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The official magazine of
the Thoroughbred Sports
Car Club

November – December 2018



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Closing Date for the January February magazine 25th February 2019

About Our Club

Calendar

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

Club Meetings

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

Club Objectives

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

Club Shoppe

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

Correspondence

All correspondence to The Secretary, TSCC
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Email: secretary@thoroughbredsportscarclub.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.thoroughbredsportscarclub.asn.au
Contributions to the Webmaster:
webmaster@thoroughbredsportscarclub.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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Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

Other Information:

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

Top Gear has been continuously published since September 1981.

Coming Events

The 2019 Calendar will be published on the Club website at the end of January.

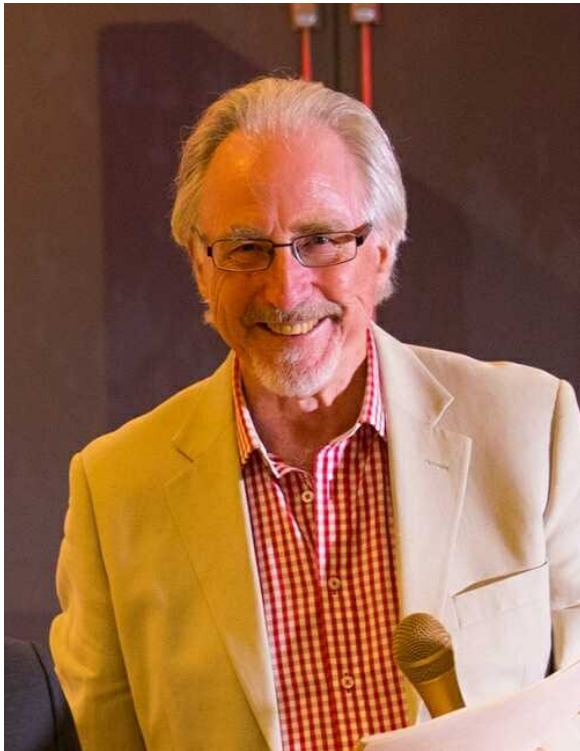
Presidents report

At the Club's AGM in November, I was elected President of this fine association. It was, if I may be allowed to boast, a landslide victory, the kind the Liberal Party could only dream of and it was achieved without rancour, sniping or dodgy how-to-vote cards. (Or opponents!)

The Thoroughbred Sports Car Club is, if not unique, then very unusual in a number of ways. After considerable discussion and with the agreement of a majority of members, the membership was increased from a maximum of 100 to 120. Those extra places were filled almost immediately and applications have been closed again. We believe that this number gives us a club in which all members can get to know one and other, provides a big enough pool of participants for the many outings the Club organisers and is not too many to overflow most motels and restaurants.

I have, and remain, a member of other car clubs and I have never seen another whose monthly meetings are attended by so many women. The ladies give the TSCC an ambiance that other clubs don't have, a more inclusive nature that spills over into our social events, because the ladies, usually wives of members, know each other well.

Few clubs in my experience have as many members organising events as we do, particularly in view of our small membership numbers. In 2018 there were 26 outings and other events which were organised by 18 different people. Translate that to a big club with, say, 500 members and you'd have 90 organisers. I'd like to see that.



The architects of the rules that govern the TSCC made a courageous decision to limit the terms of office bearers to five consecutive years. All clubs struggle to fill at least some of the committee positions but the TSCC, once again in spite of its limited numbers from whom to choose, has been very well served by its committee and I am confident that the new one for 2019 will meet the members' expectations.

On that last note, I would like to thank the three members who have stood down from further duty for the exemplary way in which they have served us and for leaving the affairs of the club in good shape for the new committee to run with.

Barry Farr brought to the Presidency a wealth of experience in running car clubs and substantial corporations, a rare and desirable combination of skills. He has spent eight years on the committee, the last five as President and he steps aside only because of the Club rules. As his successor, I wish him well and I'm sure he will continue to contribute to the club's running.

Terry Daly has served as Vice President and Social Secretary for his allotted five years and was President before that. I have noted above that the success of this club depends to a large degree on the number of members who organise events, but no one has done as much for the Club as Terry has. In 2018 there were 26 events and Terry organised six of them. One of these, of course, was our annual Pride of Ownership Day – our POO Day – which not only takes a lot of organising, but he and his wife Robyn turn over their beautiful property at Middle Dural so we can park all over their lawns, eat at their tables and generally commandeer their home for the day. I'm betting that organisation is in Terry's DNA and we'll see him planning our entertainment for some time t



The third member stepping down from the committee is Rick Johnson. He has ably fulfilled the role of Webmaster, a job that requires skills held by very few in this (or almost any other) club. Something else that sets him apart from most of the rest of us is that he works in a demanding job and has a young family to support. How he has managed to fit in the TSCC role escapes me. His presence also reduced the average age of the committee members by a decade or more! The long-term future of this club and many others like it, depends on people of Rick's generation and abilities. We wish you well Rick and hope you can relax and enjoy what the Club can offer.



In November Jill and I met up with some fellow owners of Jensen 541s in the lovely wine-growing town of Rutherglen. There were seven cars and two more owners who have almost finished their restorations. We have now identified 17 541s in Australia in varying states of road worthiness, not a bad percentage of the total production of just 546.



Welcome to the December and final issue of TG for 2019. With me back in the editorial saddle it feels a little like Groundhog Day. Please bear with me while I find my formatting feet with the magazine.

My congratulations to the new Committee with particular thanks to Stephen for the great work he has done in producing the last 22 issues of TG.

I have just returned from competing in the Targa Florio Australia in my Alfa 1300TI with brother Dave as co-driver. A great event travelling some of Victoria's nicer roads and places. The event started in Geelong and finished in Lygon St. This event had everything from a 1930 4.5ltr Bentley to a 1948 Tucker (yes really!) through to late model Ferraris. It's an official event in that it is run under the auspices of the Targa Florio organisation in Sicily and the only other branded event in the world.

We had no idea how it worked when we started as there had been no prior instructions or sup regs issued and the competition events centred around the art of average speed. There were daily tests such as driving around a motorkana course in the closest to a set time. As we arrived with a mph speedo and a Smiths dashboard clock, this was a little challenging. Fortunately the discovery of a wonderful app called Rally Tripmeter saved us. It gives trip and cumulative distance as well as current and average speed.

My very best wishes to everyone for a happy and healthy 2019.



Run to Concours Sportscar Restorations Organised by Terry Daly-Report by Roger Morgan

I am told by my wife the ex “Miss Lotus Cars, West Midlands” of 1942–45 (really?-Ed) that there are ladies within the Club that are not certain they can always believe what I might say. It is from that perspective that I record the Club run to “Gavin Kings place” on the aforesaid Sunday. A few truths became obvious during the morning.

Firstly not everyone received their free muffins at MCDonalds....despite the signs prominently displayed along the roadside to Maccas quite a few attendees missed the delicious avocado and plum muffins recently released by the MCDonalds chain, being offered FOC to Customers arriving before 9.00am. Around 42 members of AMOC and TSCC left Maccas almost on time, with a further 10 joining the proceedings at the Wyong Milk factory and a further 4 members arrived at Gavin Kings premises. The run was as usual a pleasant drive up the Specific Highway onto the M1 leaving at the Calga exit, the mileage detail of which in the destructions didn't match my speedo readings, nor that of Malcolm Stephens



The drive up George Downs Road to the Yarramalong (or something similar) turn off was a blast despite the few spots of rain, and the countryside looked all the better for the recent rain. As is usual Morgan and his Moll held off the Astons on the run into the Wyong Milk Factory for a mid- morning brunch. An 18 year old Ford Focus is hard to beat for performance, discomfort or fuel economy. Again, almost on time most left for the short run to Concours Sportscar Restoration and it here that “the Morgans” had their first tiff. Leaving the Milk Factory the detailed instructions provided by the Organiser confused certain Aston Martin owners – and at least one member of the TSCC.

The second truth. The instructions said turn right – 4 Astons turned left, and my wife and I had a brief dispute about which side of our car was right – For the sake of marital harmony I was almost persuaded to turn left, but after a brief period of disharmony a plan was agreed and we proceeded

safely to Concours Sportscar Restoration, albeit with a little extra tension. It became apparent that Gavin was expecting us a little later, but as usual he was ready to bring forward his tour, and put on an informative and entertaining presentation of the work he and his team undertake in Wyong. Most of the male members of TSCC were entranced by the vehicles under restoration, the Jaguars for sale lined up neatly outside, including an XJ13 “tribute”, and the workshop set up. It's such a pity that the ladies who sat outside in the Car Park missed the Special Sale of jewellery that Gavin had organised at the far end of the panel beating shop.

And the final truth. After many of the guests had left the mobile pizza vendor arrived (several hours late) and Pizzas, which Gavin and his Wife had organised became available.....Honestly the Pizza van did

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arrive – and just a few members were able to eat their fill. Tess and I decide that 15 pizzas each might be too much so we decided to depart, following Stephen and Jill Knox in their Fellalli, with Darryl and Andra Pyke in their Boxster, back to Sydney. An uneventful trip until approaching Mooney Mooney Bridge, where the overhead signs warned of an accident ahead at Cowan – Morgan and his manageress made a last minute decision, leaving the freeway and travelling home via Berowra to Hornsby on the Old Pacifist Highway.

This allowed us to avoid any tolls due for travelling South on the M1, the savings made being deposited in our travel USA 2019 fund. I leave the Pykes and the Knoxs to advise how long they sat almost stationary on the M1. Hear endeth the report. And thank you again to Concours Sportscar Restoration for their hospitality.

Lord and Lady Morgan LOG USA.



Hunter Valley

Organised by Sandra and Ross Brackenbury-Report by Vern Kelly

The day commenced bright and mostly sunny as we gathered at our now-traditional meeting point for most northern direction runs, Maccas Mt Colah, for coffee and, for some, a bit of brekkie to “sustain” us until we reached our morning tea stop. The Run was organised by Ross and Sandra Brackenbury, but unfortunately Sandra was unable to attend on the day as she was feeling ill. It was a pity that Sandra was unable to attend because I was aware that she closely co-organised the day with Ross.

A number of members of the Aston Martin Owners Club were with us on the day, and their beautiful and varied models looked fabulous together with our multi-marque cars. Our route took us up the M1 motorway, exiting at the Peats Ridge exit and continuing along the beautiful and scenic drivers' road George Downes Drive / Great North Road all the way to Wollombi. Here we stopped for a morning tea break at Myrtle House cafe, a beautiful old building, where organiser Ross had arranged a private outdoor but undercover area for us to have morning tea. The cafe specialises in what must be the biggest scones on the planet, & most people couldn't resist them.

On this first leg of the run, the Club “weather-whisperer”, as I have become known, must have said some wrong words in my prayers to the weather gods that morning, because we had two showers of rain. However, the intrepid drivers of the convertibles, including us, were not deterred by this and motored on at good speed, where the rain seemed to go over the car in the wind created by it.

The next leg of the trip was from Wollombi, along Wollombi Rd towards Cessnock. We travelled to McGuigans Wines in Pokolbin, where Ross had organised a wine appreciation and tasting session in a private room. This was extremely professionally done by the McGuigans staff and a large range of white, red and dessert wines were discussed and tastings provided. This was a very interesting session.

From McGuigans, we travelled a short distance to Cypress Lakes Resort, our lunch venue. This was a very attractive venue and location, situated within a beautifully manicured golf course. Our lunch location was on an outdoor terrace overlooking a lake and the golf course. By this time, any suggestion of rain had long disappeared, and we enjoyed a lovely lunch experience. The staff were very professional and experienced and delivered our pre-ordered lunches quickly & efficiently.

On behalf of today's attendees, a very heartfelt appreciation to Ross and Sandra Brackenbury for a great day, with the morning tea and wine tasting on the way to lunch making for a very interesting and varied experience for the day.





The happy crew on the day consisted of:

Ross Brackenbury
 Dominic Truelove & Pauline Sercombe
 Jimu & Janina Elphick
 John & Sue Burton (joined us at wine
 tasting)
 Kevin & Robyn Leggott (joined us at wine
 tasting)
 Vic & Jane Clark
 Greg Ball & Vicki Bell
 Michael Markiewicz
 Konrad Dover & Caroline K.
 Vern & Wendy Kelly
 Neil & Joy Hood
 Greg & Ch er-Mei Gibbons
 Paul & Lisa Samson
 Stephen & Jill Knox, & Brenda Smith
 Adrian & Lorraine Walker
 Darryl & Andra Pike
 Roger & Pat Korte
 Philip & Leigh Lamour
 David & Anne St Julian
 James & Vicki Scott
 Keith & Caroline Reynolds

Christmas Party

Organised by Linda Slater – Stephen Knox

71 members met at our familiar venue, the Marriott in North Ryde for our Christmas Party and Presentation Dinner, the final social activity, after a year packed with club activities. Included in the night's guest list were four Life Members – Lester Gough, Les Johnson, Terry Daly and Ian Norman and new members attending for the first time – Michael and Robyn Collett and Malcolm and Lorraine Drummond.

The night began with drinks on the terrace, courtesy of some club funds, before sitting down to an excellent buffet dinner. The tables were decorated with a car theme, each table featuring a model of a classic car, borrowed from David Slater's collection.

Realising that the previous presentations have taken up too much of the available time, it was decided to call out the recipients and congratulate them all together, rather than individually. It worked well. The final activity before the dance floor opened was the annual Kris Kringle, which was fun.

The main difference from previous dinners where we have had DJs who were not always on our 'wavelength', was the inclusion of a live band. The idea came from our outgoing president, Barry Farr who chose a group called 'Rave-On' who specialise in music from the 1950s, 1960s and (a little) later. If the number of people dancing was any yardstick, the band was as a big success.

A function like this takes a lot of work and we must give special thanks to Linda Slater who did a magnificent job in her first TSCC event as an organiser. A huge thanks, Linda – you excelled.

Finally, here is the list of trophy winners for 2018. Congratulations all.

Donald MacDonald Memorial Trophy

Colin Piper

Clubman's Trophy

Terry Daly

Sporting Trophy

Gary Maher

Citizen Kane Award

Hugh King

Borrani Wheels

Barry Farr



Borrani Wheels

Barry Farr

TSCC Life Member Jim Peters, generously founded the Borrani Wheels Award in 2013, Jim having acquired the Australian distributor rights for Borrani Wheels. Being the latest recipient of this prestigious award, I thought it appropriate that I pen an article on Borrani particularly since it is synonymous with excellence for classic car enthusiasts.

The wire bicycle wheel used on the pioneering cars of Benz and Ford gave way to a stronger wooden-spoked wheel capable of withstanding the rough country roads of the day. A lighter pressed steel wheel came about in the 1920s and all-alloy aluminium and magnesium wheels started to make an impression in the 1950s.

The British cycle company of Rudge Whitworth patented the splined axle stub and central locking nut wire wheel in 1908 which was universally adopted for racing and sports cars as well as luxury sedans. When Rudge Whitworth allowed its patent to be licensed, Carlo Borrani, who was born of Italian immigrants in Napa, California in 1887, returned to Italy and with Ettore Ambrosetti seized the opportunity and founded Rudge Whitworth Milano using the trademark Ruote Borrani Milano. The well-funded Rudge Whitworth Milano soon had many of the Italian car manufacturers onboard including Alfa Romeo, Isotta Fraschini, Fiat and Lancia as well as Auto Union. Racers found the wheels easier to fit with their central locking nut and when Enzo Ferrari won the inaugural Coppa Acerbo in 1924 in an Alfa Romeo with Borrani wire wheels he insisted all his racing cars and motor cycles be fitted with Borrani. Ten years later, when alloy replaced steel for the outer rim, motor cycle racers such as Moto Guzzi, adopted the lighter wheels which provided better turning characteristics, followed by Norton and Velocette for the Isle of Man.



When Carlo died in 1937 his son Cesare took over but was soon forced by an edict from Italian dictator Benito Mussolini to purge English words from the Italian language, thus Rudge Whitworth Milano was renamed Carlo Borrani S.p.A. In the war that followed Borrani turned its factory into producing wheels for aircraft as well as brakes, hydraulic systems, shocks and fuel systems. Once the Armistice was signed in 1943, Borrani resumed wheel manufacture. This post-war period coincided with Enzo Ferrari establishing the Ferrari marque and continuing to use Borrani wheels as did Alfa Romeo, Aston Martin and Maserati. When Formula 1 began in 1950 they too used Borrani wheels through to 1961, in which year Borrani S.p.A. was acquired by Costruzioni Meccaniche Rho S.p.A., a company of a nephew of Ettore Ambrosetti. By then, Lamborghini and Ford had also become customers. In 2010 Borrani Americas partnered with Ruote Milano to be the exclusive importer and restorer of Borrani rims in North, Central and South America.

A number of the TSCC members' cars sport Borrani wheels as does my 1958 Alfa Romeo Giulietta Spider Veloce SWB 750F which rides on original Borrani steel wheels with the Ruote Borrani Milano logos attached. The logo features the Red Hand of Ulster as the founders of Rudge Whitworth had Irish roots

Star in an unreasonably priced car



A star in an appropriately designed car....

The End

