 20 inches from its centre. Front and rear axles, differential, spindles and running gear are stock Mercedes. Front suspension uses Porsche torsion bars while the standard Mercedes load-levelling mechanism is used at the back. The cabin is based on the Chev Camino pickup and motive power comes from a 300hp Corvette engine.

Holtkamp planned to sell five a year at \$16,000 (the same issue advertises a 1960 Ferrari 250GT in mint condition for \$7,500, so Mr Holtkamp's truck was expensive. I can find no record of whether this was a one-off of the start of something bigger.



The design required the installation of a 36 gallon water tank for ballast forward of the fuel tanks which in turn are located aft of the rear axle. Top speed is quoted at 112mph with a racing car on board, but I think it would take a brave driver, floating up and down so far forward of the front axle, to top the ton in it. Drivers of Sydney buses would probably feel at home.



Australia wasn't left out...

In the Winter 2017 issue of the HSRCA's journal, The Oily Rag (edited by Patrick Quinn) there was an article based on notes from well-known local racing car constructor and driver, Bob Winley, where mention was made of a transporter built on the lines of the Mercedes-Benz original.

It was built by Alan Stanfield who was a very interesting character. His family owned the famous Supreme Mousetrap factory at Mascot. Alan was a superb worker with aluminium – I have heard he was self-taught but I can't confirm that. I have also heard that he moved to Grafton and was the only body man Bob Jane would use for his cars. Again that is what I've

heard. Whatever is the truth, he did some fabulous work including a BSA Scout-based special that looked like a miniature D-type from the front (and a praying mantis from the rear!)

The grainy photo in TOR shows a handsome cantilevered cabin well ahead of the front wheels with a good-looking nosecone built no doubt by the aforementioned Mr Stanfield. Here's part of what Bob Winley said:

'The rig had a heavily modified Vanguard chassis. A Holden ute cabin sat entirely forward of the front wheels. Geoff 'Quickstraw' McGrath told me that suburban cornering in it was an art to be respected. The flat floored



cabin didn't need to tilt. It had a custom-made front panel covering the firewall smoothly. The whole thing looked very handsome indeed. It looked like that famous blue Mercedes rig. It was supposed to.

It had a hot dry sump

Triumph TR4 engine tucked slanting sideways about half way along under the load bed. The overdrive gearbox fed a tail shaft that went over the back axle to a Jeep transfer case right at the back. This box fed another tail shaft running forward to the rear-facing diff. Yes, the back axle was facing the 'wrong way'. The throttle linkage was hydraulic, I remember.'

Finally, for something really nuts...

In 1974, Motor Manual ran a competition to cut up car brochures and reassemble the bits to make something else. I rose to the challenge and came up with a Falcon-based transporter along the lines of the ones TOP GEAR January-February 2018

mentioned above. The results were published in the October 1976 issue and it is a testament to the quality of the entries that my design came in second.

The caption reads:

Stephen Knox's Falcon Transporter was the most ambitious of the entries that came off although any Ford product planners reading this will probably be wetting themselves with mirth.



Above: Second place-getter Knox worked over the Escort to come up with a Goyder version. Makes you realise how much Capri there was in the old "dog bone" Escort.

Stephen Knox's Falcon Transporter was the most ambitious of the entries that came off although any Ford product planners reading this will probably be wetting themselves with mirth.

MOTOR MANUAL, OCTOBER, 1976 — 37

Coming Events



Draft Calendar for 2018

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

March

10	Shed Tour	<i>Terry Daly</i>
14	Club Meeting	
21	Wednesday Run *	<i>Liz Kornhaber</i>
25	Run to Shed/ Lunch Bowral	<i>Terry Daly</i>

April

11	Club Meeting	
18	Wednesday Run *	<i>Vic Clarke</i>
28/29	Overnight run via Thunderbolts Way	<i>Tom Aczel</i>

May

6	Wings over Illawarra	<i>Stephen Knox</i>
9	Club Meeting	
16	Wednesday Run to Riverside Oaks *	<i>Roger Morgan</i>
20	National Heritage Motoring Day	<i>Colin Allerdice</i>
27	Breakfast run to Colo	<i>Peter Van Dyk</i>

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June

13	Club Meeting	
20/21	Wednesday run/ Overnight *	<i>Jack Jones</i>
24	Run to Collitts Inn	<i>Terry Daly</i>
30	Gershwin SSO	<i>Colin Piper</i>

July

11	Club Meeting	
15	Christmas in July	
18	Wednesday Run *	<i>Gary Maher</i>
28/29	Mystery Weekend	<i>Stephen Knox</i>

August

8	Club Meeting	
15	Wednesday overnight run/ Jenolan Caves *	<i>Rob Clare</i>
19	SMSP Shannons	<i>Colin Allerdice</i>

September

02/15	Big Trip	Barry Farr
12	Club Meeting	
19	Wednesday run *	Robyn Wards
23	All British Day	Terry Daly

October

10	Club Meeting	
14	POO Day	Terry Daly
17	Wednesday run *	Ian Norman
21	Polo	Derek Scott
28	Run to Wyong	Terry Daly

November

4	Lunch run to Hunter Valley	Ross Brackenbury
14	Club Meeting / AGM	
21	Wednesday run *	Colin Allerdice

December

1	Christmas Party / Presentation dinner	D & J Slater
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Other ideas that have come through from members or need discussing

- 1 Pies in Bowral
- 2 Gosford Car Museum
- 3 Go-karting
- 4 Butterfly Farm
- 5 Pangallo Estate Hunter Valley
- 6 Tug Boat trip
- 7 Mooney Mooney Workers Club



SHED TOUR

Saturday 10th March

DATE: Saturday 10th March 2018

START: Artarmon

TIME: 7.15am

FINISH: Middle Dural

COST: \$10.00

RSVP: 7th MARCH

Please let Terry know if you are coming via either mobile 0418 675 253 or via e-mail terry.daly@live.com.au by the 7th March.

NOTE: Don't forget your "E Tag"



We will be visiting a total of 6 great sheds (5 new ones), driving over 100km, and will be finishing up at Terry Daly's shed in Middle Dural at approximately 1.00pm for a Sausage Sizzle and a few Drinks.

The selection of cars at these sheds is really outstanding with Ferraris, Jaguars, Lotus, Aston Martin, Rolls Royce, Mercedes, etc and as an added bonus we will be visiting some Military Vehicles.

Cost will be \$10 cash per head to cover the cost of lunch.

As we don't want to publish the location of the sheds on any social media, *(due to obvious security reasons)*, the location of the first shed and the day's itinerary will be available on registration with Terry.



Wednesday Run

21st March 2018



This is a run with difference. Leaving McDonalds, we will travel along the Bells Line of Road towards Dargan. From there we will make our way towards Little Hartley, via some very interesting back roads. Our first stop will be at Maple Springs Nursey to view the extensive range of Japanese Maples, Conifers and Shrubs. There are many gardens on show including ponds, waterfalls, rockeries and handmade bridges and islands, all constructed to showcase the Maple varieties. Following our garden tour, we will lunch at Liz Kornhaber & Geoff Scott's home next door.

START:	McDonald's McGrath Hill, Cnr Windsor Rd & Groves Ave Windsor
TIME:	Meeting at 8.30 am On the road by 9.00 am Due at Lunch 12.30 pm
ROUTE:	Details of the route will be provided at McDonalds.
FINISH:	Maple Springs Nursery 99 Banners Lane Little Hartley Ph: 02 63552140
COST:	\$40.00 per head - includes morning tea and Lunch (Pay direct to Terry Daly on the day)
RSVP:	Please phone or email Liz Kornhaber Mobile: 0413 818 767 Email: stoguna@macarthur.com.au
PARKING:	Plenty of Parking at Destination
NOTE:	Bring Your Table and Chairs



SUNDAY RUN TO THE SOUTHERN HIGHLANDS

25TH MARCH 2018



Meet at: Pheasant's Nest Service station Hume Highway
Time: 9.30 a.m. for 10.00 a.m. departure
Cost: \$15.00 cash per head Sausage sizzle. Proceeds to charity
Destination: Kangaloon and Bundanoon. Visiting two wonderful sheds, bring picnic stuff & BYO! Route Instructions on the day
RSVP: To Terry Daly by Thursday 22nd March
Email: terry.daly@live.com.au
Mobile: 0418675253



WOLLOMBI - Historic Mulla Villa(c1840) WEDNESDAY RUN – 18 APRIL 2018

Mulla Villa Guesthouse and **Settlers Kitchen** is situated in the scenic Hunter Valley 1km south of Wollombi village.

INCLUDED:

- Guided History Tour of the house
- 2 Course lunch (main & dessert with tea or coffee)
- **Please notify any dietary requirements**
- Cost \$38 per person – pay direct to Vic Clarke on the day
- *Bar drinks at your own additional cost.*
- History Tour at 12.30pm, lunch at 1.00pm

Settlers Kitchen is in the oldest section of Mulla Villa and dates back to 1830's and was the servants quarters. It has the original sandstone fire place and a deck with picturesque Wollombi valley views. You can also explore the numerous bush walks, surrounding rain-forest and caves on the 100 acre working property.



Built in sandstone by convicts in 1840, Mulla Villa was the original local Magistrate's home.

Meet at McDonalds Dural at 8.30am for a 9.15am departure.

Travel via Wisemans Ferry and Spencer to Wollombi.

RSVP by Friday 6 April please to Vic Clarke
vclarke@rowborn.com.au or call 0412 162 542



A Night at the Speakeasy

RHAPSODY IN BLUE

Get to the Sydney Opera House, knock three times and tell them George sent you! Then enter the shady world of the 1920s speakeasy for an evening of moonshine and martinis in a transformed concert hall. Witness a ghostly George Gershwin performing "live" with the full Sydney Symphony Orchestra, playing *Rhapsody in Blue* courtesy of piano roll technology. And conductor Guy Noble will set the mood with the sounds of the foxtrot, Charleston and tango. Also on the menu, hits of the era, including *I Got Rhythm*, *Someone to Watch Over Me*, *Embraceable You* and Cab Calloway's *Minnie the Moocher*.

So don't mooch about! If you know your onions, come along for the sassiest night of the year.

SATURDAY 30 JUNE, 8PM

SYDNEY OPERA HOUSE

This is an unusual event for our club so, to learn more about it, read the notes that Colin Piper has written on the following page.

THOROUGHBRED SPORTS CAR CLUB

Special price **\$106aa** for A reserve seats

RSVP: Email Colin Piper - colinpiper@optusnet.com.au
with names by **Saturday 19 May**

Make payment to: TSCC - BSB 032 282 | Account No. 135873

sydneyssymphony.com



GEORGE GERSHWIN and the Sydney Symphony Orchestra

June 30th Opera House Concert Hall 8PM

“A Night at the Speakeasy”

I spoke about this event at the February meeting so for those that were not present, this is a brief summary of the SSO Concert, to which the TSCC and the AMOC have made a group booking.

It comes about as a result of on-going requests from both Terry and Barry to arrange another event, following on from the SSO Concert several members went to in 2015. It was obviously a success because afterwards I had many positive emails and comments from some of the attendees, as well as having, as I said, Terry and Barry asking for the last 2 years if I could arrange another visit to the OH.

The flyer above has details of both the concert and booking arrangements, but some explanation is necessary.

The concert is entitled, “A Night at the Speakeasy”. Those of us of a certain age will understand exactly what is meant by speakeasy, those younger might well use Google

I think this concert will have broad appeal to the TSCC, and the Aston Martin Club, so to that end, we have arranged sixty ‘A’ reserve seats (30 couples). As an ex member of the SSO I receive a 20% discount on any tickets I buy, so we have a group booking with the same discount. Normal price is \$132 but for us, \$106 per ticket.

Now, I mentioned George Gershwin above, one of, if not the most famous of American composers who tragically died in 1937 at the age of 39. One of his best known pieces is the “Rhapsody in Blue” for piano and orchestra written in 1924, and at the concert in June, George will be playing it “LIVE” with the SSO. How I hear you ask? Well, Gershwin was a prodigious pianist and made about 130 piano rolls between 1916 and 1927, these then manufactured by the Duo-Art company and sold widely all over the world, to be put into player pianos (Pianolas, you can use Google again if you wish!) and lo and behold, with the roll in the mechanism, and the legs pumping away, you had Gershwin in your living room playing...well...in his case, 130 odd pieces! I remember in my Aunt’s home a specially built cabinet full of rolls, and for what it’s worth, our first piano was a Beale Pianola, which weighed a ton! In the early part of the 20C, these reproducing pianos sounded far superior in the home to the 78RPM records that were just starting to appear.

To explain how this works...and stay with me here, the paper rolls with a pattern of various sized and spaced small slots, probably an early form of computer software, were moved across a series of air-driven holes and the mechanism allocated a particular hole to one of the 88 notes on the piano keyboard. By pedalling the Pianola, the bellows pumped the air, the roll was moved across the reader and as if by magic, the notes on the keyboard activated as if some ghost hands were playing it. With the Rhapsody in Blue roll, made by Gershwin himself in 1925 and 1927, as well as the piano part, it had the orchestral

accompaniment printed into the hole patterns so the complete performance experience was heard. You can hear his original roll at <https://www.youtube.com/watch?v=6JIXDkkmUdA>

There are many interesting links on the www explaining exactly how rolls were made and how they work; hours of pleasure there!

What I find remarkable is that to achieve just the piano part of the piece, some slots and holes on the original roll had to be blocked off, thus removing the parts pertaining to the orchestral accompaniment.

In the 1970s, the SSO actually performed and recorded the Grieg Piano Concerto with Percy Grainger (who died in 1961) as soloist. That used a normal Steinway Concert Grand, with a huge machine with 88 wooden 'fingers' butted up against the keyboard, the electrically run bellow mechanisms were off-stage with what looked like huge air conditioning ducts connecting the two. It was an enormous success to say the least.



In the 21C, many of these rolls are being digitized and the YAMAHA Disklavier piano, which appeared in 1987 works by inserting a floppy disk into a reader, and again, the 'ghost' pianist takes over. It is astonishing technology! In June this year, some newer form of wizardry may well supersede these floppy discs.

Anyway...enough of all that; to hear Gershwin "LIVE" at the Opera House playing Rhapsody in Blue with the SSO is something that I certainly want to hear. I have tried to find out from the Artistic Admin what else is on the programme, but that is still being finalized. There will be a wide variety of music, not all of it by Gershwin I am told, some orchestral, some smaller groups, songs...in other words, something one would have heard at a 'speakeasy' in the prohibition era. Having mentioned prohibition, we may get a drink voucher as well if I can swing it.

Finally; Terry has always asked if it was possible to get a back-stage look at the Opera House; the simple answer is yes, but you'd have to do one of the public tours available. Years ago I could have certainly signed 20 or so people into the Green Room, but sadly, after 9/11 and the Lindt siege, not to mention the couple of occasions when protesters have climbed onto the sails...there is no way I can do it.

Colin J Piper

CARnival – Australia Day, 26th January

Words & pictures by Colin Allerdice



As one arrived at the George Street, Parramatta marshalling area, it was clear that the 2018 CARnival at Parramatta Park on Australia Day was going to be one for the “classic car tragics”.

And so it proved to be.

This was the event’s third year since relocating to Parramatta and its fourth since the NRMA moved its sponsorship dollars elsewhere. The number of car owners attending the display was down significantly on previous years, as were the number of Car Clubs seeking to put together a club oriented display. This had little or no effect on crowd numbers; however, as the Parramatta Park Australia Day event just continues to pull the people in.

Event organiser, John Flower, is acutely aware of the position and sought the input of many during the course of the day – maybe a return to the Sydney CBD is on the cards.

Neil Mason (1961 Jaguar Mark 2) and Colin Allerdice (1985 BMW M635 CSi) again flew the flag for TSCC, although a number of club members were seen throughout the day – Colin Watts, James Elphick, Roger & Pat Korte, and Neville Bowden (with TSOA).



The HSRCA again had a small display of classic racing cars which, with the Vintage Speedway group, not only proved to be popular but provided a clear variety from the main display.

The one car that neither Neil nor I had ever seen before was the “2CCAR” – a Ford Prefect that the owner had literally covered in two cent coins. See below, it was clearly the most photographed car on display.



However the real highlight for both of us came late in the day when our Premier, The Honourable Ms Gladys Berejiklian MP, came over for a chat of 10 minutes or so. It was quite interesting to learn of her input into the new Conditional Registration scheme which, as we know, came on board in trial format during her watch as Transport Minister. She came across as a very warm and engaging lady who was clearly enjoying mixing with her constituents and doing so without the presence of any form of security of personal body guards.

Concours D'Elegance Sydney – Sunday 28th January

Words and pictures by Barry Farr



This year Sam Movisio extended his automotive extravaganza to two days, the Saturday and Sunday after Australia Day. With the change of format came a change in location to The Foreshore of the Super Yacht Marina at Rozelle. Saturday was devoted to Super Cars, Luxury Manufacturers and Super Yacht exhibitions, with the Concours d'Elegance for Vintage and Classic automobiles being on the Sunday. The venue itself comprises a modern double story building with a beautiful backdrop of the super yachts on the backwater of Sydney Harbour.



A number of TSCC members were invited to enter the Concours, however just five members exhibited: Stephen Knox (Jensen 541R), Phil Longfield (Lamborghini Espada), Geoff Scott & Liz Kornhaber (Jaguar XK8), Len
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Fardell (MG TF) and Dott and myself (Alfa Romeo Giulietta Spider Veloce) whilst Bob & Jeni Smith popped in to view the display.



Sam has toiled hard for almost a decade and invested considerable funds in pursuing his vision of establishing and growing a premier Concours d'Elegance in Sydney. This year the event was elevated further by the presence of three international judges complemented by a bevy of local judges, including our own Terry Daly and Ben de Boer, all of whom assembled into teams of four to assess the vehicles in each of the ten classes.



C

There was a real mixture of vehicles on display from the smallest - a beautifully restored 1948 Fiat Topolino to the very large pre-war - the 1913 Rolls Royce Silver Ghost of David Berthon, which won last year's Motorclassica Best of Show, Mike Alabaster's 1930 Cadillac V16 Dual

Cowl Phaeton and a 1933 Hispano Suiza HS 26 Junior of Rod McDonald. Rod also exhibited his gorgeous Ferrari 250 Lusso alongside the superb Ferrari 275 GTB/4 of Kerry Manolas. Everyone who entered



D



E

the Concours received a special award.

Class winners included a 1965 Austin Healey BJ8 MKIII, 1989 Porsche 928S, 1960 Mercedes 300 SL Roadster, 1964 Ferrari 275 GTB/4, a recently restored 1971 Maserati Sebring Series II all the way from WA, 1984 Aston Martin V8, the aforementioned Cadillac, Hispano Suiza, and Fiat Topolino as well as a Ford Falcon XY GT. Best of Show was deservedly awarded to the Cadillac which was apparently a



F



G

Motoring Journalist James Nicholls, did a great job as MC for the day and no-one could complain about the extensive and plentiful spread provided for

lunch.



H



	Name	Photo	Make	Model	Year	Class
BOS	Mike Alabaster	B	Cadillac	Sport Phaeton	1930	BEST OF SHOW
1	Mike Alabaster	B	Cadillac	Sport Phaeton	1930	The Golden Years – Open Cars until 1930
2	Steven Scarlis	D	Aston Martin	Vantage BB5	1984	Gentlemen's Tourer's
3	Gosford Classic Car Museum	C	Austin Healey	300 BJ8	1967	Cruising the Riviera - Roadsters from the 1960's
4	Rod McDonald	J	Hispano Suiza	HS26 Junion	1933	Kings of the Road - Touring cars from the 30's & 40's
5	Carmine Losinno	I	Fiat	500 Topolino	1948	Small Displacement, Big Fun
6	David Geddys		Ford	Falcon GT	1971	The Grand Tour
7	Kerry Manolas	A	Ferrari	275GTB/4	1964	Two Seats on the Road
8	Classic Throttle Shop	E	Mercedes	300SL Roadster	1960	Inspired by Racing - Roadsters from the 1950's
9	Stephen Tobin	F	Maserati	Ghibli SS Spider	1971	Italian Sports Cars
10	Paul Muras	G	Porsche	928S4	1989	The New Generation - Sportscars from the 80's
11	Richard Freemantle	H	Austin Healey	MK3 BJ8	1965	Rule Britannia 50's - 60's

Visit to CÖDE CLEAN – Saturday 17th February

Words by Mark Beckett, photos by Stephen Knox



The Cöde Clean business based in Hornsby provides quality car detailing services - some club members may even recall their display at the All British Day.

The event at the Cöde Clean premises was well attended by members from both the Thoroughbred Sports Car and Aston Martin Owners' clubs.



Charlie Frew, the MD of Cöde Clean, made everyone most welcome and graciously provided coffee and sandwiches.

Charlie took considerable time (with a slide show) to explain the extensive range of Cöde Clean products including their Carnauba Wax, the interaction of cleaning products with different types of paint and he also took time to field a myriad of questions from the

members attending.

Some of the products were then demonstrated by Charlie (ably assisted by his daughter) upon Geoff Scott's newly acquired MGA – the resulting finish on the car was very good.



Breakfast Run to the Grey Gum Café – Sunday 11th February

Words by Laurie Bromley, photos by Konrad Dover



Veni, vedi, edi

The day can be summed up in those three words (I came, I saw, I ate).

I was sitting quite comfortably with a full stomach and good company and failed to see Terry approaching our group. Who would like to write the trip report? Everyone else took a pace backward, so here I am.

The Putty Rd is one of the most scenic in New South Wales, initially a cattle rustling route, the road was opened in 1823 and was the first road to join Sydney and the Hunter Valley. It is bordered on one side by the Yengo National Park and on the west by Wollemi National Park. Its scenic and



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winding nature has made it a popular motorcycle route hence the restrictive speed limits and many police patrol vehicles.

We started our day in cool overcast conditions, with the roof down driving to the meeting place at MacDonald's Dural. The road north from here followed bushland and rural scenery to Sackville ferry. The route included a small diversion caused by a navigational error and half a dozen sheepish cars (including mine) following the errant driver..

As we waited for the ferry, a heavy shower caused most of the convertible roofs to be closed, an exception being Max Peglar's MGA, with Max sitting stoically under a large hat in his race-tuned vehicle.

A boat on fire in the Hawkesbury meant big delays. We saw the flashing lights of the first police car on the other bank and the ferry raced over to pick it up, leaving the other cars behind. No sooner had it unloaded and three from our side embarked when an ambulance appeared on the other side and the ferry raced over to bring him across. The ambulance had just unloaded when another emergency vehicle appeared on the northern bank. Eventually we crossed and proceeded north to the Grey Gums Cafe.

The first batch of ferry crossers and the Kurrajong crowd were there before us (as they came direct), but a fresh batch of scones , fruit and savoury pancakes filled the depleted plates and we enjoyed our brunch.

Sitting in the outdoor shelters was very pleasant with a view of our cars nicely arranged in a broad crescent.

The cloud burnt off and the day became very warm. Fran and I later joined Colin and Jan Piper at the Sackville Church (the oldest in Australia) for a

Devonshire tea by the river to finish a very pleasant Sunday.



Daly	Mustang	Bromley	TR8	Max Pegler	MGA	Colin Allerdice	BMW Z4
Maher	Volvo p1800	Van Dyke	Porsche	Bell/ Ball	Porsche Boxster	Beckett	Lotus Elise
Breen	BMW 635	Simms	BMW 635	Dover	Jaguar XKR	Brackenbury	Jaguar XKR
Piper	MX5	Wendy Hubbard	MX5	Mitrovich	Honda NSX	Funlop	Nissan GTR
Catts	MB SL500	Clare	Jaguar 3.8 MK2	Walker	Mazda 6	Miff James	Porsche
Mason	Jaguar 3.8 Mk 2	Vic Clarke	Honda 2000	Markiewicz	Aston Martin DB4C	Sullivan	Porsche
Watts	MB CLK350	Kelly	MB CLK430	Fuller*	Ford Escort Twin Cam	Yates*	Porsche
Slater	BMW M3	Bruce Richardson	Datsun 260Z	*On the waiting list			

Beechworth Weekend – Friday 23rd to Sunday 25th February

Saturday: Words by Lindsay & Jill Day, photos by Colin Allerdice

Sunday: Words & photos by Vic & Jane Clarke



Saturday:

As someone close to the event said....' there was a lot that happened on that day!' And so it was. Jill and I began with a walk from the Carriage Motor Inn along Camp Street to the Beechworth – Everton rail trail. After one and a half kilometres of rail trail and climbing through a cutting we retraced our steps. Once back on Camp Street we saw a number of our fellow TSCC travellers advancing towards and already in the Beechworth Bakery.



After breakfast it was time to admire the cars displayed in the car park, then head to the green area behind the court house where the cars were parked in an arc. There were 27 highly polished thoroughbreds to be seen with 11 Porsche, the most numerous marque and with a great spread of models. There were 5 Mercedes Benz, 4 BMWs, 2 Triumphs, a Ferrari, an HSV, a Mustang and a McLaren. There were a couple of cars not present including the Laurie and Fran's TR8 which had a cooling fan electrical issue. Looking at the fluffy clouds some distance away and the weather forecast, I left the Stag's soft top down.

At 11:00 the Beechworth court was in session for the trial of Ned Kelly. This was preceded by an interesting talk by the museum guide on some of the development of the Beechworth historic precinct and that the court house had still been in use as a court house until 1989 with minimal modifications, some 131 years of active service. To aid our understanding of Ned's trial a re-enactment was performed by a number of TSCC members.



It was a hilarious session where Judge Terry at times was hard pressed to wrangle some sense of order into the proceedings with both the gavel and the bench taking a beating. Ned was ably played by Liz Kornhaber with Roger Morgan as defence counsel, Colin Piper as the prosecutor, Laurie Bromley as Constable McIntyre and Vic Clarke as the Clerk of Court. Geoff Scott was the foreman of the Jury and was wearing the best shirt of the day which said "Selective Listener" on the front. This probably did not do much for Roger's chances of getting Ned acquitted, especially with a 'hanging judge' in charge.

We emerged from the court house for a scenic drive to our lunch stop at the Red Stag Restaurant Cafe in Eurobin. Fortunately there had only been a sprinkle of rain and so I did not have to bail my Stag out, just a quick wipe of the seats. The route took us along beautiful farming valleys through Myrtleford and on to Eurobin. The rain which had been threatening arrived as a downpour that hit a couple of minutes after parking and putting up the soft top on my Stag. Fortunately almost everyone had parked and was inside by this stage.

It continued to rain heavily during our lunch hiding what was otherwise a stunning view. The presentation given by Grace about the origins of the business that is the Red Stag Restaurant Cafe and associated goat, emu and deer abattoir was very interesting and told with wry humour. The interjections and questions from members were handled with grace.



Further, the perils of being a greedy stag were well explained by way of a cautionary tale of cleverness, enterprise and persistence with the culprits now mounted on the walls. The merits of emu oil were extolled as were those of powdered deer horn. We didn't get to meet Grace's 'most handsome' husband as she said 'she locks him up when there are visitors and lets him out after the visitors have all gone home'.

Following after lunch was a continuation of the planned drive to Bright and then over the hill to Mt Beauty. Before departure, Peter and Moya took the photo opportunity with their red Stag outside the Red Stag. Grace took a picture as well.

Not long after we returned to the main road, the rain began pelting down. After testing the perils of standard 1970s heating and demisting systems which coped well on the open road, the heavy rain, reduced visibility and large amounts of free water on the roads at Bright saw us turn back to Beechworth via Myrtleford rather than continue over the hill to Mt Beauty. However, a number of hardy souls pressed on to Mt Beauty and then returned to Beechworth with reports of some loss of traction at times. The water dripping onto me from the soft top front seal reminding me of the joys of classic cars which are many on a sunny day.

The rain had eased in time for happy hour at the motel but was still hanging around so the happy hour was held not far from the verandas around the courtyard and then consolidated onto the veranda next to the pool. Jill and I found meeting members we had not previously met in the happy hour particularly enjoyable. Then everyone filed onto the bus for the trip to dinner at the Amulet Vineyard.

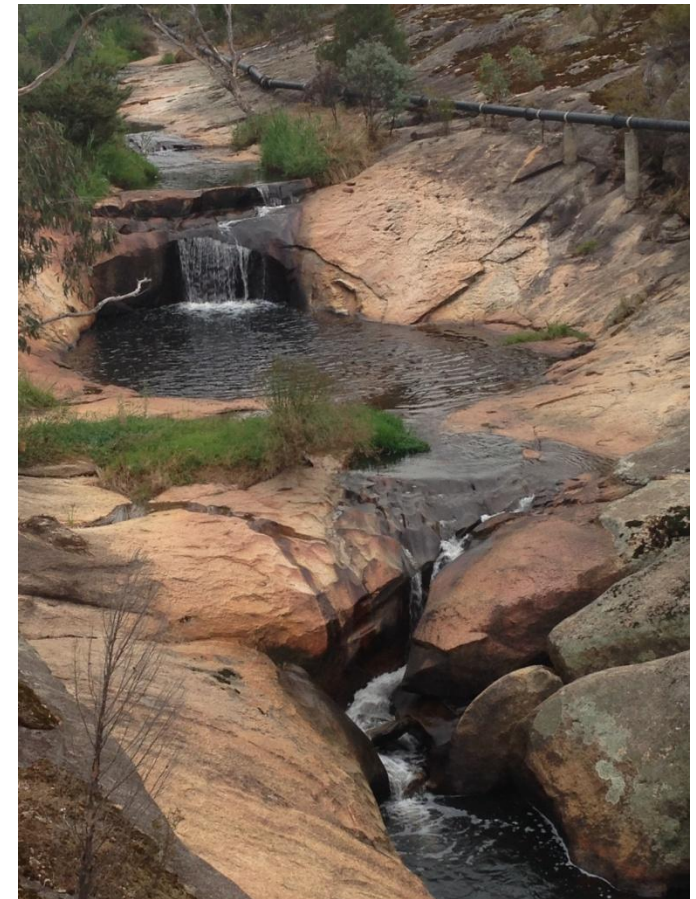
This was a great night with an extended chat on the patio overlooking the vineyard providing Jill and I with an opportunity to catch up with members we had not seen for a while. The three course meal and wines were great and the noise level in the room indicated that there was much conviviality and enjoyment amongst the members present. The wines were in plentiful supply and before we knew it the bus had returned to take us back to the motel.

Our thanks go to Terry and Robyn on behalf of all present for organising a great day in a great trip.

Sunday:

Today was a free day so everyone did their own thing. Jane and I sampled the following delights of Beechworth and surrounds:

Early-bird Walk: Terry rallied the troops for an early morning (7.30am) 4km walk along the Gorge Road. The landscape has large granite outcrops, native forest and a series of waterfalls, The Cascades, and rock pools along Spring Creek.





We also passed the Beechworth Powder Magazine built in 1860 – a National Trust listed building that stored the gunpowder for the blasting on the goldfields. The miners were required by law to leave bulk gunpowder in the building overnight. The unique design of the building ensured that any explosion would travel upwards rather than outwards.

Burke Museum in Beechworth: This Victorian museum was established in 1863 and exhibits many original items and photographs relating to natural history, the local goldmining history, the infamous Ned Kelly and general social history about the development of the town. One particular story we enjoyed:

Back in 1935, *Beechworth* publican, Sydney Evans complained to the owner of the local service station, Tom Parkinson, that the road to the *Mount Buffalo* Chalet, about 80km away, was poor. “That’s nonsense, Mr Parkinson said. “I can wheel you there in a barrow.” Mr Evans, wagered 20 pounds that his friend couldn’t do it in 8 days. News of the wager spread throughout the district, and many side bets were placed. The challenge was successfully met but the winner’s cheque was never cashed and

the true prize, friendship, remains its legacy.

Eighty years later, in 2015, locals organised a modern-day version of the “Barrowthon” to capture the same spirit of getting involved and as a charity fundraising activity. It is now an annual event.

Needless to say Jane was not prepared to push me anywhere! So we drove the picturesque route to the top of Mt Buffalo.

Mount Buffalo is as impressive up close as it is from afar, it has granite cliffs and rocky outcrops and commanding views across the Ovens Valley floor. There are a plethora of active things to do (hiking, skiing, rock climbing, hand gliding) – but we stuck to enjoying the twisting drive to the summit – The Horn at 1723m.

Ox and Hound Bistro, Beechworth

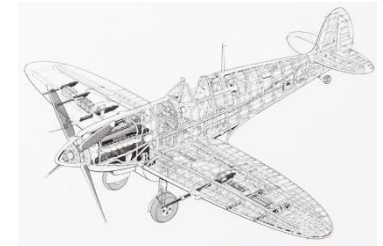
This is a terrific restaurant and we would certainly recommend it – great food & wine. However, the walk up to the place was magical with a brilliantly coloured double rainbow over Beechworth township. Photographs don’t do it justice.





Planes, Trains and Automobiles

By David St Julian



Over the last Christmas period, my wife Anne and I travelled to New Zealand where we spent some time with my brother John, who lives in Auckland.

John's Christmas gift to me was a session in a Boeing 737 – 800 simulator which we were able to organise for Christmas eve. This simulator was an actual cockpit section from a scrapped Boeing 737 which had been upgraded to current avionics and controls and was installed in a building in Auckland city. Having never experienced a flight simulator before, I was amazed at the complexity of the flight controls, instruments and ancillary switches. When it came to selecting a flight destination, I chose to land at the old Hong Kong airport at Kai Tak, having landed there several times over the years and been impressed with the experience of flying down between residential skyscrapers and once touched down, having the brakes slammed on to avoid running off the end of the short runway into Hong Kong harbour.

My flight plan was to take off from Macau, perform a “touch and go round” at Kai Tak twice before going on to do the same thing at the current new Hong Kong airport, and then proceeding back to Macau. The whole experience was very realistic and absolutely absorbing; at one point while we were banking over to come in to Kai Tak, I was aware that Anne was standing behind the instructor and I thought this impossible considering the attitude of the aircraft until it struck me that we were all level and that the forward vision was angled. When approaching Kai Tak, the instructor told me to begin turning right when the aircraft was above someone's

swimming pool! The flight controls had “feedback” and even included slight vibration when there was a crosswind or other atmospheric condition. This was certainly no “arcade game” and a memorable experience.

My brother is heavily involved in the Glenbrook Vintage Railway, a wholly volunteer run organisation which operates an 8 km section of track running from Glenbrook to Waiuku, about 45 mins drive south of Auckland.

Although he is semi-retired as a design engineer in the stock feed milling industry, he is the Chief Engineer and principal steam engine driver for the railway and was rostered on to drive the train on the 27th December. This meant that the process of lighting

the fire in the firebox of the locomotive to get steam up in readiness for the day's activities would start on the afternoon of the preceding day, 26th



Dec. However, the steam locomotive had developed a fault in its air compressor which had resulted in it being removed from service on Christmas Eve and its duties handed over to a diesel electric loco. So Boxing Day saw a flurry of activity to repair the faulty air compressor in time for the “light up” in the late afternoon.



These large steam locomotives are a bit daunting when having to carry out any maintenance; I am used to spanners and tools which would fit in my hand and deft handling when tightening a nut to avoid stripping or crossing the thread. The spanners which were used to work on the loco air compressor valve weighed about 20 kg and took 2 hands to operate. Nevertheless, the offending valve was repaired and refitted just in time to allow the fire to be lit.

The schedule for the day's running was for four return trips each taking about 50 mins in total with a stop at Waiuku, where the loco would be turned around on the turntable (operated by hand!). By bribing the driver (John) with the promise of dinner, Anne and I were able to have a ride in on the footplate for the whole journey, something of a new experience for Anne. Due to the cramped conditions in the cabin, I fortunately was able to get out of the fireman's duties and avoided shovelling coal into the wrong part of the firebox. Needless to say, when we got back to our hotel and washed our faces, the towel looked a bit like the Shroud of Turin. If you are spending a few days in Auckland, the Glenbrook Vintage Railway is well worth the visit.



Some time ago, I had learnt of a 2 seater Spitfire operating in New Zealand and discovered that it was hangered at Ardmore airport, near Auckland. As a young boy, I had admired the Spitfire for its beautiful shape, elliptical wing form and sense of purpose and over the years have read as much as I could about the aircraft and its marvellous Rolls Royce Merlin engine. When the opportunity arose for a possible flight in one, I naturally jumped at it.

This aircraft is essentially the same Mark as the two Spitfires at Temora but has a unique fuselage which incorporates a second cockpit behind the



original. There are only about half a dozen two-seater Spitfires in the world and this is the only one in the Southern Hemisphere. The second cockpit is almost a duplicate of the main cockpit and carries most of the essential controls and instruments. The aircraft is owned by a husband and wife who are Air New Zealand pilots and my flight had to be scheduled around their Air NZ flight rosters. I was fortunate to be able to organise a flight on the morning of the 29th December, weather permitting.



Instrument panel in second cockpit

This version of the two-seater conversions is quite attractive and the aircraft loses none of its stance or presence. It is quite a small aircraft, noticeably so when firmly strapped into the tight fitting second cockpit. The flight plan was to take off and head out east to the coast where some low flying would be performed and a simulated attack made on a small uninhabited (!) island just off the coast. We would then head back inland at about 500 ft. and follow the hilly ground contours before performing a barrel roll and then proceed back to the airport.

The pilot, Liz Needham, was very relaxed and gave me a good introduction to the aircraft before both of us were installed and ready to go. When the 27 litres of two-stage supercharged Packard-built Merlin engine came to life the noise was incredible with short 6" exhaust stubs spitting flame and smoke about two metres in front. Music to my ears! Due to the large engine and the tail dragging attitude of the aircraft, taxiing is best described as a series of swings from side to side to enable the pilot to see where he/she is going. At take off, the noise gets even louder as more power is applied and the tail is raised as soon as possible to afford reasonable forward vision. Once at operating height, the throttle is reduced but the noise is ever present and one is reminded that this is a purpose built piece of machinery which has absolutely NO creature comforts apart from a seat cushion (in wartime, the pilot sat on his parachute – no cushion). The aircraft is nimble and appears to respond to the controls with precision and speed. During turns I notice only tiny movements of the ailerons and again realise that these aircraft were designed to do life and death manoeuvres in a combat situation. Diving down in the simulated attack on the bad guys on the small island, the sense of speed and power is apparent as we swept up and away to one side. Following the hilly land contours at low level is also an illustration of the agility of the aircraft. Some years ago, I had the pleasure of performing some aerobatics in a Pitts Special aircraft which had instantaneous and lightning fast responses to the controls whereas the Spitfire was no less precise if not quite as fast (the pilot was probably treating the aircraft with due respect). The Spitfire design is about 80 years old and in its day represented cutting edge technology and design.

After a question whether I was OK, Liz performed a barrel roll which was done without any dramas or fuss.





The aircraft simply performed as it should. We then headed back towards Ardmore where we joined the queue before coming in to land with the typical approach “flare” (sideways attitude) to give the pilot some vision of the airstrip before straightening up the aircraft at the last minute and consequently losing forward vision with the tail down.



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At the end of the taxiing and when the engine was cut, apart from the crackling of hot metal cooling, the silence was almost a disappointment as I wanted the noise, smell of rich avgas and feeling to continue. Once she was out of the aircraft, Liz told me to sit for a while and absorb some of the atmosphere, which I did with pleasure.



I do not have a “Bucket List”, but if I did, this experience would have been towards the top.

For the “automobiles” part of the “Planes, trains and Automobiles” story, my brother has invited me to be his navigator on a VSCC Frazer Nash raid to the Italian Alps in his 1927 Frazer Nash in 2019. I might be able to make it!



You can't be serious!



The subprime crisis has reached Japan...

In the last seven days Origami Bank has folded.

Sumo Bank has gone belly up and Bonsai Bank announced plans to cut some of its branches.

Yesterday it was announced that Karaoke Bank is up for sale and will likely go for a song, while today shares in Kamikaze Bank were suspended after they nose-dived.

The Samurai Bank is soldiering on following sharp cutbacks.

Ninja Bank is reported to have taken a hit, but it remains in the black.

Furthermore, 500 staff at Karate Bank got the chop and analysts report that there is something fishy going on at Sushi Bank where it is feared that staff may get a raw deal.



Old and News



World-class racing driver and team owner who was the first to spray champagne in celebration.



Dan Gurney, who has died aged 86, was said to be the rival most feared by the great Jim Clark. He was at the start of the most remarkable week of his career in the cockpit when, on a Sunday afternoon in June 1967, he mounted the podium at Le Mans alongside AJ Foyt, with whom he had shared the winning Ford GT40 Mk IV. Gurney was handed the victors' usual bottle of champagne but, instead of drinking it, gave it a shake before aiming a spray of foaming liquid at the spectators gathered to acclaim his

triumph, thus inaugurating a style of celebration that became universally adopted.

It was not Gurney's only lasting innovation. In 1968, he became the first driver to use a full-face helmet in a grand prix. And when the application of aerodynamic theory was still in its infancy among designers of racing cars, he created a raised edge of metal fixed along a car's rear wing, increasing the available downforce without incurring a significant penalty in terms of drag. It was effective enough to become known as the "Gurney flap".



Seven days after his success at Le Mans, Gurney drove an Eagle Weslake, built by his own British-based team, initially called Anglo American Racers, to victory in the Belgian Grand Prix on the Spa-Francorchamps circuit, making him the first American to win a world championship grand prix at the wheel of a car he had built. It was one of four grands prix he won in a Formula 1 career encompassing 86 races between 1959 and 1970, beginning with Ferrari and taking in the works teams of BRM, Porsche, Brabham and McLaren. In 1960 he and Stirling Moss won the Nürburgring 1000 km in a "Birdcage" Maserati.

At home he entered the Indianapolis 500 several times, finishing second in 1968 and 1969 at the wheel of his Eagle Ford, and third in 1970. He was also successful in the NASCAR series for modified production saloons, winning five races between 1962 and 1972. His team, retitled All American Racers, went on to win many races and championships under his supervision, including the Indy 500 three times in the hands of Bobby Unser (twice) and Gordon Johncock, as well as the Sebring 12 Hours and the Daytona 24 Hours.

His exploits on both sides of the Atlantic were not just rewarded with trophies. A tall, handsome figure, he was so greatly admired and widely liked that in 1964 the US magazine Car and Driver attempted to nominate him for the US presidential elections, only to discover that he was too young (candidates have to be 35 or older). The idea was regularly revived during subsequent election years.

Gurney was born in Port Jefferson, Long Island, the first of the two children of John Gurney, a star bass baritone singer with the Metropolitan Opera whose own father, FW Gurney, had invented a type of ball bearing to which he gave his name, and Roma Sexton, a former art student. After Dan had graduated from high school the family moved to Riverside, southern California, and he studied at Menlo junior college. At the age of 19, he built a car that he raced on Bonneville Salt Flats, but a budding career in motor sport was interrupted when he spent two years in the US army, serving as an artillery mechanic in the Korean War.

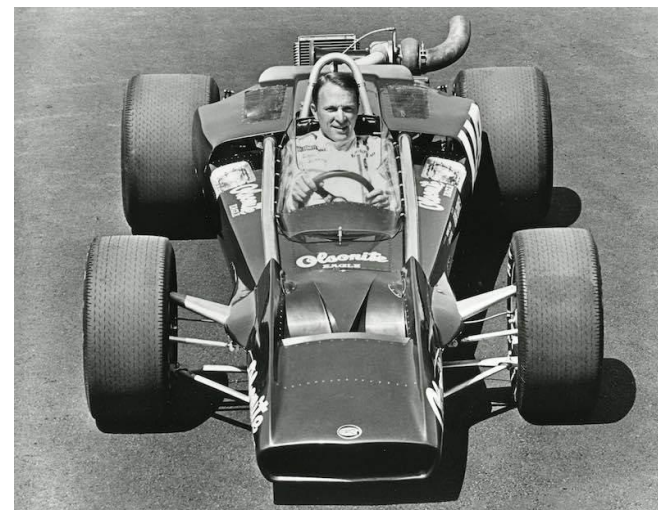
On his return, he made his racing debut at Torrey Pines, San Diego, in a Triumph TR2 before driving the Maserati-engined Arciero Special to second place at the first Riverside Grand Prix, the inaugural meeting of the Riverside International Raceway, behind Carroll Shelby but ahead of Masten Gregory, Walt Hansgen and Phil Hill. By the end of the decade Shelby, Gregory, Hill and Gurney would all have made their way to Europe, where they competed in Formula One and sports cars.

Through Luigi Chinetti, Ferrari's Italian distributor and a good talent scout, Gurney drove one of Enzo Ferrari's cars at Le Mans for the first time in 1958 and was given a seat in the grand prix team the following year, finishing second to his teammate Tony Brooks in the German Grand Prix, held on the high-speed AVUS track in Berlin.

After disagreements with the team management, but with his talent already widely recognised, he joined BRM for 1960, but six retirements and a 10th place in seven grands prix – and a crash in which a spectator was killed at Zandvoort – had him looking elsewhere and joining Porsche's new Formula One team. A single victory in two seasons – at Rouen in 1962 – led to Porsche's withdrawal and Gurney's move to Jack Brabham's new team, where he stayed for three years, winning at Rouen again in 1964 and in Mexico in the same year.

Then came two seasons with the F1 Eagle Weslake, its chassis and body designed in California and built in England and its V12 engine created by the British designer Aubrey Woods and built in East Sussex by the Weslake company. Development of the complex engine was frustratingly gradual and in 1967, the team's second season, the triumph at Spa, ahead of Jackie Stewart's BRM and Chris Amon's's Ferrari, and a third place in Canada were the only finishes for Gurney to set alongside nine retirements.

Halfway through the following season he switched to McLaren, before sitting out the 1969 season. In 1970, after Bruce McLaren had been killed in a testing accident at



Goodwood, Gurney, then 39, returned to the team for three races, boosting their spirits by finishing sixth at Clermont-Ferrand. He also took McLaren's place at the wheel of a giant CanAm sports car at Mosport in Ontario and won the race.

If his grand prix statistics never quite lived up to his initial promise, his career in US motor sport, particularly as a team owner, was one of enormous distinction in several series, including the IMSA GTP class, in which his Toyota Eagles won 17 races in a row in 1992-93, capturing the drivers' and constructors' titles in both seasons. In 2011 he handed the chief executive's role to his son Justin. At his 85th birthday party in April

2016, his sons presented him with the Eagle in which he had beaten Clark to win the Rex Mays 300 at Riverside in 1967, now meticulously restored.

He is survived by his second wife, Evi Butz, a former Porsche public relations executive, whom he married in 1969, and by their two sons, Justin and Alex; by three sons, Daniel Jr, John and James, and a daughter, Lyndee, from his first marriage, to Arleo Bodie; and by eight grandchildren.

- Daniel Sexton Gurney, racing driver, racing car constructor and team owner, born 13 April 1931; died 14 January 2018

From The Guardian



Jaguar restarts D-type production after 62 years

07 February 2018

Jaguar just won't let sleeping cats lie – following the success of its previous continuation models, it will restart production of the legendary D-type, 62 years after the final car left the factory...

Third time silly?



In 2014, it set about building the six 'missing' E-type Lightweights and in 2017, it announced that it would construct nine XJSSs. But now Jaguar has leapt several steps further by revealing that it will build a whopping 25 'new' D-types, in order to fulfil the factory's original ambition of 100 cars. As with the previous 'continuation' cars, every last detail of the Le Mans-winning model will be faithfully recreated and hand-built at Jaguar Classic Works in Warwickshire. Either Shortnose or Longnose body configurations are available, though neither will be road legal (at least not without a persuasive single-type vehicle approval application). The first engineering prototype was shown at Rétromobile in Paris this month. While we've no doubt Jaguar will sell the 25 cars in a heartbeat, we can't help but feel it's pushing its luck a little now – we'll watch with great interest to see how the classic car world reacts to this news.

‘Aintree Down Under’

A book review by Colin J Piper



AINTREE DOWN UNDER

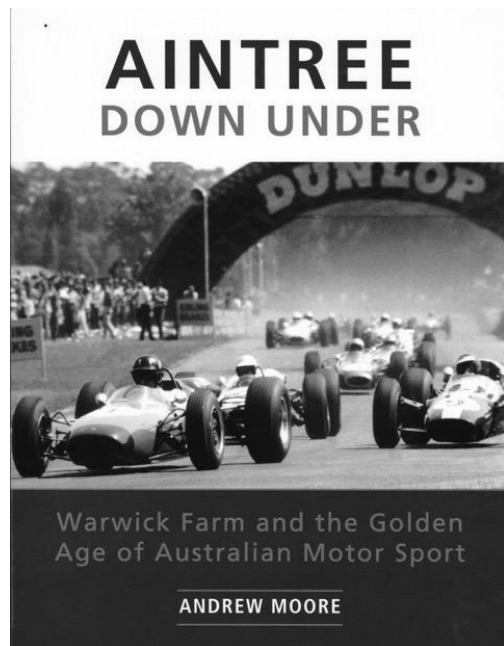
Warwick Farm and the Golden Age of Australian Motor Sport

Andrew Moore

Walla Walla Press Sydney 2017

I know there are many members of the TSCC with links to Motor Racing at Warwick Farm, from its earliest days in 1960 to

its closure in 1973, and there are also many members with links to the AARC, the Club which ran The Farm and subsequently, the Club Race Meetings at Amaroo Park until the AARC too ceased to exist at the end of 1986. I know this, because from time to time, one sees an AARC badge on a car at TSCC runs and the like.



I cannot recommend this book too highly; Andrew Moore, as well as being a keen enthusiast, is also an adjunct professor at Western Sydney University where he taught Australian History for 30 years.

This is not a book about lap times, race results and let's face it, topics of which many of us are well aware, but a serious account of Warwick Farm's place in both this country's motor racing and social history. It is also an acknowledgment and a celebration of the impact Geoff Sykes and his brilliant team at the AARC had in those years.

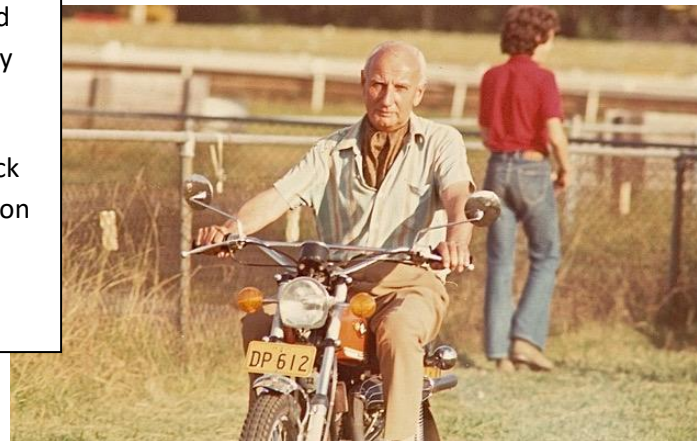




Not many car clubs in the world offered members the use of racing cars and aeroplanes. The AARC was probably unique in that respect.

Whenever I rode my bike to Warwick Farm, it used to disappear for hours on end...Geoff Sykes was the culprit!

CJP



The author teases out the politics of the times with the Melbourne based CAMS under the rule of Donald Thompson not always being in step with what was at the time probably Australia's most successful circuit, located in Western Sydney. I was quite involved with the AARC from 1970, playing with their racing cars, flying their aeroplanes and working at most of the meetings in the Press Office. I was a regular visitor to the building at the corner of Sussex and King Street so was aware of much of what was going on at the time, leading up to the circuit's closure in mid 1973. I was also well aware that a World Championship race had been on the cards for our bicentennial year in 1970 but that fell through for reasons well explained in the book.

My personal view is that this is as good a book on Motor Racing, albeit on a specific subject, as has been written in Australia. Graham Howard's excellent biography of Lex Davison, and the Scuderia Veloce book by David McKay spring to mind, but Aintree Down Under is up there with them.

The book with soft cover is available direct from the publisher (\$50 plus \$8 postage) or I assume from the usual motoring bookshops. There is also a deluxe leather bound and signed version, which I believe is \$210.

Paul Manton (Manton Motoring Books) is the contact I used to obtain my copy.

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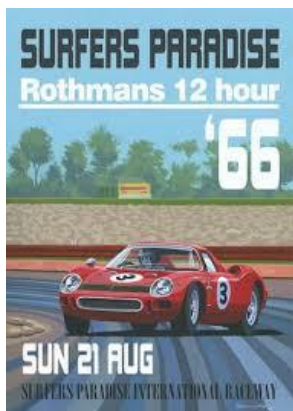
Liqui-Moly Bathurst 12-Hour International Endurance Race

Article submitted by Colin Allerdice

I think that I would be a rich man if I had one dollar for every time that someone said – “you must go and see this!”

From places to visit, movies to see, art displays to take in – the list is seemingly endless. In our hobby, the Goodwood Revival is a stand out “must”. But others are equally challenging – Monaco Historics, Mille Miglia, Pebble Beach and Le Mans – to name just a few. But all those are on foreign soil; what about something here in Australia I hear you say. Well, for some time now both TSCC members and others have sung the praises of the Bathurst 12 Hour – Australia’s only international endurance event for GT3 Sports Cars.

For me it was a “no brainer”. After all as a young lad I attended the first Rothmans 12 Hour at Surfers Paradise in 1966. I can still recall the epic Ford v Ferrari duel with our own Frank Match in the Ford GT40 up against Jackie Stewart in the Ferrari 250LM. Of course, there were co-drivers and other competitors (some a tad unique) but the main game was what I went for and what fantastic memories they are.



Apart from the sheer spectacle of the event itself, the main game in 2018 at Bathurst for me was; could BMW bounce back after the disappointment of 2017 and beat the likes of Audi, Mercedes, Porsche, Lamborghini and Bentley?

Friday was practice and it did not start well for BMW with BMW M4 GT4 #15 going off and sustaining some serious damage. But Steven Richard’s BMW M6 GT3 #100 was at the pointy end of the lap charts at the end of the day. Saturday was practice, qualifying, and the Top 10 Shootout, if you were good enough, separated by some sedan & sports car support races.

As you would expect in a world class event like this, the cream slowly and surely came to the top during the course of the day and by 4.00pm the contenders for the Top 10 Shootout consisted of three Audis, two McLarens and one each of BMW, Mercedes, Porsche, Lamborghini and Bentley.

Of these, V8 Supercar driver Chaz Mostert posted the fastest lap (2:01:9340) in his BMW M6 GT3 #43. Was this the start of something special for BMW?



Saturday was also PR day for the race teams. A period was set aside for the fans to queue up and get the autograph of their favourite drivers. It was something special for young & old alike.

Please be assured, nothing like that was done in 1966!

Of the Australian stars Chaz Mostert, Jamie Wincup and Matt Campbell were excellent whilst Shane Van Gisbergen, Craig Lowndes and Garth Tander were no shows. Bentley had all six drivers signing specially prepared advertising material as well as the event posters. In all, a good show for the fans that should have been better supported.

But I must give credit where credit is due. Grant Denyer who was at Bathurst driving a Mazda V8 was clearly the most photographed person there. He made himself available for photographs, selfies, autographs – the whole thing – and not only at the signing session, but for the whole weekend. He came across as a genuine nice guy and a great ambassador for his “Family Feud” TV Show.

The race itself started at 5.45am on Sunday morning in the dark. This involved a very early alarm as I had to drive in from Orange and be parked in a pre-arranged parking area by 5.00am. But this was what everyone came for – the absolute spectacle of 50 or so 600bhp monsters of Sports Car racing starting in the dark on one of the most iconic motor racing circuits on planet Earth. That expectation was severely dented, however, when Marc Focus V8 #96 had an off on the very first lap which necessitated a safety car – the first of 16 – and by the time that the track was clear the sun had just popped over the eastern hills.

From there the race took on the typical endurance race format of sprint for a couple of hours, stabilise & work on strategy, avoid the death march spiral and then a final sprint to the finish. The #43 BMW of Mostert was 40 seconds in front after two hours but it quickly came back to the field after the first driver change and a needless drive-thru penalty.

In fact, Chaz Mostert's opening stanza was so ferocious that he set the fastest lap of the race on lap 7 in the semi darkness – a staggering 2:01:9575.

By 3.00pm 13 cars had already retired and the final 2 hour sprint took out another five. But most of the big teams had at least one car both in the top 10 and on the lead lap which put them in a position to push for victory. Both the Jamie Wincup Mercedes AMG GT3 #75 and Matt Campbell's Porsche 911 GT3R #12 had run particularly well during the early afternoon and were not without winning prospects.



As the final hour commenced, it was Audi R8 LMS #37 holding a slender lead over Wincup's Mercedes and a pack of four Porsche 911's. BMW's chances had evaporated when Mostert crashed taking two others out with him and the Steven Richards BMW #100 dropped a lap due to a brake pad change.

As they say .. there is always next year!

Just as the much anticipated start was spoilt by an accident, so was the final sprint to the finish. With about 20 minutes to go there was a horrendous accident on the top of the mountain – probably everyone has seen it on television. There was no way that the cars and debris could have been removed, and the track cleaned up in the time left so the event was "red flagged".

So Audi won from Mercedes with Porsche 3rd, 4th, 5th and 6th. The top seven all finished on the same lap.



The finish was not without its controversy, however, as one competitor protested that the race time should have been extended, as a couple of the front runners were low on fuel and would not have been able to complete another 20 minutes of hard racing without needing to stop. Yes, it was a time certain race but that will never stop some trying to change the rules if it suits them.



But we are used to controversy in motor racing. The 1966 Rothmans 12 Hour saw the Peter Sutcliffe (Racing) Ltd's Ford GT40 driven by Sutcliffe and Frank Match declared the winner over Scuderia Veloce's Ferrari 250LM driven by Jackie Stewart and Andy Buchanan. Trophies were awarded and garlands hung - see the photograph on the left – only for that result to be reversed sometime later on a protest by the Australian owned team over lap scoring irregularities.

That's motor racing they say!

So now its "quick quiz" time. Which car travelled the further; the winning Ferrari 250LM of 1966 or the winning Audi R8 LMS of 2018 and was the difference within 100kms or greater? Answers on the last page

Cars for Sale - Contact Rick Marks 0418 686 340



1966 Sunbeam Tiger MK 1A

B38201845LRXFE

Build date: March 1966. One of 7,067 Tigers built 1964 – 1967. Delivered new LHD in California USA, original Forest Green, imported to Australia in 1996, restored and built to CAMS Historic Group SB sports racing specifications with Log Book. Fitted with Ford 289 V8 (340 HP), Ford Top Loader HEH-B transmission, Salisbury 3.54:1 LSD. Exciting road, historic race/regularity or classic rally car.

2001 Mazda MX5 SP Turbo Roadster

PP002

Only 100 SPs were "limited built" by Mazda Motorsports Australia. This car is PP002 (#2 pre-production of 3 only) and was the Mazda Australia road test car and Motor Show display car. Genuine 157kW/289Nm, 6 speed manual, A/C. The SP is the most powerful, quickest and arguably the rarest MX5. Mazda Motorsports set about to significantly increase the naturally aspirated MX5's power to further complement its already fun factor. 69,000 kms only with full history. Has Brown Davis roll bar fitted but never raced. Standard equipment specs (numerous) exclusive to SPs: high output turbo + all associated equipment (front mount intercooler/piping, standard blow-off valve, larger radiator, re-mapped ECU etc), larger exhaust system, carbon fibre airbox, silicon hoses & special clamps, alloy vent rings and gear stick/boot trim, chrome fuel cap shroud, strut brace, SP & Mazda Motorsports badging. A very rare, exciting, exhilarating sports car in fantastic original condition.



1985 Lotus Caterham Super 7

CS34406MKRM

Built by Caterham Cars, Surrey UK 1985. Ford 1600 GT Sprint Crossflow engine with twin Webbers, four speed transmission. Original red/alloy body with black trim, side screens, soft top. Imported to Australia February 1986 by Caterham Cars, displayed at Melbourne Motor Show March 1986. First owner acquired in April 1986. Totally original with current genuine mileage just 12,000kms. Incredible driving experience – just like a four wheel motor cycle!

Star in an Unreasonably Priced Car

(An occasional feature)



Dolly Parton and her Cadillac de Ville



The End



Answers to the questions raised in Colin Allerdice's Bathurst 12 Hour article:

The Audi R8 LMS did 271 laps of the 6.213km Mount Panorama circuit for a total distance of 1683.7kms.
The Ferrari 250LM did 493 laps of the 3.219km Surfers Paradise circuit for a total distance of 1587.0kms.
The difference is just 96.7kms.