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THE OFFICIAL MAGAZINE
OF THE THOROUGHbred
SPORTS CAR CLUB



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Q: How can you tell that God is a civil engineer?

A: Because when designing the human body he put the sewer outlet right next to the recreation area

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

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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[Administration](#)
[Annual Awards](#)
[CAMS](#)
[Club History](#)
[Club Plates](#)
[Membership Forms](#)
[Pointscore](#)
[Sporting](#)

Top Gear has been continuously published since September 1981.

Office of the President

Barry Farr

The momentous decision to increase the club's membership limit from 100 to 120, excluding life members, was formalised in May; momentous because the limit of 100 had applied since the club's formation in 1981. Membership expanded considerably in the years 2012 (+20) and 2013 (+15) and to a lesser extent in 2014 (+7). For the past three years the intake of a handful each year has only been able to be accommodated by a small number of members not renewing. Driven by the club's extensive calendar of popular events and with higher numbers of baby boomers retiring, membership enquiries continued to flow in, resulting in an extensive waitlist of applicants which given the normal attrition rate would have taken some five years or more to accommodate. Recognising this and the opportunity for infusion of new ideas from a broader base of members and in time, their contribution in volunteering to organise events and participate in the management of the club, the committee decided to offer all members the opportunity to vote on increasing the membership limit. Seventy-eight responded of whom fifty were in favour, thus the proposal was carried in the affirmative and endorsed by the committee for immediate implementation.

Following a committee review of the waitlist and subsequent offers of membership, I have pleasure on behalf of the club in welcoming the following new members and their respective partners : Scott Bailey, Trevor Booth, Michael Collett, John de Bomford, Peter Dempsey, Malcolm Drummond, Ben Ferrara, Peter Fuller, Barry Godfrey, David Gregory, Alan Jones, Henry King, Phillip Larmour, Ross Murray, James Scott, Greg Timms and Michael Yates. All are encouraged to actively participate in the club's various events and meetings and over time volunteer to organise events.

To enable all new members to assimilate and for all existing members to get to know them and to pay respect to the fact that the membership limit has only just now been increased, the committee also decided to close the application process until further notice. The earliest this is likely to be reviewed will be at the time of the 2019 membership renewal process and then only in respect to any vacancies being available through non-renewals.

I take the opportunity to remind all those members who have not yet renewed their membership to do so and I thank the 63 who have renewed as at the time of writing this, 3 July.

The May and June general meetings were well attended with 47 members and partners at each. In May Malcolm Stephen spoke about visiting both the Pagani and Lamborghini museums and factories whilst in June, John Elm gave an interesting talk on gold and precious stones. 41 undertook the run to Riverside Oaks organised by Roger and Tess Morgan with 39 partaking of lunch, 28 attended the Sunday breakfast run to Colo organised by Peter van Dyk and 37 did the mid-week run to Mittagong with 35 enjoying the lunch at the Fitzroy Inn and 22 staying overnight, thanks to Jack Jones. Terry Daly scheduled another Sunday lunch run to Collits Inn at Hartley at which 40 attended from the TSCC as did a similar number from the AMOC and 37 lucky members and spouses witnessed a wonderful show at the Opera House organised by Colin Piper. Thank you organisers and participants. Each event is covered in this edition of Top Gear. We are becoming a nation of two-pedal power and I am not referring to the increase in bicycle use but to the fact that very few people are learning

to drive a manual vehicle and most new vehicles sold are automatics. Less than 10% of learners opt for a manual transmission and in the booming market segment of SUVs just 2% of the 466,000 vehicles sold last year were manual. The light commercial segment where cost is an influence, namely utes headed by the Toyota Hilux and Ford Ranger, still offers manuals but the performance utes segment headed by the VW Amarok V6 and Ford Ranger Raptor, offer only auto.

Apart from traffic congestion being a factor in pushing more towards autos, the continuously variable transmission (CVTs) in the smaller cars and SUVs and the double clutch systems (DSGs) in the more performance oriented vehicles offer quicker gear changes and performance advantages. Whilst Aston Martin, BMW and Porsche still provide traditional manual boxes, Ferrari, Lamborghini and McLaren don't. Even the M series BMW which a decade ago were almost 100% manual, now only 7% are and the last bastion of resistance to paddle operated automatics in the sports car market is the Ford Mustang of which 40% sold last year were manual. With stick shifting becoming a dying art what's this mean in terms of potential regulation and future market value of manual vehicles held by die-hard collectors and enthusiasts and the historic racing movement?

In the EV market, Norway has the world's highest electric vehicle penetration at 39% of cars sold last year, very much assisted by generous financial incentives which include value added tax discounts, vehicle registration tax exemptions and free toll road access. For Australia last year the percentage was 0.1 which has prompted the Electric Vehicle Council to call for a package of subsidies of tax exemptions, stamp duty and registration fees adding up to \$7,000. However the Government has ruled out further tax payer incentives for electric vehicle owners. In Denmark, sales of electric vehicles fell significantly when vehicle registration subsidies were eliminated.

Speaking of electric vehicles, household electricity demand which is already not guaranteed these days in Australia, will multiply significantly as

more electric vehicles with bigger batteries for longer distances travelled come onto the market. Audi's new Q6 e-tron which has a 90Kw battery, will take 2 days to charge on a home trickle charger.

On another subject, a mid-50s maker of mats named Dave MacNeil, just paid USD94M for a Tour de France winning 1963 model Ferrari GTO. (*See page 45 'Old and News' – Ed*) He also owns a \$40M super yacht, a \$20M Gulfstream, a \$15M helicopter and a number of other top line Ferraris, too many to mention. Unless of course, you were to be one of the other 35 very wealthy individuals who own a Ferrari GTO, if you still want one, RM Sotheby's is auctioning a 1962 GTO at Monterey in August which could well break the USD100M mark. A limiting factor could be a newly passed US tax code change that previously allowed exchanges of certain assets, including collector cars, art and real estate to be tax free if the proceeds were reinvested into similar assets. The new code limits such tax free exchanges to real estate only. Also, Trump's war on tariffs is worrying the collector car market in the US. Under the current Harmonised Tariff Schedule, tariffs for all passenger vehicles imported into the US are taxed at just 2.5% but there is concern this could be increased to as high as 25%.

Ciao for now

Barry



Two-finger Typing

Stephen Knox



This month's editorial is very indulgent because it's all about me. I have thought long and hard about how I should communicate some news that I have to my friends in the Thoroughbred Sports Car Club. It's not good news, I'm afraid but it will come out eventually and it's better coming from the horse's mouth.

In May I was diagnosed with Parkinson's disease. As for any person who receives bad health news, it's been a shock because there is no cure and it is progressively degenerative, but I'm coming to terms with it and I realise how much worse it could have been.

Parkinson's is a disease of the central nervous system caused by loss of dopamine-producing cells in the brain. However, exactly why dopamine-producing cells become lost is unclear. Research suggests that a combination of genetic and environmental factors may be responsible. How these two factors interact varies from person to person. It is also unclear why some people develop the disease but not others. One thing that is known is that more and more people are being diagnosed than ever before.

My symptoms have been increasing in severity over the past year or more. The most notable have been that my left arm doesn't swing when I walk and dexterity, particularly on my left side has deteriorated. My gait has changed and I am less confident when I walk, although not always. Another symptom of PD that I have noticed is that my writing has become

smaller and less legible, although penmanship has never been a strong suit. Parkinson's also affects cognition and if I'm being brutally honest, I think I have slowed down a little, although I'm quick to say I'm still able to function well.

Some very good news is that I don't have the shakes. Tremors are perhaps the most commonly associated symptom of Parkinson's disease. I may never get them but no one can say.

There are two main lines of attack and I'm on both. Medication is the main one and I am on Sinemet tablets that contain levodopa and carbidopa which are drugs that cause the brain cells to produce dopamine, the chemical deficient in PD sufferers and the one that controls movement.

The other is high intensity exercise and I have started a course called PD Warrior, an exercise regime aimed at controlling Parkinson's disease.

I plan on letting this inconvenience affect me as little as possible. I will still be travelling to USA in May 2019 with a group of TSCC members led by the indefatigable Tess Morgan and my agreement with the current committee to nominate for President at the AGM still stands. I am delighted to say my driving has not suffered although alighting from a low sports car is even less elegant than before.

Thank you for reading this and allowing me to share this life changing news with you. At least now you understand why I might seem a little different.

Stephen

Coming Events



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.)

July

11	Club Meeting	
14	Christmas in July	<i>Terry Daly</i>
18	Wednesday Run *	<i>Gary Maher</i>
27/29	Mystery Weekend and a Half	<i>Stephen Knox</i>

August

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

September

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

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October

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

November

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

December

1	Christmas Party / Presentation dinner	<i>D & J Slater</i>
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THIS IS THE THOROUGHbred CAR CLUB'S ANNUAL RESTAURANT NIGHT.



Saturday
14th July 2018

—
This is the TSCC
yearly restaurant
night

14TH JULY 2018

GREAT CHRISTMAS IN JULY DINNER

Kaiser Stubn - German and Austrian dishes,
served in a cozy space with wooden furniture and
exposed-brick walls.

START: Kaiser Stubn - 205 Mona Vale Rd, Terrey Hills

TIME: 6.30pm

COST: \$55.00 per head.

RSVP: By 10th July to terry.daly@live.com.au

PARKING: Plenty of parking.

NOTE: BYOG (or buy at the bar) Cash to Terry Daly on the
night in an envelope with your name on it.





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)

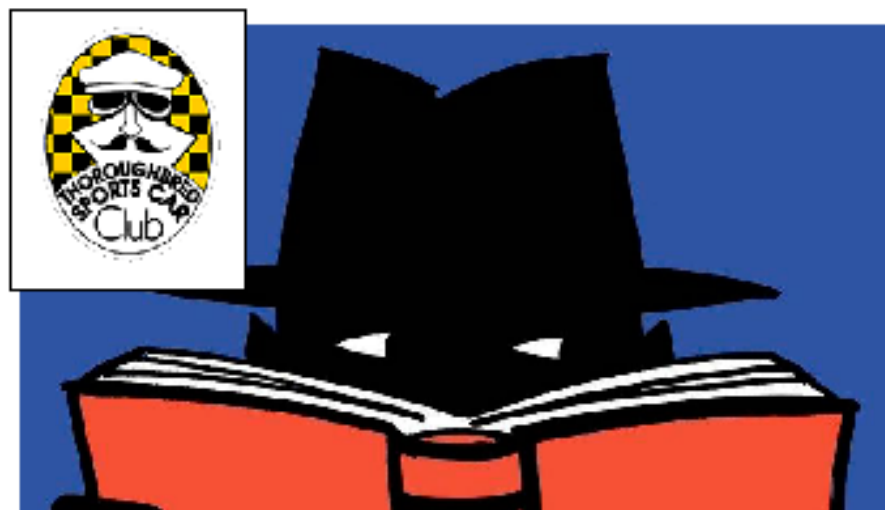
02 4571 1229

wenandgaz8@bigpond.com

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

TOP GEAR May-June 2018





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.

Shannon's Day at Sydney Motor Sport Park

SUNDAY 12TH AUGUST 2018

Like Christmas this event just seems to roll around so quickly each year. We have again been allocated 25 car spots for the day.

Members wanting to be part of the TSCC display on the day are asked to advise both their own details (including an address for mailing purposes) and advise details of their car to Colin Allerdice by email; allercm@internode.on.net or on 0411 745704 no later than Sunday 29th July.

I have a copy of the CMC correspondence covering both the display side of things and the CMC Annual Concours. Ask me when you book and I'll send you the paperwork which any member wanting to enter their car in the Concours must complete and lodge the Entry Form attached with the Concours Co-Ordinator by 21st July 2018.

This year there will not be a central theme, just come and enjoy the day! The price for the ticket has not changed. It's \$25.00 payable on the day.



CAVES HOUSE JENOLAN CAVES OVERNIGHT RUN

Friday 17th August 2018

Spend a romantic night in an “Edwardian Resort built for the wealthy” at the end of the 18th century. Previous guests include the Duke and Duchess of York, later to become King George VI and Queen Elizabeth, the Queen Mother.

-- undoubtably a fitting establishment for T.S.C.C. members!!

20 rooms have been reserved;

8 Grand Classic Rooms \$205 per night

12 Classic Rooms \$148 per night

All rooms have ensuites.

A two-course alternate drop Dinner - \$40 per person.

Breakfast – Full hot and cold buffet - \$20 per person

Total cost

Grand Classic Room, dinner, bed and breakfast - \$325 per couple

Classic Room, dinner, bed and breakfast - \$268 per couple

Please deposit appropriate amount for your chosen room into the Club account by Friday 13th July noting your surname and JC. (Jenolan Caves) e.g. Smith JC.

Westpac BSB 032 282 Account number 135873

Then advice Rob by email robertgclare@bigpond.com or phone 0418827345.

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Romantic night?!?! – There is no T.V. or Radio – if all else fails you can read your owner’s manual!

Telstra Mobile is available

Meeting Point - The Lithgow Tin Shed Café, 164 Bridge St, Lithgow. Departure time: 11:30am

Lunch will be at Tarana Pub, Tarana.

Route instructions will be handed out at the start.

For those wanting to take advantage of the unique landscape and go on a cave tour, please contact Caves House tourist office or visit their website(<http://www.jenolancaves.org.au/the-caves/tour-prices/specials-only-if-you-book-online/>) to arrange your own tour for either Friday afternoon or Saturday morning.

❖ Should you wish to stay Saturday night you can book the same room by contacting Caves House on 1300 33 76 11 or via the website.

❖ Those not wishing to stay overnight are welcome to come for the day and lunch. Please advise Rob.



Wednesday Run to Riverside Oaks – 16th May

Words by Mike Collett, photos by Roger Korte & Mike Collett

Riverside Oaks
GOLF RESORT

A run on a pleasant autumn day in a fine automobile along the Old Northern Road through the upper Hills District and out to Wiseman's Ferry is a joy! To continue from Wiseman's in a South Westerly direction along the Bathurst Reach of the Hawkesbury River and on through Lower

It could be a scene from the 1960s! A Jaguar XK 140, a Jaguar E-Type and a quiet country road.



TOP GEAR May-June 2018

Portland to Sackville is the stuff of classic car memories! This was the route, destination Riverside Oaks at Cattai, enjoyed by fortunate TSCC members on Wednesday 16th May.

This was our first outing as members and it was an experience with a difference to be in convoy with vehicles representing many marques. The common thread here was



the love of fine machines irrespective of origin and marque; a celebration of difference in automobile engineering and design. This experience was like a motor show on the move! Our convoy included an Opel Speedster, a couple of Mustangs including a GT Bathurst Special, a Rover 2000 TC, several Porsches, an Aston Martin, an MGA twin cam, a Ferrari Mondial, a Triumph TR8, a Mercedes coupe, a BMW Z4 and at least four Jaguars comprising a Mark 2, an XK 140, an XK 150 and an E-Type S1 FHC. As first timers, it was difficult to identify the make-up of the TSCC field on the day

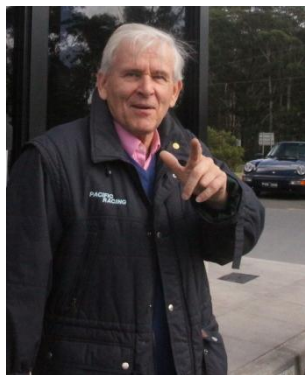
and in major part due to the fact the Mercedes Benz Club were running an event from the same starting point.



The River Road connecting Wiseman's Ferry and Sackville follows the southern bank of the Hawkesbury. Over this distance the River makes several meanders and passes the confluence with the Colo River. The road is sealed but narrow in sections and challenging too for

older cars with many tight curves and inclines. This stretch of scenic road provides a mild work-out for steering and gearbox, and, in a few very short sections, for suspension and the sphincter urethrae of seasoned teams. In parts, one is warned to keep moving due to the danger of falling stones. For all of this, this short touring experience on the outer fringe of our City is one to be recommended and to be driven again.

Autumn is the season for early Jaguars and for reasons that require little explanation in present company. Doubtless owners of early examples of other marques will identify with this sentiment. Navigators remain relatively cool and content and, consequently, drivers have the opportunity to fully engage the senses.



Roger and Tess Morgan are to be congratulated for arranging an engaging and thoroughly enjoyable event!



National Motoring Heritage Day at Berry – 20th May

Words & pictures by Neil Mason

A perfect Sydney Autumn day of blue skies, 23°C, an unspoiled Illawarra country town, a grassy shaded oval full of classic cars all day and a chance to cruise behind that wonderful leaping cat on the bonnet of my Jaguar Mark II along some of NSW's prettiest green country roads now that's my idea of a day to wish for!

In fact, that's what new member Peter Dempsey in his 1970 Alfa Romeo GTV and I enjoyed together driving down to join the gathering of classic car enthusiasts at the annual National Motoring Heritage Day at the Berry Showgrounds conducted again this year by the Shoalhaven Historic Vehicle Club.

Appreciating the numerous runs and social events on our Club calendar at this time of the year, the relatively longer distance of this run and quite a few

members travelling overseas, participation from the TSCC was only Peter and I this year. Being a couple of classic and sports car enthusiasts, it took Peter and I all of a minute to introduce each other, start car chatter and thoroughly enjoy the day ahead together.



TOP GEAR May-June 2018



Heading off from our meeting point at Engadine, we spotted numerous pristine and loved classics from every decade from the '30s to the '90s cruising down the M1 ahead of us; Holdens, Falcons, Jaguars, Alfas, Chevrolets, Bentleys, Cadillacs and a few nasty sounding '50s hot rods. Straight off, the highway was transformed and we knew a great day of cars and meeting like-minded people was ahead. Everyone seemed to be driving their cars along at highway speed, adding to the sound and enjoyment. *(Nothing worse than breathless old stragglers clogging the road!)*.

Apart from around 5 kms south of Wollongong, the M1 highway is an enjoyable 80-110 km/h drive with little congestion. The perfect winding roads through lush green countryside, with glances of the Illawarra coast line made for a fantastic scenic drive. Both cars were operating smoothly as they were designed to and it

was obvious Peter and I were enjoying our Thoroughbreds in perfect driving conditions as we tailed each other.

Berry is one of the truly unspoiled NSW South Coast country towns. It's Victorian and Edwardian era architecture still very much intact, plenty of shade trees and both shops and eateries aplenty for visitors. Our destination of course was the green lawns of the Show Grounds Oval.



By late morning, the display zones set out on the oval were full, as were the areas around the oval perimeter, with a diverse range of classics from almost every decade you'd like to look for. Being a country gathering, whilst there were a lot of cars from Sydney, many were owned by local enthusiasts from up and down the coast and as far away as Goulburn and Canberra. There didn't seem to be any one club with more than a dozen cars, which made for a wonderfully interesting array of cars we'd never seen and of course cars of all types and sizes.



The great atmosphere was the informality of the owners and seemingly everyone's desire to share their car interest and learn about the enjoyment and experience of others.

Peter and I quickly set our cars up on display with the TSCC window ribbon and headed off to circulate amongst the cars and owners. Every few steps we chatted to someone new and learned about their cars. There was the MGA owner whose pristine British Racing Green 1600 was a delight, who showed us his album of the treasure trove he had back in his well-managed shed and talked about his perfectionist approach and loyal restorer; further on was the traffic policeman showing us under his 1970 Mustang GT with its full Ford Tickford engine and underpinnings conversion and the



1928 Austin 7 Meteor owner who was just living his dream enjoying his unique little car. A short distance away was a line-up of beautifully prepared Hot Rods capturing their important and creative part of our motoring history.

Being a country event, not only were there the expected cars, the locals had arranged a fascinating tractor and stationary engine display, with all of the single cylinder engines running and operating various farming implements from the post-WW1 era.

Food was Lions Club BBQ cuisine and a mobile coffee barista for addicts! Now that went down really well and didn't slow us in taking in the displays. Picnic groups were under the trees in all directions.

All in all, with our cars purring, the perfect weather conditions, a scenic drive and an oval of fabulous classics, it was a "Cars are the Stars" day to enjoy.

Breakfast Run to Colo Riverside Café – Sunday 27th May

Words by Jelly & Peter Van Dyk, photos by Roger Korte

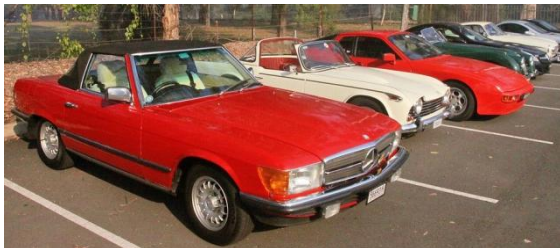
The weather was fine, cool and some fog as expected out west in autumn. Fourteen couples had notified they were attending the breakfast run to the Colo Riverside Cafe.



Four couples started from Windsor and three couples made their own way direct. Seven couples started from Dural.

The Dural starters were sent on their way by Roger Morgan who kindly took on the duties of completing the indemnity paperwork.

Both groups started around 8am and the Dural group were met along River Road on the way to the Sackville Road.



The travelled from fog to patches of sunshine then onto smoke (from the previous day's burning off).

Upon arriving at the Colo Riverside Cafe the room was cold as some members arrived well before the time advised to the Cafe. The air conditioning had been forgotten to be turned on but due to this being their first breakfast run the heating was missed initially. The food was plenty except with very cold plates and the warming trays still cool. Most of us had a cold breakfast due to this being their icebreaker first breakfast for future breakfast runs. This was very disappointing, especially when they



presented a lovely breakfast. However, as always our friends in the car club take it all in their stride. Nobody complained.



Ross Brackenbury promoted the 'The Mark Hughes for Brain Cancer' foundation due to their family involvement and he sold quite a few beanies. This is a very worthwhile cause, especially for the Brackenbury's.

TOP GEAR May-June 2018

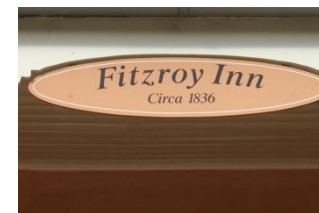


A lovely display of cars came for the run, some even came with the hood down! I counted four Porsches, four Mercedes, a couple of beautiful Jags, a P1800 Volvo (I wonder who that could be?), a MGA Twin Cam and Triumph.

A very enjoyable group of people to share a cold breakfast with ha-ha.. (Only the organisers can say that)

Overnight Wednesday Run to Mittagong – 20th June

Words by Colin Piper, photos by Colin Piper & Stephen Knox



Jack and Jenny Jones' annual overnight run this year saw us travel to the Southern Highlands for a stay in the magnificently restored Fitzroy Inn, a few kms on the Sydney side of Mittagong.

I know I have written these words before on several occasions, but being aware that Vern and Wendy Kelly were participants, I (we) all knew that the weather Gods would be kind to us, and the torrential rains of the day and night before departure would magically clear (as it did) to a reasonably crisp (actually very cold) and clear morning.

Jack's plan was for us to converge at the large service centre at Pheasants Nest, which is about 90 minutes from our home, perfect for restorative caffeine hit before the short run to Mittagong. We arrived to see a lovely collection of cars parked in the expansive grounds of this facility, which serves the trucking industry royally, judging by the heavy rigs liberally scattered around.



On entering the café area there wasn't a 'barista-style' coffee machine (or a barista) to be seen. On the far wall there were 3 devices with attached signs proclaiming proudly that coffee was \$1. I observed much consternation among some TSCC members as to exactly how to manipulate these devices, one of which was out of order. People who could probably

re-build a gearbox in a matter of minutes, restore a classic in a few days or do an engine re-build in an hour had, seemingly met their match. Eventually, the black liquid/milk mixture dribbled into the cups, the dollar paid to the cashier and the brew consumed. I heard from a reliable source that the Pikes had, for one of the first times in recorded memory arrived very early, so much so, that they doubted they were in the right place for the rendezvous, and actually phoned the convenor for reassurance. After our coffee (?) it was a short drive to our digs for the night, and when Jack told me last year that he had found somewhere even better than "Links House" for 2018, he wasn't joking.



The Fitzroy Inn was opened in 1836 as a "Traveller's Inn" on the main south road. It has served as a school, a Guest House and a private residence since then, and in 1998 extensive restorations commenced. This was no simple renovation, but in parts, a stone by stone reconstruction and the result we see today is a tribute to



the care and attention to detail that the owners obviously insisted on. The way the newer dining areas have been incorporated into the original structures is a testament to this attention to detail. While we were there, plumbers were fitting a sprinkler system to one of the enclosed courtyards. Not the usual ugly pipes and heads, but beautifully crafted copper pipes, wrought to the correct shape, the finished result looking as if they had been there for a century. I repeat an attention to detail worthy of the finest car restorations! A self guided tour, which I think most of the group did at one time or another during our visit, revealed much of the fabric of the original building, the basements, the well and the beautiful formal rooms on the ground floor. It goes without saying that our accommodation was of a very high quality.



After some seating chaos, when an *odd* number of diners (not a number of odd diners) were trying to be sorted into an *even* number of seats, lunch was served. There was a fish or a beef option and from what I heard, both were very satisfactory, save for the fact that there were a couple of

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people who might have preferred their beef more on the side of well done than medium/rare. (*And hot! – Ed*)



An afternoon at leisure followed (Jan and I explored the grounds on which the Inn is located) as many of us prepared ourselves for the pre dinner drinks in one of the large rooms with welcoming open fires...I am told Keith Reynolds is a dab hand at lighting these. I missed the original ignition, but can

attest to his skill in manipulating the larger blocks of wood with an assortment of those objects one sees beside these old style fireplaces but have no real idea how and what they are for. Safe to say, the place didn't burn down. The usual magnificent spread and some fine reds and whites on offer made this pre dinner gathering one of the highlights of the day. It always is from my experience; good wine, good friends and far-ranging conversation..."give me excess of it".

The eventual call to the dining room came and, after the lunch and the nibbles, most opted for a fairly light dinner...an entrée and in some cases a dessert. All went well until, as a celebration of Andra Pike's birthday a fabulous (and VERY rich) birthday cake appeared. Hard to believe, but I think it was all devoured, several people pondering the wisdom of having already had a dessert from the menu! Darryl was so excited he decided to throw a bottle of red wine over the table...a function of slightly unequal height tables joined together with the 'ridge' well camouflaged by paper tablecloths, a trap that almost caught some of us out at the other end of the tables as well.



The next morning, believe it or not, everyone was there for a continental breakfast, and I doubt anyone would have wanted more than that. Goodbyes were said and people started drifting away to pay accounts and make their way home. After breakfast Jan and I visited the excellent Sturt Gallery just opposite Frensham School, as did the Knoxes, then we made a quick run up to the lookouts at Mt Gibraltar, something I have been meaning to do for as long as I can remember.

It was a lovely night away in a glorious old Colonial house with a wonderful group of people. Thanks Jack and Jenny for organising it all...roll on 2019.

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PS: There were rumours of some shopping expeditions to Bowral, but I find this hard to believe.





supplied by Jack Jones

* indicates those who stayed overnight

*Jack and Jenny Jones Jaguar XF

*John and Margaret Moody Jaguar Mk II

*Keith and Carol Reynolds Jaguar XJ (X308) Sport

*John and Val Dixon Honda Civic

*Daryl and Andra Pike Mercedes-Benz CLA

*Stephen and Jill Knox Ferrari 575M

*Bruce & Barbara Griffiths BMW 120i

*Barry Farr and Dott Forester Ferrari 308 Mondial

*Terry & Robyn Daly Ford Mustang

*Vern and Wendy Kelly Mercedes-Benz CLK430

*Colin & Jan Piper Mazda MX5

Bob and Kay Finney BMW

Ian & Lisbeth Norman BMW 330C

Malcolm and Margaret Stephen BMW M3

Les, Roselee, Sharon and Lachlan Johnson Subaru

Jeff and Judy Breen BMW 635

John Bailey Ford Mustang GT



List of attendees kindly

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Run to Collits' Inn, Little Hartley – Sunday 24th June

Words by Terry Daly & photos by Konrad Dover



What an absolutely stunning winter's day for a drive over the Blue Mountains with temperatures at Little Hartley sitting at -3C at 7:00 in the morning. Liz Kornhaber mentioned that light snow had fallen overnight.



The cars assembled ranged from many variants of the Aston Martin, the oldest being a DB5, right through to the last of the DB9s as well as many V8 Vantages. Also assembled were a 360 and 430 Ferrari, many variants of the Porsche brand, three Triumph Stags, Jaguars of all vintages including two drop dead gorgeous FHC E-types and a few Mark IIs. Many other makes were also represented with just on 40 cars about to make the journey along Bells Line of Road.

The route itself was simple, just drive over the mountains and



Eighty participants from both the Thoroughbred Sports Car Club and the Aston Martin Owners Club meet at the Kurrajong village for breakfast/coffee before the ninety kilometre drive to Collits' Inn. Both cafes were bulging with hungry people.



turn right onto Hartley Vale Rd in Lithgow and nine kilometres later you're at the destination, the Historic Collits' Inn.



The Inn itself and the several buildings surrounding it are of national significance. It was built by Pierce Collits in 1823 and was initially known as the Golden Fleece. It was the first wayside Inn built west of the Blue Mountains and was sited to service people and stock using the first road



that descended Mount York. It has a fascinating history over the ages and anyone interested should just Google Collits' Inn. Furthermore, our group was encouraged to explore the Inn and its surroundings by the current owners.



A great four course lunch was served in the old barn with a log fire burning away in the background. Many thought the second chicken course was the main and were somewhat surprised when they had to



consume another... a baked dinner! Dessert was plentiful with six varieties available for consumption. I believe a few of the members attempted to try all six. Members from both clubs mixed freely and before you knew it, time to leave.



Most members started leaving around three for the drive home with Liz and Ros Owers leaving all rugged up in an MGTC.

All I can say, a great drive to a great location for a great lunch on a great day! And due to

public pressure we will repeat the exercise next year!

NB. For those who don't know the Thoroughbred Sports Car Club was formed in 1981 by many members of the Aston Martin Owners Club. It was originally known as the Thoroughbred and Aston Martin Sports Car Club.

A Night at the Speakeasy

Words by Laurie Bromley and several other contributors

A Thoroughbred excursion with not a car in sight!

When Colin first mentioned this concert at a club meeting, I was quite intrigued. I have always liked the music of Gershwin, particularly the opera Porgy and Bess. The prospect of hearing George actually performing was interesting. I guess as an ignorant concert goer, the difference between a recording as on a CD and this, was that the music was coming from the piano (a Yamaha disklavier) via an electronic signal, with the keys and pedals moving by the hands of the long dead composer.



We commenced our evening out with a dinner at the Portside Restaurant at the Opera House. I would recommend this restaurant for theatre goers, the location is superb, overlooking Circular Quay and the Harbour Bridge.

They provide a set course meal of 2 or 3 courses with a glass of wine. There are three dishes to choose from in each course and a fixed price of \$55 or \$65. All served quickly and efficiently in time for the concert.

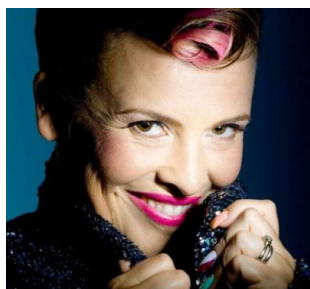


The theme of the concert was music from USA in the 1920s and 30s, the Prohibition era.

With alcohol officially prohibited, the people turned to illegal consumption which led to the rise of the "Speakeasy" where alcohol could be consumed in a social atmosphere, often with live music from popular artists of the day. They called it a "Speakeasy" as you had to keep your voice down when inside and to be careful who you passed on the address on to. It should be noted that during the 1920s America became the biggest importer of cocktail shakers in the world! Corruption was rife with police, mayors and legal officials turning a blind eye. In Detroit, there were 20,000 speakeasies, one for every 30 adults.

The rawness of the home made alcohol, led to this proliferation of cocktails, by adding fruit juice cream etc a reasonable drink could be made. You can thank this for the invention of the cream based Brandy Alexander.

On entering the concert hall, the first thing you notice, apart from the large numbers of Thoroughbred members, was the Sydney Symphony Orchestra, dressed not in tuxedos and black dresses, but exotic 1920s fashions. The seating arrangements were more like a big band than the conventional orchestral arrangements.



The first item was an orchestral piece by Gershwin, followed by an impressive jazz number sung by Ali McGregor. Next was a sensational dance performed by Imogen Kelly, "Australia's Queen of Burlesque".



We were entertained by a pair of tap dancers, another popular entertainment of the period, then some more music.

After interval, there was a display of Tango, more jazz singing, soft shoe shuffle dancing then another brilliant Imogen Kelly dance commencing with her dressed as a bird of paradise. The finale was the performance of Gershwin's Rhapsody in Blue, with George Gershwin himself on the piano!

For an encore, the SSO played Millie the Moocher (made famous in the film Blues Brothers) Guy Noble the conductor performed the vocals with the chorus by the enthusiastic audience.

A night to remember, thank you Colin for organising it, and the SSO for an innovative concert, very different from the old school classical performances for which they are justly well known.

One of the future concerts advertised is a performance of the music from "The Return of the Jedi" with the orchestra playing the music live.

Colin did us proud, the Sydney Symphony Orchestra's great variety show on Saturday was superb. Billed as a 'Special Event' it certainly was that. Transporting us back in time and with style, for this motor tragic it was like a strong whiff of full-lead petrol or the smell of Castrol GTX as the SSO and their troupe got us back to some happy times when the rhythm and the lyrics somehow made more sense and got the feet tapping.

Dance pieces by Imogen Kelly were truly lyrical and the two 'Bootlegger' tap boys were fun – from our vantage point in the Circle we could appreciate properly the artistry of those skilled people. The voice of soprano Ali McGregor was sublime and she threw all of her considerable personality into 'Sweet and Hot' then, after the (thoroughly enjoyable) interval, into 'Need a Little Sugar in my Bowl' when she prowled among the audience inviting submission to her wiles. There was the dramatic, almost incredible performance of "Rhapsody in Blue" by the ghost of George Gershwin which justified the price of entry all by itself.

Guy Noble, a real virtuoso, conducted the SSO and George Gershwin superbly, then capped off the show with his fantastic encore – getting the audience to rock along as he gave voice to Cab Callaway’s simple “Minnie the Moocher” which I for one remember fondly from that classic film, ‘The Blues Brothers’ -- what an encore.

Terry said that there were fifty nine TSCC members there, and none enjoyed the show more than my wife Jill and I -- heady stuff, just like Castrol R at Silverdale on a cool afternoon.

Thank you Colin, we must do it again sometime. - Hugh King

WHAT A NIGHT.....

I would like to thank Colin & Jan for a GREAT night. The restaurant was in the prime real estate in Sydney. The view was magnificent, the food was excellent and the company great. We were under cover but open to the elements, but the overhead heaters kept us warm until the wind decided to change direction, by that time we had to run to catch the show.

The show was very good, lots of MUSIC [the SSO excelled] DANCING , SINGING, BURLESQUE. A lady...hard to describe the routine ...maybe Burlesque. Maybe animal lover...did a great show impersonating an ostrich!!!! but very interesting and entertaining.

Even the Conductor did a skit, he sang Minnie The Moocher and we all joined in.

Overall a very enjoyable night. Thanks again to Colin & Jan for organising the night - Janina Elphick

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Dott & I thoroughly enjoyed the evening. Highlights for us were the wonderful voice of Ali McGregor, the fascinating Bird of Paradise movements by Imogen Kelly as you don't often see a striptease involving birds and of course hearing Rhapsody in Blue by Gershwin himself. We were in wonderment at the technology involved. Thank you Colin for organising another great night at the Opera House. – Barry Farr

I have a confession to make. Despite living in this beautiful city of Sydney for almost 30 years, and having taken many overseas friends to the Opera House precinct, I have never been to a concert inside.

So when Colin organised this outing, I said immediately we're going. The day was perfect, a sunny winter's day, albeit a bit windy. We set off for the city mid afternoon so we could spend some time walking around the area - Opera House/Botanic Gardens/Circular Quay while it was still light. After dinner below the "Toaster", we headed back to the Opera House. Once there, we watched the light show on the roof briefly (not my cup of tea), and then spent half an hour sitting on some carpeted steps listening to an amusing synopsis of Gershwin's history and the imminent evening's performance.

Took our seats and noticed a number of fellow Thoroughbred members scattered around a bit in groups nearby.

And so the show began. And what a concert it was. Not only was the music exceptional, but what we had not anticipated, was an entertaining evening which included some comedy skits, dancers, singers, the memorable burlesque "artiste" (Imogen Kelly - who can forget her?). In addition, a very witty, well spoken conductor (Guy Noble) who not only did a great job of singing one of the pieces himself, but also managed to hype up the audience into participating with both

clapping and singing accompaniments. In my layman's eyes, a true maestro who definitely added that special touch to make the evening more memorable.

The evening's highlight was Gershwin's Rhapsody in Blue, with the special Yamaha Disklavier piano wheeled out to the centre of the stage, playing exactly as Gershwin played his notes on the piano roll he recorded in the 1920's. It was rather eerie watching the piano keys move and play as Gershwin had done, but with an empty seat - only Gershwin's spirit floating above. A true wonder of modern technology.

Caroline and I both thoroughly enjoyed the evening, a sentiment echoed by all the other people we spoke to during interval and after the show. It was a great pity the encores didn't go on longer!

(As an interesting anecdote, one lady a few seats away from us was clapping so enthusiastically, that her diamond ring flew off her finger. With many helpers aiding the search, the ring was nowhere to be found. Hopefully the Opera House staff will find it subsequently with all the lights on and the auditorium empty)

Having appreciated the concert so much, we have decided we definitely need to go back again, but this time to a more classic concert like Tchaikovsky, Vivaldi or Rachmaninov.

— Konrad Dover

As a youth, I worked in the city and discovered that every Thursday at lunch time a big band played in Hyde Park near the Archibald Fountain. Bands such as the Police, Fire Brigade, Eastern Command, Navy and Air Force were regulars and occasionally, The Sydney Symphony Orchestra would send its wind and brass sections – oh, and yes Colin, the percussion section too. I rarely missed sitting in the sun eating my peanut butter sandwiches while enjoying the music. Hence my taste for loud music. At that time the Opera House was a bus depot.

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More recently, we have attended many SSO concerts, not many of the 'old composers' but mostly music from the 20th Century – and of course, 'The Last Night at the Proms', usually with Pommie friends. To be honest, we have acquired a taste for anything with Guy Noble conducting so we were among the first to book for the Gershwin Concert. Guy not only keeps the orchestra under control but he is a great showman with his humorous comments and he has a great singing voice too.

TSCC originally promoted the night as a Gershwin Concert but this was a bit of a misnomer as there were only two of his pieces in the program. One, the Overture to 'Girl Crazy' and the other, his famous 'Rhapsody in Blue' with a very clever 'guest appearance' by the great composer himself (you had to be there) fantastically accompanied by the SSO as the Finale.

Wendy and I were delighted with the overall program which included music from the US prohibition era of the 1920s and 30s. As well as the great sound and sight of the SSO – all dressed in period costume, we were treated to performances from songstress Ali McGregor with her brassy voice, tap dancing and tango from dancers Dayton Tavares, Alexander Kermond, Ebony Wright and Suzanne Steele. We also had a burlesque artist (read strip tease) which was more tease than strip – but none the less extremely clever with fabulous costumes. How performer Imogen Kelly made that big, white dress take its shape then hang loose and spring back again was a brilliant feat of engineering.

The SSO finished up with two curtain calls – one with Guy Noble singing 'Minnie the Moocher' with audience participation and the other, the ever-popular Charleston, which had the whole cast dancing and involving the patrons sitting at tables down the front.

The whole night was well received by our large group of members. Thanks Colin for organising such a great night and yes, we'll agree with Terry – do it again next year please.

– Gary Maher

We really loved it. My aunt and uncle who came with us were actually moved to tears.

Thank you Colin for an unforgettable experience. – James & Vicki Scott

Thanks so much for inviting us to join you at 'A Night at the Speakeasy'. We thoroughly enjoyed the experience.

Guy Noble and the Orchestra were brilliant, all the artists, so clever and talented and of course, Gershwin's 'Rhapsody in Blue' - outstanding.

Wonderful evening!

- Robyn & Michael Collett



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Jaguar National Rally, Barossa Valley – April

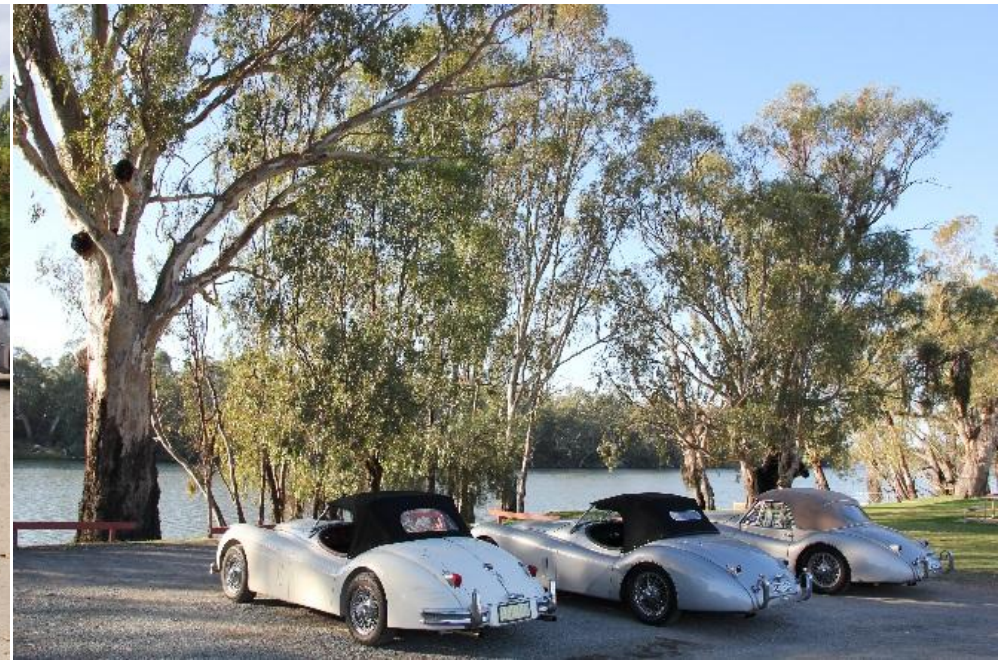
Article provided by Chris Hallam



This year the National Rally of the Jaguar Clubs of Australia was held in the Barossa Valley, with additional events down on the Fleurieu Peninsula. The Rally celebrated the 70th Anniversary of the release of the XK120 at the 1948 Earls Court Motor Show and its brand new twin-cam engine that went on to power decades of Jaguars. TSCC members Lionel and Gael Walker and Chris and Deborah Hallam drove their XKs to the Rally, in company with Tony and Debbie Pallas. The drive down was VERY hot, with the “air conditioning” from through flow ventilation not providing much relief, arriving on Thursday 12th April.



Stopping at All Saints Winery, Rutherglen



Breakfast at Euston on the banks of the Murray

On Friday we visited the Carl Lindner Collection, in Tanunda. As seen from the photos, it has an amazing collection of Jaguars.



1932 SS1 Coupe



XJ13 Replica



1948 Austin race car with SS1s behind



C-type Replica plus XKs

Following this museum visit, lunch was held in the grounds of Seppeltsfield Winery, with XKs on display. While the weather held for the Friday events, the assembly of sports cars proved too much of a temptation to the weather gods, who made the Collingrove Hillclimb on Saturday a challenging event, with the wind blowing the rain sideways, making vision of the narrow track difficult, and traction off the line slippery.



Collingrove Hillclimb in the wet, with Chris on left



Lunch at Seppeltsfield

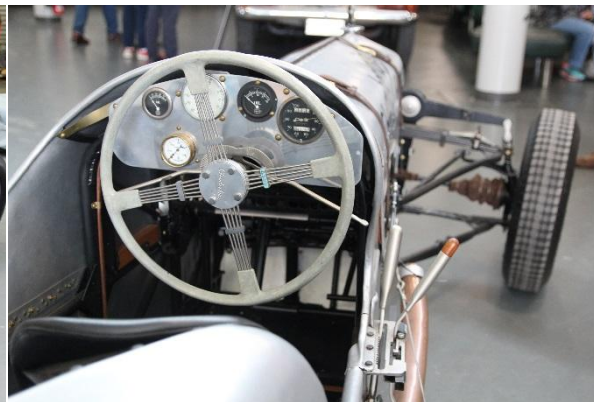
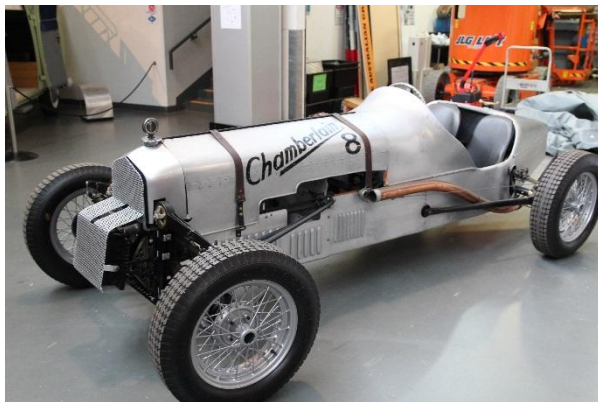
The rain continued on the Sunday for the Display Day at the National Motor Museum, at Birdwood. Lucky it was not a concours event. The Museum has an outstanding collection of cars and Australian motoring history. A very nice gathering for XK owners.



XKs of Chris, Lionel and Tony on display **Nice 120 DH with same numberplate as Chris**

Barn find XK120

Replica XKSS, C-type and D-type



Totally Australian made Chamberlain race car. All components were made in Australia

Rolls Royce and Bentley also represented

Next year's Jaguar National Rally will be in Albury, which should afford interesting driving options through the High Country, plus winery visits.

Dallara

An article submitted by Colin Allerdice

If I asked you “Have you heard of Dallara?” most of you would probably say YES, but would not be able to properly place the name. Well don’t slash your wrists because you have most likely heard the name through motor racing.

Every chassis used in Indy Car is a Dallara. The same goes for Formula E. Dallara is responsible for the carbon-fibre tubs used by the Haas team in Formula 1 and even built the chassis for many of Audi’s Le Mans prototypes.

The man behind Dallara is Gian Paolo Dallara, an 81-year-old Italian businessman and motorsport engineer from Parma in Northern Italy. If pedigree, knowledge and experience count then Mr Dallara has it in spades! He graduated from the Politecnico di Milano University, majoring in aeronautical engineering. Joining Ferrari in 1960, he moved to Maserati the following year and was then hired by Lamborghini in 1963 as their chief designer, where he, along with others, designed the chasses for the Lamborghini Espada and Miura.

In the late 1960’s he started to design racing cars for Frank Williams and has, basically, never looked back since.

So, what does a successful Italian car racing industrialist do next – well design, manufacture and sell his own car, of course. About two years ago Mr Dallara announced that he was going to produce a road car that normal people could buy and drive on the street – the Dallara Stradale (Italian for “road legal”). I was able to see some of the early production models when Dallara conducted a trade display for the public who came to Parma to see the Mille Miglia.

The Dallara is a lightweight mid-engined roadster pushed along by a 2.3l supercharged four-cylinder engine good for around 400kw and supported by a six-speed manual gearbox. To assist those with normal driving skills the latest Bosch electronic stability control system will also be a feature.



In these photographs you can see both the barchetta (Italian for “little boat”) and the optional windscreen versions. It can even be produced as a targa or closed coupe, with the addition of gullwing doors. Whilst I was able to get close & personal with Mr Dallara, my lack of Italian prevented any discussion. However, I am grateful for the assistance of the Italian TV news crew that did the formal interview for much of the above information.



The price you ask ... around Euro 155,000 I am told. But I don't know how many of the production run of 600 will be RHD.

2018 Mille Miglia

An article submitted by Colin Allerdice

The Mille Miglia is many things to just about everyone who experiences it – whether it is as a participant, part of a support network, an organiser/volunteer or as a “punter” – a fan like me.

The real Mille Miglia was an open-road endurance race of 1000 Roman miles (approx. 1500km) from Brescia to Rome and back for sports cars held 24 times between 1927 and 1977. It was part of the World Sports Car Championship from 1952 to 1957. The event was usually dominated by Italian drivers and marques with only three races ever being won by “foreigners”. The most publicised of these, of course, was the win in 1955 by Sterling Moss and Denis Jenkinson in Mercedes-Benz 300 SLR #722.

Having been dogged by safety concerns and crashes for some years, the race was banned after two fatal crashes in 1957. One involved leading Spanish driver Alfonso de Portago in a Ferrari 335S at the village of Guidizzolo which also killed nine spectators.

In 1977 the Mille Miglia was reborn as a four-day rally for classic cars and has continued in that format since. But participation is limited to cars manufactured up to and including 1957 of which a model either participated in or was registered in an original Mille Miglia race.

So, these days the event brings together the romanticism of the past, the enthusiasts, celebrities, racers, collectors and a touch of Italian chaos to produce a rally of around 500 very rare, collectable and priceless classic sports cars. Add to this the Italian landscape, the scenery, the architecture and the beauty of places like San Marino, Sienna, Bologna, Parma and Brescia. It is, without doubt, the most iconic classic car event on planet Earth.

35



From Left to Right: 1927 O.M. 665 S Superba 2000, 1938 BMW 328, 1954 Maserati A6 GCS/53 Fantuzzi and 1955 Aston Martin DB 35



Top : Left to Right - 1955 Lancia Aurelia B24 S, 1950 Talbot-Lago T26 GS Berlinette, 1953 Nash Healey Sports and 1949 Dagrada Giannini 750 Sport

Middle : Left to Right - 1938 Alfa Romeo 6C 2300 BMM Spider Touring, 1928 Rally ABC 1100 and 1931 Alfa Romeo 6C 1750 GS Aprile

Bottom : Left to Right – 1950 Allard J2, Unique MM Support Vehicle, Italian Red On Show At Parma and 1928 Mercedes-Benz 710 SSK

THE CELEBRITY

Ex Minardi, Jordan, Benetton, Sauber, Renault, Force India and Ferrari Formula 1 driver Giancarlo Fisichella – 229 starts 3 wins including the 2005 Australian Grand Prix – was there in his beautiful and rare 1935 Alfa Romeo 6C 2300 Pescara Spider. As you would expect he was mobbed everywhere he went. The Italian fans both male and female of all ages just wanted him, and he handled it brilliantly – no minders.

I had a brief word with him at the check-in at Brescia just after he had done a TV interview and amongst all the selfie requests he happily posed for a “just me and my car” photograph. I was able to take more photographs of the Alfa in the narrow streets of San Marino, the start of day 4 at Parma and at the finish at Brescia, where he had driven through the field from his #100 starting position to be first on the finishing ramp.

A good guy who fully embodied the spirit of the Mille Miglia.



THE RACING FAMILY

#221 was a 1950 Frazer Nash Le Mans Replica owned by Thomas Ward and co-driven by his youngest son, Steve. As you can see the car is very much “old school” and it had (probably) the smallest boot of any car in the field, barely able to store the wet weather gear, let alone any luggage. So, the Ward family, and ten other entrants, utilised UK based JD Classics to cover both the mechanical and logistical support for the event.

The car presented beautifully and ran like a Swiss watch.

But much like our own Wards family, racing is in the family’s blood. Thomas’ eldest, Christopher, won the main Sports Car Race at the Monaco Historics in a 1954 Cooper-Jaguar T33 just one week earlier.

Another example of entrants willing to talk to fans and fully embrace the “motor spirit”.



FATHER AND DAUGHTER

#193 was a well presented 1950 Jaguar XK120 owned by Wolfgang Kurth and driven by his daughter Nina.

Wolfgang purchased the car in 2002 and graciously acknowledged the past assistance that he received from some Australian Jaguar experts in assisting him authenticate the car. He regularly competes in Historic Sports Car racing in Germany and has done the Le Mans Classic in the past.

Nina is a racer. She is quite active in both Sports car and Historic racing in Germany.

Not surprisingly, Nina was regularly “randomly” selected to do those 30 second TV grabs by the Italian (male) reporters at the start of each day’s proceedings. Wolfgang and I had arranged to meet up after the finish in Brescia but regrettably my tour left before #193 finished so I missed out on that celebration. They finished 185th.



THE AUSSIES

Flying the flag very proudly for Australia was Paul and Andrew Lawson from Melbourne in their 1929 Alfa Romeo 6C 1750 Super Sport Zagato.

I missed them at Brescia, missed them at San Marino and again missed them at the late-night finish at Parma. But it was a real “Doctor Livingstone I presume” moment at the start of the final day’s drive from Parma to Brescia. I was able to introduce myself, have a chat and take these photographs but, more importantly, I was able to beat them to the finish at Brescia to see them complete the event.

Paul told me that the only significant issues that they had during the event was with tyres, but they had managed to source some tubes from a local village garage – of all places. He presumed that they were motor bike tubes, but regardless, they fitted, and they finished in 128th position, which was a tremendous achievement.

They were then going to have a week’s break in Northern Italy before packing everything up and heading back to Australia.

A second team of Australians also took on the event. Peter Forsythe and Gordon Ketelbey entered a 1952 Ermini 1100 Sport. I saw them once on the road and that was it. They finished at the back of the pack but despite my best efforts, I just didn’t get to see them, which was disappointing, as Gordon is an ex-TSCC member. In fact, he was Les Johnson’s co-driver in the London to Mexico Rally in 1995.



THE SPONSOR

The German-owned Swiss watchmaker Chopard was the main sponsor of both the 2018 Monaco Historics and the Mille Miglia. Co-President Karl-Friedrich Schuefele is well known for both his passion for classic cars and his long running support of both events.

This year, for the very first time, he took part in the Chopard Parade around the Monaco track at the wheel of his Porsche 550 Spyder with his very good friend, motor racing legend Jacky Ickx in the passenger's seat. (Chopard has to date produced three series of "Jacky Ickx" special release watches)

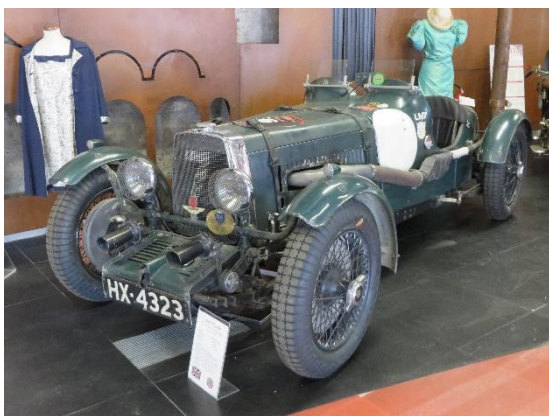
The Porsche was then transported to Brescia where it was one of five "Team Chopard" cars entered for the Mille Miglia. Whilst the Scheufele/Ickx 1957 Porsche 550 Spyder A/1500 RS #300 was undoubtedly the "star car", not far behind was two-time 24 Hours of Le Mans winner Timo Bernhard in a 1955 Porsche 356 1500 #301. These photographs were taken both at San Marino and the early morning start at Parma.

Like all the Mille Miglia participants, they were only too happy to talk to the race fans whenever it was possible.



MUSEO MILLE MIGLIA

And, of course, no trip to Brescia would be complete without a trip to the Miglia Mille Museum where one can not only see some great cars and take in the history of the race, but you just don't know who you will run into.



Top: From Left to Right – 1931 Aston Martin LM7, 1927 Bugatti T37/A and 1948 Zanussi Fiat Fontebasso Sport

Bottom: From Left to Right – External Museum Sign, 1947 Cisitalia 202 SC and TSCC's own Julie & Jeremy Braithwaite

DRIVING IN ITALY

by Jeremy Braithwaite

Driving in Italy is always a little different to anywhere else in the world.

Firstly every Italian male is named after a famous racing driver like Mario, Luca, Lorenzo, Giancarlo, Ettore and Enzo. So naturally they would want to emulate their hero when behind the wheel.

Secondly there are NO rules. Well the rules may be written down somewhere in Brussels, but no true red blooded Italian obeys any of them. The rules are reserved for the Germans and the Carabinieri delight in catching them speeding while standing at attention and waving past the Ferraris, Maseratis and Alfa Romeos.

Most Italians consider it a privilege to serve in the Carabinieri. Their uniforms are beautifully tailored and Italy believes in equality so there is always a gorgeous lady in the passenger seat. Aviator sun glasses are standard issue and worn at all times.

It is perfectly OK to pass the Carabinieri on the road at any speed. They themselves are busy, going for an espresso or lunch, and won't stop you. And you'll never find them hiding in bushes trying to catch poor innocent motorists going a few kph over the limit.

The driving position is important. If you have a passenger in the vehicle they deserve your full attention. Its good to twist a bit in the seat and prop your left shoulder against the window. That way your passenger can get a bit of eye contact.

You always talk with your hands. It is admissible to keep one hand on the wheel and leave the other free for talking. This approach won't work though when you are also talking on the phone, which must always be held in the hand. And remember to cross yourself when passing a shrine or a church. There are lots of these in Italy.



Driving techniques differ a little from other parts of the world. Italians believe in using the full racing line on corners even if this means exiting the corner on the wrong side of the road.

Many of the roads are quite narrow so whenever you see a car coming towards you a negotiation is required. Your starting point for this negotiation is the middle of the road. The other driver will make his own arrangements.

If you see a car in front of you, you should catch it as quickly as possible and then sit just behind the rear bumper in the blind spot until there is a small gap in the traffic. Cars coming towards you will generally take avoiding action so not much room is required in Italy for overtaking.

You, dear reader, may well imagine that the accident rate is a bit high in Italy. Nothing could be further from the truth. Both Italy and Australia share the same 7.3 fatalities per 100,000 motor vehicles.

Makes you wonder why we waste all that money on the Highway Patrol!

You can't be serious!



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Old and News



Ferrari 250 GTO sells for \$US70 million (\$AU92.8 million), becomes world's most expensive car

[Daniel Strohl](#) on Jun 5th, 2018 at 8am (Thanks to Les Johnson and Hemmings for the article)



The \$70 million recently paid for a 1963 Ferrari 250 GTO has set a new record for the publicly reported selling price of an automobile.

The 250 GTO in question, chassis number 4153GT, was previously best known for winning the 1964 Tour de France – its only outright win – with Lucien Bianchi and Georges Berger driving for Marquis Philippe de Montaigu. According to [Barchetta.cc](#)'s file on the car, that win came after a number of prior outings, including a fourth-place finish at the 1963 24 Hours of Le Mans for original owner Pierre Dumay and a couple second-place finishes for Brussels-based Ecurie Francorchamps, to which Dumay sold the car not long after he bought it.

Montaigu campaigned 4153GT through 1965 and, aside from a hillclimb early the next year, that appeared to be the end of the car's in-period racing career. Then in the early 1990s, after changing hands a few times, 4153GT began to appear in vintage races and tours before selling for \$6.5 million in 2000. Three years later, Christian Gläsel bought it and, in addition to its track appearances, began to enter it in concours events, including the 2011 Pebble Beach Concours d'Elegance.

Not long after, the prices of Ferrari 250 GTOs began to spike, starting with the private sale of [3505GT](#) in May 2012 for \$35 million, another private sale of [5111GT](#) in September 2013 for \$52 million, and the no-reserve sale of [3851GT](#) in August 2014 for \$38.115 million (the latter an auction record).

As Barchetta.cc noted, by December of 2012, Gläsel had submitted 4153GT to Ferrari Classiche for documentation. That process presumably informed Keith Bluemel's book, "[Ferrari 250 GTO: The autobiography of 4153GT](#)," published last August, which expanded on the car's previously unreported late 1960s racing career in Spain. Sometime around 2015, Gläsel also replaced the silver car's yellow stripe for the French tricolore.



[Initially reported](#) at \$80 million, the sale was confirmed at \$70 million over the weekend even though it apparently took place in late April. The new owner, Chicago-based David MacNeil, founded WeatherTech in 1988.

Ferrari historian Marcel Massini, who confirmed the sale, [told Fox News](#) that 4153GT is "one of the top three or four GTOs in the world" and predicted that a GTO would sell for nine figures within the next five years.

The \$70 million price tag, for what it's worth, exceeds the GDP of at least one small country and equates to about 1.3 million \$55 WeatherTech floor mats.*

*WeatherTech makes deeply sculptured floor mats for cars and 4WD

Star in an Unreasonably Priced (Toy) Car

Shirley Temple in a toy car. (A Chrysler Airflow?)



The End

