

March-April 2018



THE OFFICIAL MAGAZINE
OF THE THOROUGHbred
SPORTS CAR CLUB



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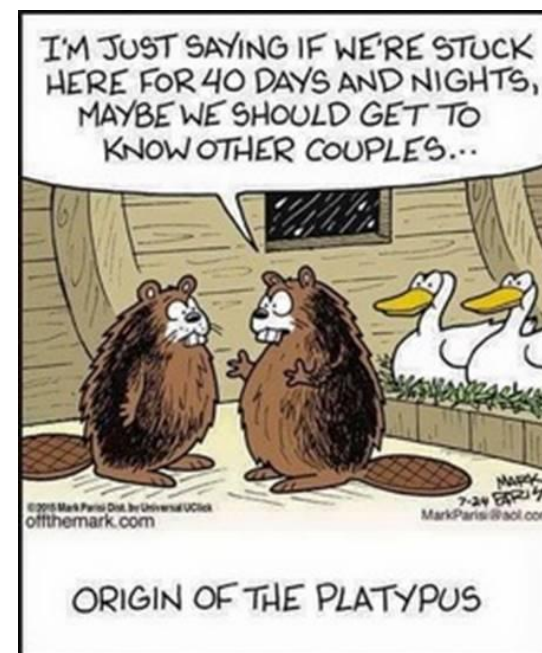
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...and

The deadline for copy for the May-June issue of Top Gear will be 6th July.



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

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

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

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

Office of the President

Barry Farr



Members have had the opportunity to attend five events during the last two months. 48 members attended the Shed Tour early March, principally organised by Terry Daly and the first Shed myself, 24 visited the Maple Springs Nursery and subsequent lunch hosted by Liz Kornhaber and Geoff Scott at their Little Hartley home, 43 were treated to the superb garage and property tour at Kangaloon and a large eclectic collection of vehicles at Bundanoon, organised by Terry Daly, 45 attended the March Wednesday run to Wollombi, organised by Vic Clarke and 31 undertook the weekend run to the Argyle Inn at Taralga, organised by Tom Aczel (*ably assisted by Terry Daly when Tom was called overseas - Ed*). All events are covered in this edition.

36 attended the March general meeting and 43 were at the April meeting chaired by Terry Daly as Dott and I spent almost four weeks on the Gold Coast, principally to attend some Commonwealth Games events. The venues were excellent, the events ran like clockwork and the weather was good apart from a few showers here and there. There were significant transport breakdowns as well as late opening of venues during the early days which caused wait times of 3-4 hours in both getting to and from the venues however everyone enjoyed the events and the sportsmanship, apart from the Opening and Closing Ceremonies which laboured political correctness and social engineering as well as being somewhat self indulgent and colloquial.

Having some time up my sleeve, I also caught up on viewing a few recently purchased DVDs. The first was **"Ferrari – Race to Immortality"** which

covers the Scuderia's 1955-58 seasons of Formula 1 and sports car racing and features Ferrari drivers Peter Collins, (who became Enzo Ferrari's surrogate son) Luigi Musso, Eugenio Castellotti and multi millionaire and multi lingual Marquis Alfonso de Portago, all of whom were killed while racing during that period and Mike Hawthorn, who tragically died just 3 months after winning the 1958 World Championship.



Whilst the archived racing films are quite evocative and remind one of just how elementary and dangerous tracks were back then, the racing sequences are very well integrated with the personal stories of the drivers and their loved ones as well as their relationships with Enzo. Tracks include Monza, Silverstone, Le Mans, the Nurburgring, the Mille Miglia and many more and one I had never seen footage of before, the Moroccan GP.

The story is told simply but clearly through the narratives of Doug Nye, Nigel Roebuck, Tony Brooks, Peter Windsor and Enzo's biographer Richard

Williams, as well as the drivers' female companions, with many of the drivers off duty antics and activities filmed by Wolfgang von Tripps himself.

From the many Enzo Ferrari quotes starkly displayed in black and white, one is left with the distinct impression he was a confident wordsmith who rarely displayed emotion. In fact, when told of the death of Castellotti after expressing surprise and sadness, he asked 'and the car'? However he did 'look after' Musso's beautiful girlfriend Fiamme Breschi, after Musso's death by setting her up with a flower shop and maintaining a long term relationship with her. Another surprise for me was that when Mike Hawthorn crashed and died in his Jaguar, he was actually road racing Rob Walker in his Mercedes 300SL Roadster and that it was only subsequently his fiancée learned that Mike had been given just 2-3 years to live because of his long held illness of terminal kidney disease.



“LA PASSIONE”
A Film by Chris Rea

Wolfgang Von Trip (BENEDICK BLYTHE),
appears once more in Jo's fantasies driving one of
the famous red cars.

R47 - 17

The second DVD (or DVDs) was Chris Rea's re-released '**La Passione**'. Rea is a multi talented Englishman who as a young boy watched the 1961 Monaco GP on his parents black and white TV set in Middlesbrough from which he developed a lifelong obsession with motor racing particularly with Wolfgang von Trips. He became an accomplished singer songwriter, a competent artist and a keen Ferrari enthusiast, owner and racer in his own right. In the early 1990s he turned his artistic talent into writing the script and music for a movie which centred on the 1961 motor racing season, however Warner Vision did not follow his vision of how the movie should be, so he subsequently bought back the rights and remade it with new music and visuals added, re-releasing it late 2015 packaged as a book, 2 CDs and 2 DVDs.

Rea owned a number of Ferraris and actually had Sharknose F1 and Dino 156 F1 replicas made for the film. The first DVD shows Rea talking about the project interspersed with all that developed from his little red (toy) car accompanied by the Rea composed background music. This DVD could have been a lot shorter as many sequences are too drawn out and repetitious but nevertheless capture Rea's 'dreaming'.

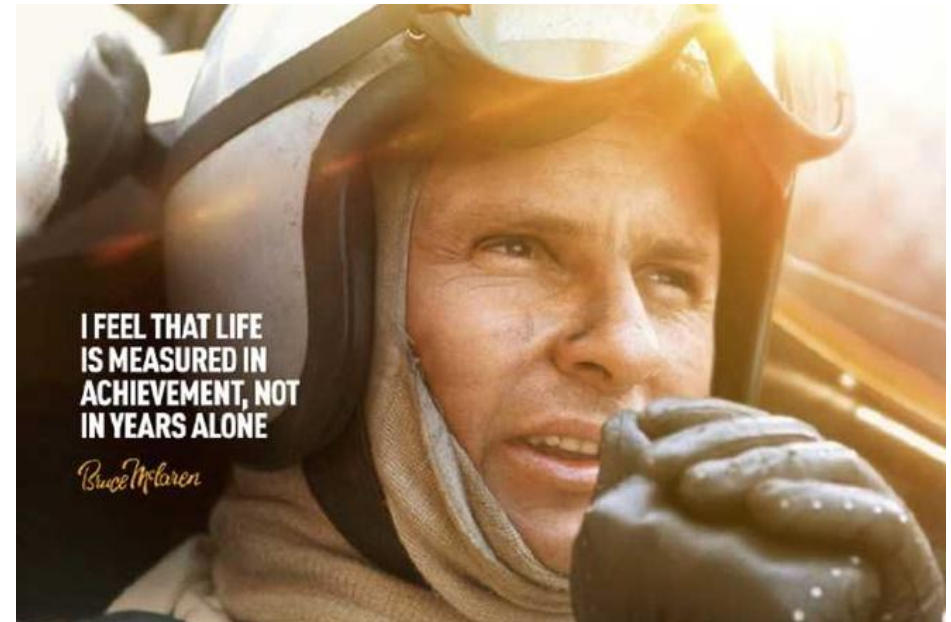
The second DVD is new material discovered by chance more recently. Taking a break from performing concerts in Cologne, Rea decided to visit the derelict moated castle of the Von Trips family just outside of Cologne where he stumbled on never before seen film personally taken by Wolfgang von Tripps who used to carry his movie camera everywhere. The films chart Von Trips racing career from start to end, beginning with Porsche through to Mercedes and Ferrari and provide quite a personal view of the cars, tracks, drivers and team owners of the period 1954-61. Tracks include Avus, Nurburgring, Kristianstaad, Dunrod, Sebring, Solitude, Le Mans, Monza, Buenos Aries and the Mille Miglia. The narrative by Ben Blythe has a morbid tone to it but nevertheless well worth watching.

The third DVD was **'McLaren'** which covers Bruce McLaren's life from when he started in his father's garage in Auckland through to becoming the youngest driver to win a GP then dominating the CanAm Series in his self engineered cars, through to his untimely death at 32 in a testing accident – simply sensational and a must see.

There is hope on the immediate horizon that the Luxury Car Tax (LCT) imposed on imported vehicles more than 30 years old may be eliminated in the forthcoming Federal Budget. The Australian Historic Vehicle Interest Group (AHVIG) has presented a 97 page submission to Treasury seeking the change to the LCT that was first imposed in 2000 at 25%, the increased to 33% in 2008.

The current LCT has resulted in exports of historic cars over the last 18 years far exceeding the handful of high value historic cars imported over the same period. It is currently estimated there are just on one million vehicles in excess of 30 years old in Australia. Over the last 10 years less than 2000 historic cars worth above \$50000 were imported into Australia but thousands worth more than the LCT threshold have left Australia.

A survey of 410 Australian enthusiasts indicates they would import almost 700 historic cars were it not for the LCT. The GST alone on such imports would well exceed the amount currently raised by the LCT on the limited number of historic cars currently imported.



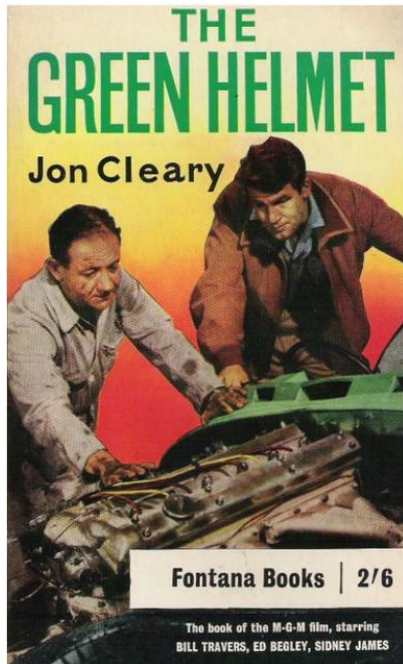
Ciao for now

Barry



Two-finger Typing

Stephen Knox



I like cars and reading about them – I’m sure I’m in good company. There are innumerable sources of information from magazines to blogs, from marque histories to biographies – we are well-served.

However, one area in which we are often let down is when cars feature in fiction. Novels centred on cars and motoring are often crass, corny and technically inept. Nowhere is this more evident than when the hero is a racing car driver; most are downright embarrassing.

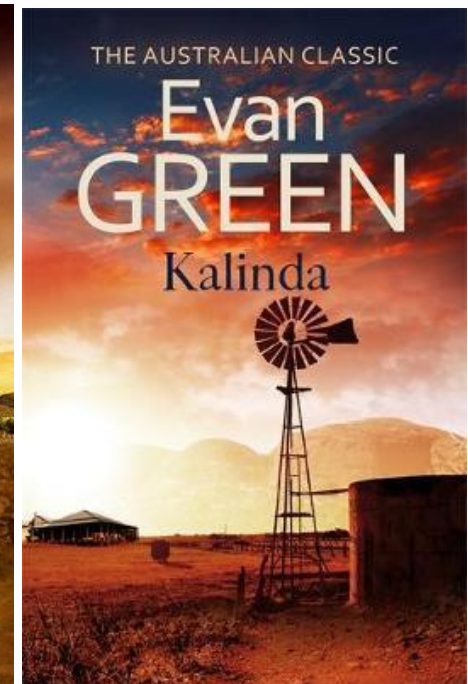
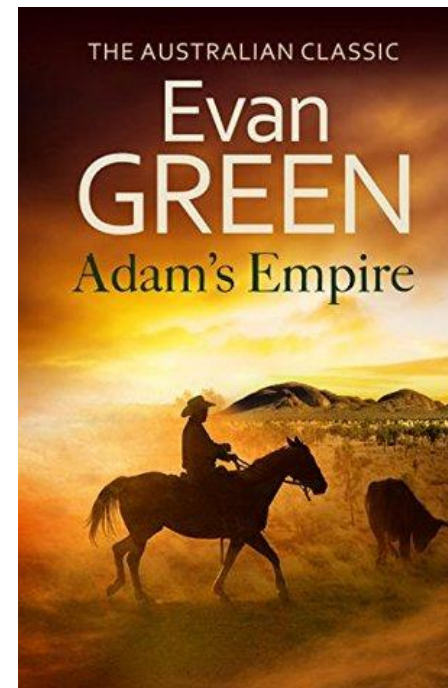
So where can you find a good novel about cars, motoring, or motor sport? I have some favourites and they are set in or written by an author from Australia.

The first is the oldest, published in 1957, and to be frank, displays some of the corniness of the era. ‘The Green Helmet’ was written by Jon Cleary who had a lasting influence on me. He lived near us in Avalon when I was an impressionable youth and he imported the first Jensen 541 into the country and I was smitten. A mere half century later, I too imported a 541 which I still have and enjoy.

In the book the hero, British racing driver Greg Rafferty (who drives a ‘blue Jensen sports car’), comes out of retirement, angering his brother as their

mother made the younger son promise not to race until Greg retired. It has all the elements of a good tale – danger, sibling rivalry, money matters and excitement.

The Green Helmet was made into a film starring Bill Travers and Sid James.

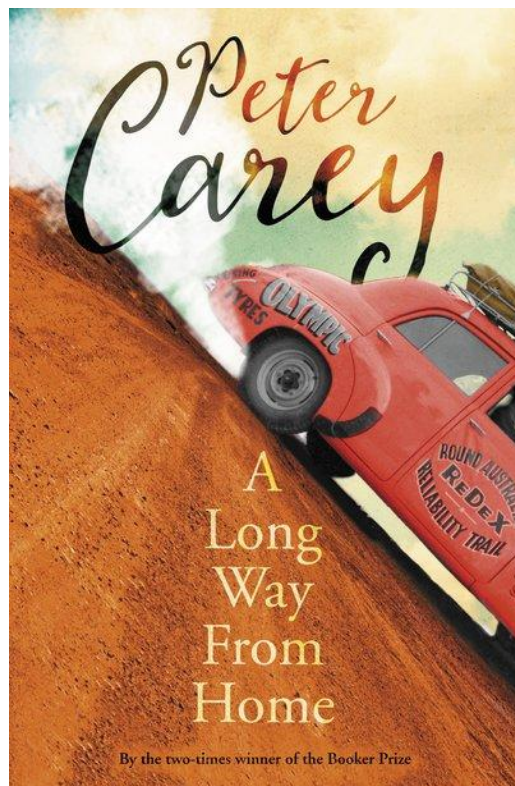


The second example is ‘Adam’s Empire’ and its sequel, ‘Kalinda’.

The basic story is about a young man named Adam Ross who was orphaned as a young boy and follows his life as he builds an empire in the Australian outback. In the early stages he comes across a car that has been

abandoned in a shed on a remote property. It's an early Alfa Romeo GP car (don't laugh – could happen). The point is that Green was not only an accomplished motor noter, but his particular area of expertise was Alfa Romeo, so his descriptions are accurate. He was also involved in rallying so knew a lot about the outback and driving in it.

Of particular interest is his description of an attempt on the Land Speed Record which was attempted on Kalinda Station. Green drew from personal experience as he was Project Manager on Donald Campbell's LSR successful attempt in 1964.



The last book I want to mention is the one I have read most recently – 'A Long Way from Home' by Peter Carey. I approached this book with scepticism as here was an author with no knowledge of Australian motor sport as far as I knew, setting out to write a book centred on that most Australian event, the ReDeX Trial. I should have had more faith – Carey has twice won the Booker prize, so I can only say his research must have been extensive as I couldn't find anything to criticise in any reference to the Trial or the cars or crew in it. It's a good read and although the Trial is front

and centre, it is only a vehicle (sorry!) for the real story.

A Long Way from Home is a current book and I recommend it to anyone starved of fiction with cars, real cars, accurately described.

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As much as I like books, I also get off on pedantry and I discovered a bit of trivia related to Peter Carey's book.

The book cover is surprisingly amateurish and a poor advertisement for the contents. It depicts a red gravel road across which is an FJ Holden with mock dust (it looks more like smoke) spraying out from a clearly stationary wheel. However, the thing that caught my attention was the sign on the driver's door. It says 'Round Australia ReDeX Trail'. As 'trail' is an American word for 'track', I assumed that the book was designed in the US where Carey lives and they made this faux pas. Not so.

Trawling through archival photos from the ReDeX Trials I discovered this photo which shows the very same Holden all set to go, with the name of the event misspelled.



Imagine Dan Ricciardo lined up for the start of the Australian F1 Grand Prix!

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.)

May

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

June

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

July

11	Club Meeting	
15	Christmas in July	
18	Wednesday Run *	Gary Maher

27/29	Mystery Weekend and a Half	Stephen Knox
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August

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

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*

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





RIVERSIDE OAKS GOLF RESORT

Wednesday Lunch Run - 16th May 2018

RIVERSIDE OAKS LUNCH RUN

74 O'Briens Road, CATTAI 2765

Meet at McDonalds Dural at 10.30am for a coffee, chat and an 11am departure.

Travel along the convict built Old Northern Road to Wiseman's Ferry, then sidle along the River Road to Riverside Oaks Golf Resort, which is set amongst 587 acres of pristine bushland overlooking the magnificent Hawkesbury River valley.

Enjoy a lunch with friends in The Brasserie. Lunch comprises a buffet style selection of two salads, two hot dishes and one vegetable dish. (Please advise any specific dietary requirements).

Cost is \$35 per person, cash to Roger on the day please. Minimum 20 people required for the buffet.

Route instructions will be handed out on the day.

RSVP by 2nd May (Riverside Oaks request numbers by then) to Roger Morgan
astoria@bigpond.net.au or mobile 0451 96 24 24.

We look forward to seeing you!





**NATIONAL MOTORING HERITAGE DAY
SUNDAY 20TH MAY 2018
BERRY SHOWGROUND
35 ALEXANDER STREET, BERRY**



The theme for this year's static car display features pre-1940 vehicles, however everyone and all owners of Vintage, Historic and Classic vehicles of special interest are invited to attend. That includes us!

The Shoalhaven Historic Vehicle Club will be our hosts for the day.

Spaces fill fast so the SHVC has recommended pre-registration to guarantee a place on the oval but it is not compulsory. For online registration go to the Club's website at:

<https://sites.google.com/site/shoalhavenhistoricvehicleclub/> or you can download the entry form, complete it and mail it to the Club.

In order to arrive at Berry around 9.30am it is proposed that we meet at:

McDonalds, Cnr Princes Highway and Mianga Avenue, Engadine at 7.45am for an 8.15am departure

Those attending are asked to advise Neil Mason by email .. neilmason@hotmail.com .. or on mobile 0402 892101 no later than Wednesday 16th May.

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"COLO RIVERSIDE CAFE BREAKFAST RUN" SUNDAY 27th MAY 2018



Choice of starting locations:

- McDonalds Windsor (McGraths Hill)
Meet by 7:30 AM to depart at 8:00 AM.
- McDonalds Dural
Meet by 7:30 AM to depart at 8:00 AM

See instructions on next page for routes to Cliftonville Rd. Both groups will rendezvous at 8:30AM and then proceed to the Riverside Cafe, Colo River, for breakfast buffet

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

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

Hawkesbury and Hills District



Buffet Breakfast including Selection of cereal

Toast

Bacon

Eggs (scramble, fried or poached)

Sausages

Roasted tomatoes

Hash browns

Mushrooms

Orange/apple juice

Pastries

Tea and coffee

Please pay \$25-00 per person (full cost for breakfast) to the TSCC Bank account
BSB 032-282
A/C 13-5873

Prior to May 11, 2018 with the payment identified as 'COLO BREKY *your surname*'

Please email confirmation of your payment to peter@engrd.com.au

**ONLY THOSE WHO
HAVE PREPAID
WILL BE CATERED
FOR IN THE
FUNCTION ROOM**



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

Read the notes that Colin Piper wrote in the January-February issue of Top Gear. It will give you a better understanding of what to expect from what promises to be a wonderful experience.

THOROUGHbred SPORTS CAR CLUB

Special price **\$106ea** 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

sydney-symphony.com





LUNCH IN THE HIGHLANDS

Join us for a run through the misty Southern Highlands (bagpipes optional) to a lunch venue just outside Bowral. Fully Route Charted (in kms & miles) on some of the legendary Maher back roads – all sealed. Instructions on the day. Different route to last year's run but same excellent lunch venue.

DATE: Wednesday 18th July, 2018.

MEET: McDonalds / Service Centre, on the M4, Eastern Creek – **HEADING WEST**

TIME: 9.00am for a 9.30am departure.

VENUE: Scottish Arms Hotel, 69 Boardman Road, East Bowral.

Extensive Menu + Lunch Specials. Order & Pay on arrival.

BOOKINGS: Gary & Wendy Maher – by Wednesday 11th July (Club Meeting)

02 4571 1229

wenandgaz8@bigpond.com

NOTE: You might need your 'E Tag' for your return journey home.





2018 Mystery Weekend and a Half Friday 27th, Saturday 28th & Sunday 29th July

Join us for three days of driving, eating, drinking and seeing things.

After meeting at a charming coffee stop and collecting reams of information on what is about to unfold, we'll proceed to a pretty little town for lunch by an open fire. Then it's on to our accommodation for the next two nights in a lovely restored hotel. Dinner in a room with extensive views night lights over the local area.

On Saturday we will be free to choose which activity from a long list that will be included in an information pack. There will be four restaurants to choose from, all within a short walk of our accommodation.

There will be a lazy start on Sunday followed by a drive to visit an historic property where lunch will be served. And then we drive home.

The number of entrants will be limited by the availability of rooms (25) on Saturday night. First in, first served. If you're prepared to take a punt on what promises to be a memorable three days, please send an email with your details including names, email addresses and mobile phone numbers to Stephen Knox at stephen@kelvinkraft.com or call on 0427 705500. In the email please confirm that you have sent \$463* to the Thoroughbred Sports Car Club, BSB 032 282, account number 135873 and mark it MW (for 'Mystery Weekend') plus your surname. (i.e., if your name is Smith, mark it MW Smith).

RSVP 21st May unless the available accommodation is filled before then.

*Your payment comprises \$358 for two nights' accommodation including breakfasts for two, \$100 for dinner for two on the Friday night and \$5 for a homestead tour on the Sunday. If you are travelling solo, call or email me and I'll work out a single price.

Sydney Shed Tour – Saturday 10th March

Words by Terry Daly & Barry Farr, photos by Terry Daly & Bruno Ferro



Six Sheds in Six Hours or...

...were there seven sheds, the seventh being the fabulous display of cars that formed the cavalcade that drove between the other six sheds. Members cars included several variants of Aston Martin, the rarest being the DB4C, pursued by a DB6, as well as many of the latter variety of DB9s, Virages, V8 Vantages etc. Also in the mix was a beautiful orange McLaren MP12C, a Morgan 4/4, several Jaguars, Mustangs galore, (*a beautiful BMW Z4 – Ed*) and Rick Johnson's Fair lane 500 from the sixties, a total of over seventy cars in all.

Members from both the Aston Martin Owners Club and the Thoroughbred Sports Car Club had to pre book to receive their route instruction for the day with the first shed visit starting at 0730 in Artarmon

Shed 1



This was the shed (top RH corner) featured in the flyer but looks can be deceiving because inside this shed of Phil's (or should I say Man Cave) was a range of beautiful cars ranging from Phil's original MGA right through to the latest Morgan Aero. A DB9 Volante was hidden between a few other treasures. I personally loved the Parnelli Jones Mustang from the 2000's. Phil gave a brief commentary on the collection and talked about his recent visit to the McLaren factory and his order for the latest racing simulator. Phil made the big mistake of inviting us all back once his simulator has arrived. Phil just made 100 new friends and a big thanks to Phil for opening his shed and providing much needed coffee.

(A comprehensive report prepared by Barry Farr on 'Shed 1' follows this article)



Shed 2

A drive of just over 25k landed us in the Hills District on Sydney's outer North West for another visit to John's shed of mainly Mustangs and Ferraris. We last visited John's shed just over three years ago and we found a few changes. In the Mustang range we noted a new 2017 Mustang of which John spoke very highly of as well as an 'Eleanor' Mustang featured in the film "Gone in 60 Seconds". Boss 302s were a feature as well as a 1966 Hertz V8 convertible. John also pointed out a few carts stored in the corner that represented a Mormon Church retrace of a New York to Utah challenge. Terry than wished John a happy 74th birthday before the assembled crowd and John then asked all to move to his Ferrari shed. Here we found a green 458, an unusual blue 430, and photos of the missing Lamborghini orange 575 which was in having a wheel bearing repair. Another Mustang, a rare green BMW, and a green HSV were also present. John made mention of his like for green coloured cars. Both sheds contained some brilliant cars but time was against us so we had to move to Shed 3.

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Shed 3

Rolls Royce was the feature marque at this shed with a well driven but pristine RR Silver Ghost the highlight. Rex started this RR Ghost and everyone was simply amazed as to how quiet it was and how low the rev range was at idle (300 rpm was talked about). Rex and his wife Norah travelled over 9000k in this car last year. Not bad for an old car! Parked next to this Rolls was '80s Bentley convertible in beautiful deep blue with a white interior and next to it was another 1930s RR, a 20/25. The two tone colour scheme of red and silver really suited the car. The final car was Rex's Morgan 4/4 (Rex's other Morgan was in the paint shop as part of a complete restoration that Rex is doing himself). We were all then treated to a lovely morning tea courtesy of Rex's wife Norah. Homemade scones, jam, cream and party pies were all





consumed in rapid fashion and we then finally got to see Rex's now empty but very clean shed. Rex and Norah had taken the opportunity to do a spring clean in preparation for our visit. A big thanks to Norah for hosting over 100 complete strangers!

Shed 4

A short drive through some narrow bush roads had us arrive at John E's shed with plenty of parking in wooded surrounds. Two Jaguar XK140s were my pick of the John's cars. One was a red convertible, the

other a green FHC. Another Jaguar present was an XJC coupe from the seventies. These cars were just so good looking for their time and John's car with its wire wheels and white wall tyres really stands out. Other cars included a Bentley, a pair of MX5 Mazdas, an MG and a partly restored Karman Ghia, John's current labour of love. The party then had a beautiful 20k drive though Nelson, then onto Boundary Road, Cattai Ridge Road through to the destination of Shed 5.



Shed 5



Ex-Military Vehicles. Well what a surprise this was for the membership. Todd had arranged for many of the vehicles to be in the paddock outside the shed so that members could hop in an out of any of them. For once we didn't have to worry about those belt buckles. Todd fired up one of the tanks and took it for a few laps of the paddock and this was soon followed by a troop carrier containing many members. Unfortunately, the writer wasn't quick enough to write down the various ages and makes of the many vehicles, but I did pay particular attention to a 1942 International Half Track from the WW2. It was very pleasing to actually see these vehicles in action rather than a static display. Tanks, Troop Carriers, Scouts were the types of vehicles on display. And to say it really is a women's world, the chief mechanic who works on all these military vehicles is a lovely lady called Gina!



Shed 6

This shed is familiar to most members being the location for the last few concours. Mustangs, including a new 77 Special, are the most prominent marque followed by Jaguar. A primrose 4.2 Series 1 E-Type convertible and a Golden Sand 4.2 Series 1 E-Type FHC are reminders on how great the cars from the sixties really look. For the Aston Martin fans a beautiful Series 2 Lagonda was also in the shed. Additionally five Lotus cars from the sixties were also available for viewing. However, it was lunch time so it didn't take long for the men to grab a beer and a sausage sandwich, whilst the ladies were treated to champagne and cheese (who said it wasn't a women's world). In the meantime Terry proudly showed off his new garage fit out courtesy of Micron Manufacturing. As Peter Stefan said "an awesome day".

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And here is a more detailed report from Barry Farr about the first shed we visited...

The directions suggested participants be at the Artarmon address of the first 'shed' at 7.15am to ensure all arrived by 7.30. However the throng started arriving from 7am such was their enthusiasm. Hardly a 'shed' but a purpose renovated showroom of 11 immaculately maintained classic and sports cars. Prominent Sydney businessman, Phil Cave, started his collection some 35 years ago with the purchase of a 1960 red MGA followed by a 1971 red MGB MKII, a 1949 red MG TC and a blue Jaguar e-Type Series 3 V12 Roadster. Some years later, Phil felt he wanted to experience some more modern super cars and acquired (not necessarily in this order), a yellow 2007 Parnelli Jones Mustang Saleen S302, a silver 2008 Aston Martin DB9, a black 2008 Ferrari 599 GTB, a silver 2010 Mercedes Benz SLS AMG, a white 2014 McLaren MP4 650S Coupe, a green 2015 Morgan 3-wheeler and a blue 2017 Morgan Aero 8 series V.

The descriptors beside each car are of international car museum style and each vehicle is maintained throughout in showroom condition ready to be used at any time on short notice and used they are - Phil casually mentioned he'd be taking the Mercedes SLS up to his farm later in the week.

One outstanding aspect of the man cave, as Phil calls it, is the flooring which looks as if it were specially laid when in fact it was uncovered when the carpet was pulled up during the renovation. A lot of thought has gone into the whole display which in coming weeks will also house a panoramic wide screen simulator which will enable Phil to test his skills in a variety of vehicles on any track that he chooses. So we'll have to line up in single file next time we visit.



Run to Maple Springs Nursery and Japanese Gardens – Wednesday 21st March

Words by Vic Clarke & photos by Laurie Bromley



I had planned to take the Porsche on the run up to Little Hartley but on looking at the weather forecast the evening before, I moved the umbrella to the “other Porsche” – VW Touareg (well it does have the same chassis and brakes as a Porsche Cayenne).

On arriving at McDonald’s I found that others had also brought their wet weather cars, with a couple of exceptions.

We had a good run along Bells Line of Road, through Bell, Mount Victoria to Little Hartley with the rain easing a bit to arrive at Liz Kornhaber and Geoff Scott’s place mid-morning.

Their property is right next door to the Maple Springs Nursery so we just walked through the gate in the fence (still armed with umbrellas) for morning tea and scones at the nursery before embarking on our tour of the nursery and of more significance, the Japanese Gardens.

Alan Jackson the owner of the nursery and gardens has embarked upon a major project with most of the work done by himself and Bob (the Bobcat earth mover) to create authentic Japanese Gardens built around an existing dam.

Alan has made a huge effort to create the gardens since acquiring the property in 1994 and they are still a work in progress. He has sourced rocks and stones to place in specific locations around the gardens. We were asked to carefully keep to the paths so as not to disturb the white gravel chippings!



He has named it Goryu Japanese Gardens where Goryu in Japanese means Confluence – where the waters meet or where two rivers converge, in this case a lake of water meets a dry landscape to form one.

Alan took us on a guided walk around the gardens showing features such as Japanese Lanterns, Ornamental Bridges, Water Harps (Suikinkutsu), Coin Basins (Tsukubai Zenigata), Moon Viewing Platforms (Kangetsu-dai), Dry

Gardens (Karesansui), Deer / Kangaroo Scarer (Shishi-Odoshi) and of course Japanese Maples.



The Water Harps play harp like music derived from the flow of water below the ground. The Japanese Lanterns are stone structure with one of them in many sections weighing four tonnes.

After over an hour walking around the gardens Liz was beginning to wonder where we had all got to and we eventually headed back through the gate to enjoy a beautiful lunch prepared by Liz sitting either inside or out on the covered deck enjoying good company.

Despite the early rain and overcast weather we had a very enjoyable day. Thanks to Liz & Geoff for opening their home and providing a great lunch.

If you were not able to make this run, go to <http://www.maplespringnurseryandgardens.com.au/gardens/>

to watch the YouTube video that will give you an idea of the effort Alan has put into building the gardens.



Southern Highlands Shed Tour – Sunday 25th March

Words by Terry Daly, photos by Neil Mason & Konrad Dover



A wonderful day driving around the roads of the Southern Highlands

Whilst the Aston Martin Red Bull F1 cars were roaring around Albert Park in gloomy Melbourne, the Aston Martin TSCC cars were leisurely enjoying the beautiful sunshine and great driving roads of the Southern Highlands. And if we throw in the spectacular views you couldn't find a better what a way to spend a Sunday.



The majority of members meet at the truck stop at Pheasants Nest whilst a few others meet the group at the first stop. The array of cars that turned up varied

from a 1965 Ford Cortina GT500 (a car especially built by Ford for the Bathurst 1000) up to the very latest 77 Special Ford Mustang. (Built by Ford Performance Racing to celebrate the one/two victory by Ford in the 1977 Bathurst 1000). In between these we had many variants of Aston Martin including the increasing rare DB6, a McLaren 650S, several Jaguars, the odd Ferrari, and one or more of just about any worthwhile car ever made. A fabulous array of Club members' cars if ever I saw one. The price of admission to this car show (and sausage sizzle) was \$15 which was donated to the Westmead Children's Hospital. The original asking price was \$10 but when the writer found out the proceeds were going to Charity he upped the admission price.





Directions and instructions for the day were handed out at Pheasants Nest and the first part of the journey was via the expressway and then onto the picturesque Range Rd at Mittagong and finally to our first pit stop at Rod's garage in Kangaloon. Rod's humble garage sits on 120 acres of



magnificent countryside with 360 degree views to photographic opportunities were endless. Did I

The feature car was a 1963 Ferrari Lusso 250GT (Micron Manufacturing created a special 250GT bottle opener for all the members and the owner) which was parked next to another four Ferraris, the owners favourite being the very latest 488GTB. A Bentley, a rare RR, a Porsche GT3RSR and a stunning black/silver 1930's Hispano-Suiza completed the collection. Sorry missed one, a burnt out shell of what was once a restored sixties convertible. A very sad tale of how this happened was explained by Rod.



die for! The gardens were simply stunning and the forget something! Yes, the car collection!



Barry Farr (TSCC President and Book Author) thanked Rod and presented him with an autographed book on the history of early Ferrari's in Australia. The assemble group then spent the next hour admiring either the collection, the outhouse, the gardens or the beautiful view.



The next pit stop was just over 30 kilometres away. Once again the journey was by way of some very scenic back roads of the Southern Highlands to Miles's two sheds near Bundanoon. These sheds were in complete contrast to the previous shed being more country barns than sheds but it is what they contained that captured the imagination of the members.



The first barn contained about six Minis of various configurations including two Cooper S's, as well as five (I think) 1950s Nash's plus other assortments. Roger and Tess Morgan had arrived early to give Miles a hand cooking hundreds of sausages for the hungry crowd. The Joneses and Reynolds were also on hand to assist.



The second barn, the larger of the two, was full of another 30 odd cars of many varieties. I noticed three Bentleys, a Rolls Royce under restoration, two Thunderbirds also under restoration, a silver 1965 Ford Mustang Convertible, a pink Cadillac, a black 1955 Cadillac, a double decker bus, a few planes under restoration, in fact, just about everything in this barn was under restoration. As one member said "about 200 years work!"



I and many others simply loved the collection and the way it was presented. It was a little like the Barn Find shows you see on TV, but in real-time with a picnic being served in the background.

John Sullivan (AMOC President) presented Miles with the early Ferrari booked and thanked him for his hospitality.

Unfortunately, for some of the males (or should I be politically correct and say Gender Neutral) the fun didn't finish there with many of the women (I again repeat and should I again say Gender Neutral) wanting to visit the





many beautiful boutiques of Bowral and relieve their partners (I believe I have this politically correct) of their hard earned money.

In the meantime, several members elected to stay in Mittagong over night at the historic Fitzroy Inn (circa 1836), firstly, to watch the Australian GP and then to enjoy a few drinks and dinner at the Bank restaurant. A funny night was had by all.

Footnote: The owner of the Fitzroy Inn is a member of CAMS and a car nut so the best of attention is assured for any car enthusiast who may wish to stay.



Wollombi/Mulla Villa run - April 18th

Words by Colin Piper & photos by Vic Clarke & Roger Korte



Whatever app or similar source one uses to look at forward weather forecasts, five days out from this run it looked like it was going to be wet. (I did note that Vern and Wendy Kelly were not booked). Those affected by the weekend fires certainly hoped for some rain, but as the day drew nearer it became obvious that it was to be fine, albeit with plenty of smoke and the associated haze lingering in the air.

Jan and I set off from Lane Cove in good time to reach our starting point ahead of time, but the convoluted turn with seriously un-coordinated traffic lights from Epping Road (westbound) into Delhi Rd and on to the M2 added over 20 minutes to our trip. Memo to self; next time try going up through Lane Cove shops, on to the Pacific Hwy and into the Lane Cove Tunnel west-bound; let's face it, Transurban can use the toll fees!



An extremely large gathering was assembled at Maccas Dural, coffee was had and after a most comprehensive briefing from Vic, we set off for lunch. Not wanting to be too near the head of the field, we sat for several TOP GEAR March-April 2018

minutes before departing, only to discover many cars had left via the front of Maccas and not via the side route. Suited us though, so we set off behind the Allerdice Z3, the Korte's and Thew's 944s and the Andrews' Cayenne. Somehow in the course of the first 20 odd kms we had a 1960s Rolls Royce directly ahead of us, on historic plates. I wondered if this was a new member, someone on the waiting list or a member's car that I had never previously seen. Question soon answered as he eventually veered off to the left.

Vic's excellent route instructions soon had us approaching Wiseman's Ferry where we were greeted by an extremely long line of cars waiting to embark on the Hawkesbury crossing. I have learned that they have two ferries, one with a capacity of 18 cars, and one with 24. I am assuming the smaller of the two was operating, though I didn't actually count the cars that were loaded after our 25-minute wait.



We were then on our way again following the northern shore of the river, a drive I have always enjoyed, preferring it to the reverse trip; somehow the views are nicer from the driver's seat travelling east. We and several others made a brief stop at Spencer; if it was good enough for Captain Arthur Phillip's party in June 1789, then it was good enough for us. Up to



this point the run had been relatively traffic free, but upon leaving Spencer just behind the Mark Beckett Lotus, we came upon a Mitsubishi van, possibly a “Starwagon”,

though I am not up on the nomenclature of such vehicles and “Google” wasn’t much help either as there were no photos of the back of one...the view of which Jan and I had for nearly 25kms. Mark ripped the Lotus past it just as we left Spencer, but Jan and I were left to follow what looks from behind as an extremely high bodied, narrow wheeled ugly conveyance. I often wonder how it is that people travelling *really slowly* can contrive to brake on up-hill bends?

It was torturous to say the least, but the continuous double yellow lines really made it impossible to overtake. The driver obviously was unaware that a train was building up behind and ignored quite a few opportunities where he/she could have eased left and slowed to enable those of us



travelling faster than 50-60kph to pass. One hopes there is a special place in hell for such people. When the road finally opened out and the 70KPH speed limit gave way to 80KPH, at the first opportunity we were passed, knowing full well that we were

not going to come up behind anyone else, given the dawdling pace we had been experiencing.

Eventually, after a fabulous run with the Mitsubishi well behind us we reached at our destination to

discover that we were among the last to arrive. Bob and Jeni Smith in the gorgeous BMW 840 were behind us, they too having fallen foul of the dreaded Mitsubishi.



Mulla Villa is a gorgeous early colonial building, built by convicts in 1840 it served as the local Magistrate’s house and is set above the road a few kms before Wollombi. The restaurant has tables outside as well as inside so Jan and I opted for the ‘al fresco’ option, having driven from Dural with the roof down (as had Max Peglar in the MGA, though that doesn’t count because he has no choice, does he)! An excellent lunch was had, and a

great idea, serving all the food on the table for us to choose as we liked instead of a traditional 'alternate drop' arrangement, seemed to be appreciated by everyone.



At this point I must insert a personal narrative. When Vic's flyer for the run appeared many weeks ago, Jan jumped on the www to discover that Mulla Villa had accommodation on offer. The thought of a nice night away appealed, so we booked for the Wednesday night. During the lunch, we casually asked one of the staff where might be a good place to have a light snack in the evening, given that the lunch had been plentiful. A few moments thought..."Cessnock". How about in Wollombi we asked; "no, nothing open there tonight".

So after the TSCC day-trippers gradually drifted away to return to Sydney, Jan and I went in to Wollombi, had a coffee and sourced some snacks to tide us over till breakfast. While we were wandering around the village Alan Jones and the Andrews tooted a friendly good-bye, they obviously TOP GEAR March-April 2018

having decided to return home via the 'northern route'. We were accommodated in the "Cottage", and not in the main house as some of you saw on the guided tour. Excellent it was too...two bedrooms, cosy sitting room, a very new kitchen, everything you could ask for. Thinking some TV might be in the offing, having read the paper and done the crossword and Sudoku we tried in vain to get it working...there were four remotes with which to fiddle, but the message on the screen was that the satellite was out of range.



We wondered if Donald Trump had inflicted some new horror on the world (I seem to remember that during the Gulf War, satellites were adjusted by the US military to disrupt the GPS

and communication software) so we decided to call upon Travis in the caretaker's cottage next door. He had no luck either. Memo to self; when somewhere 'getting away from it all', forget TV.



On the Thursday morning, we got away about 9AM and if the previous day's drive had been good, save for the Mitsubishi, having left Wollombi, we didn't come across another car heading in our direction till almost on the M1 Motorway at the Calga Interchange. It was

truly one of the nicest drives with the roof down Jan and I have ever had in the little car. So good was it that we opted to remain on the old Pacific Highway, and again, there was not a car travelling in our direction. We stopped for a coffee at the beautiful “Estuary Café”, familiar to many of us as a starting point for some of the runs, and then headed home. The first traffic we encountered was when we re-joined the M1 at Berowra. A wonderful morning’s drive.

Vic and Jane did a marvellous job arranging the run. Forty-five people attended lunch, and that speaks volumes for the popularity of this event. The route, scenery, food, ambience...all boxes ticked, and it never ceases to amaze us how much fun everyone seems to be having on these days out in the ‘wilds’ playing with our various toy cars. The volume of the chatter both at Maccas before departure AND again upon arrival at the destination says so much about the ‘bonhomie’ of the TSCC membership. The fact that a couple of ‘wait listers’ were on the run AND thoroughly enjoyed themselves says it all. We personally made the run an overnighter and in truth, it won’t be the last time we do that, though next time we will take a couple of books.



List of attendees supplied by Vic Clarke

Vic & Jane Clark Porsche 911
Colin & Jan Piper Mazda MX5
Colin Allerdice BMW Z3
Barry & Judy Thew Porsche 944
Terry & Robyn Daly Jaguar XKR
Neil and Joy Hood Mercedes 300CE
Peter & Leonie Fuller Ford Cortina GT500
Kevin & Robyn Leggott Mazda 3
Malcolm & Lorraine Drummond Toyota Corolla
Roger & Pat Korte Porsche 944
Jack and Jenny Jones Jaguar XF
Jim & Janina Elphick Maserati Granturismo Sport
Vic & Jennie Andrews Porsche Cayenne
Bob & Jeni Smith BMW 840
Max Peglar MGA Twin Cam
Adrian & Lorraine Walker Alfa 156
Ian & Lisbeth Norman BMW 330C
Keith and Carol Reynolds Jaguar XJ (X308) Sport
John and Val Dixon Honda Civic
John and Margaret Moody Jaguar Mk 2
Alan Jones Mercedes 250
Mark Beckett Lotus Elise
John & Wendy Slater Mercedes SL500
John Bailey Holden HSV GTSR
Bruce & Barbara Griffiths BMW 120i

Tom's Taralga Weekend Run - 28th and 29th April

Words by Terry Daly & photos by Greg Gibbons



Taralga is a small town with a population of 467 in the Southern Tablelands situated at the intersection of the Goulburn-Oberon and Laggan-Taralga roads, with the beautiful Wombeyan Caves the closest major attraction. Originally known as "Trial Gang" in the County of Argyle, it was the location for the trials of convicts and bushrangers before the Crown.



Taralga was discovered by Charles Thorsby in 1819 on his way to Bathurst and was quickly settled by John MacArthur's son in 1824. It, like many small towns, boomed to a population of over 700 during the Gold Rush of the 1860s. In that era four churches were built on the four small hills within the town's city limits and they all stand proudly today. Having gone

for a walk around the town on the Sunday morning it looks like Taralga has three churches too many!

Also standing on the hills just out of town was the Taralga Wind farm comprising of 51 wind turbines. I had noticed these on the Saturday evening from the balcony of the TSCC's overnight accommodation, aptly named the Argyle Inn. Jim Elphick and I noticed that they were all very still with absolutely no wind blowing and they were all still in that state the following morning. I'm not sure I would like to rely on this farm as a source of reliable electricity. I guess with all the hot air emanating from the many TSCC conversations if correctly directed would have them roaring within minutes.



The overnight run officially started in Kurrajong at 9:00am on the Saturday morning with the normal variety of cars with our morning tea stop being scheduled for Oberon. Looking at the older cars I noticed Michael Markiewicz had brought along his Aston Martin DB6, Bruce Richardson his Datsun 260Z, Craig Shields his Jaguar 3.8 Mark 2, Mike Branson his E-Type Jaguar, Gary Maher borrowed Simon Templar's Volvo P1800, member-in-waiting Greg Timms Alfa Romeo GTV and John Pymble arrived in his Lotus Europa. Most of the other cars present were of the modern variety.



The route Tom chose was great starting with the Bells Line of Road, then the Jenolan Caves Road and flowing into the Oberon Road for the morning pit stop. After Oberon the route continued through Black Springs to

Taralga. This road can only be described as a really great driving road and it's no wonder Tom took us in this direction.

Lunch was booked in the same place as both our dinner and most



people's overnight accommodation i.e. the Argyle Inn. And what a wonderful little Inn this place was, owned and operated by Hugh where nothing seemed to be a problem especially when the numbers that both Tom and I had quoted for the functions blew out. Lunch was booked for 19 (31 turned up) and dinner was booked for 17 (we had 24 diners). Lunch was scrumptious and the degustation dinner was even more scrumptious!

After lunch TSCC member Hugh King had arranged a tour of the Historical Museum and the surrounding buildings. Gary and Wendy Maher spent many an hour looking for past relatives while many adjourned to the local coffee shop. No matter how much hot air this group expelled over the next hour or so not one of the town's afore mentioned wind turbines moved an inch!

Dinner was served, for some, in the elegant dining room whilst others had the à la carte meal served near the bar. I reckon the conversations in both areas could have been heard as far away as Sydney such was noise levels!

Next morning Bruce Richardson and John Pymble had arranged, especially for the ladies, a visit to Gil Skidmore's Sydney Classic Restorations in nearby Crookwell. Once again the road from Taralga to Crookwell was



another road worth driving. Gil talked for over an hour on the many challenges of restoring old cars and pointing out what he was currently working on. That ranged from a 1932 Chev, a 1950 FJ Holden right up to a 1980's Iso. In his talk he mentioned the extensive restoration of an Aston Martin DB4 for Greg Bruce that took over ten years. Greg has written a story on the challenges of this restoration and I am endeavouring to get a copy of this article for Top Gear. Stayed tuned.

A very big thanks to Tom Azcel for organising a truly great weekend in such a great location! If anyone wanted a great place to stay overnight in a lovely area you simply couldn't go past the newly renovated Argyle Inn in Taralga.

Finally, if you had perused TSCC's 2018 calendar you would have noticed Tom's run was via Thunderbolt Highway which is well north of Newcastle. I guess if you are going to get lost you may as well get lost in Taralga. Great driving roads and a great location.

TOP GEAR March-April 2018

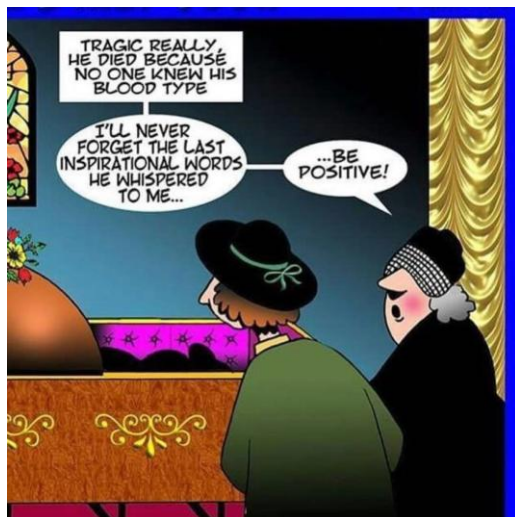


You can't be serious!



Ikea founder Ingvar Kamprad dies in Sweden at 91

<http://www.bbc.com/news/world-europe-42851668>



How To Maintain A Healthy Level Of Insanity in RETIREMENT

1. At lunchtime, sit in your car with sunglasses on, point a hairdryer at approaching cars and watch them slow down.
2. On all your cheque stubs, write, 'For Marijuana'!
3. Skip down the street rather than walk, and see how many looks you get.
4. With a serious face, order a Diet Water whenever you go out to eat.
5. Sing along at The Opera.
6. When the money comes out of the ATM, scream, 'I Won! I Won!'
7. When leaving the Zoo, start running towards the car park, yelling, 'Run For Your Lives! They're Loose!'
8. Tell your children over dinner, 'Due to the economy, we are going to have to let one of you go....'
9. Pick up a box of condoms at the pharmacy, go to the counter and ask where the fitting room is.
10. Go to a large Department store's fitting room, drop your drawers to your ankles and yell out, "There's no paper in here!"

Old and News



Brabham's back – and it's not messing around

03 May 2018 - from Classic Driver



TOP GEAR March-April 2018

Much anticipation has built since Brabham Automotive first announced its return to the car manufacture game. And we finally got our curiosity quenched last night at Australia House in London when the BT62 was revealed — a track-only supercar deeply rooted in the company's racing history.

Walking through the marbled rooms of Australia House last night, filled with significant cars from Brabham's expansive motor racing history, all set against large abstract paintings and glistening under their own personal chandelier, you could feel the excitement rippling through the air. And fuelling that excitement was the new car — sitting concealed and positioned smack-dab in the middle of the room.



Photos: Brabham Automotive

After a suspenseful five-minute countdown and a heartfelt speech from David Brabham, the car was finally revealed. Retaining the 'BT' nomenclature of the past, the BT62 is a track-only, rear-wheel-drive, two-seat supercar that's powered by a 5.4-litre, naturally aspirated, quad-cam V8 that can produce up to 700bhp. Only 70 will be made — in honour of its 70-year anniversary — and of those, the first 35 will be liveried in celebration of each of the marque's 35 Grand Prix victories, with the display car finished in green and gold for the 1966 French Grand Prix victory in Reims.

The starting price for the BT62 is one million GBP, and while beautiful, we must quote co-founder Ron Tauranac, "You've built the car of the future, now let's see how it handles."

Star in an Unreasonably Priced Car

(An occasional feature)



The Beatles near John Lennon's Rolls Royce Phantom VI after he passed his L-test, 1965

The End

