

September-October 2018

top



gear

ISSN 2207-9327

THE OFFICIAL MAGAZINE
OF THE THOROUGHbred
SPORTS CAR CLUB



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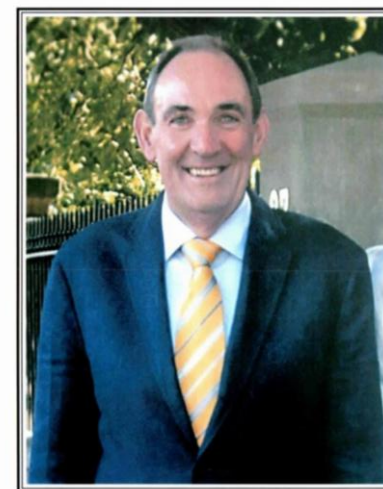
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Derek Gordon Scott
6 December 1948 - 19 October 2018

The deadline for copy for the
November-December issue of Top
Gear will be 15th December

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@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](#).

All contributions to:

Stephen Knox

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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.

Office of the President

Barry Farr

As we approach the end of 2018, let's celebrate another successful year for the club by attending the Christmas/Presentation Dinner at the Courtyard by Marriott North Ryde on Saturday evening 1 December. This year the accent is towards fun and enjoyment with speeches and presentations kept to a minimum. The club has spared no expense in engaging a band that will play recognisable 50s/60s rock 'n roll and those who attended the club's 35th anniversary in 2016 will remember what fun it was to have a live band to sing along and dance to.

I make a special appeal to all the new members who have joined this year, to attend. The club subsidises the evening in that the pre-dinner drinks on the terrace are complementary and the hot and cold buffet is plentiful. For those who want to stay over, the club has negotiated a special tariff with the hotel. Besides, it will provide the ideal opportunity to meet your fellow club members and their partners in a relaxed and informal atmosphere so please don't hesitate, email David Slater now at slater15@bigpond.com and transfer \$55pp to the club's Westpac account BSB 032282 A/c # 13-5873.

In regard to new members, I have pleasure on behalf of the club in officially welcoming Robert Marshman, Les Payne and Harley Boggis and their respective partners and trust you will actively participate in the club's various events and meetings and over time, volunteer to organise events.

Of course the biggest event during the past two months was the Pride of Ownership Day organised by Terry Daly and held at the Daly's beautiful property which 93 attended. The Wednesday run to Joadja organised by

Peter & Robyn Wards was also well attended by 38 while 29 attended the Gwandalan run organised by Ian Norman and Lisbeth Allen.

The aging of baby boomers is having a detrimental effect on the iconic Harley-Davidson with less and less buying new Hogs and the younger generation not taking up the slack because either they can't afford as much as their parents or they don't see themselves living a 'Harley' lifestyle. Consequently, the Milwaukee based company has experienced declining sales for the fourth consecutive year. To arrest this sales slump and to appeal to the young, Harley intends to produce lighter and cheaper bikes with a plan to roll out 16 middle weight models over the next 3-4 years including, wait for it..... an electric model. Can't wait to hear the sound of that one!!

We have a lot of Porsche owners and fans in the club and there's been a number of events around the world this year to celebrate Porsche's 70th anniversary. One unique event was the Porsche tractor race at the Laguna Seca Raceway late last September as part of the Porsche Rennsport Reunion VI. Drivers, or



should that be riders, were required to sprint across the track for a Le Mans style start, climb aboard, start up, engage gear and test the limits of their 14hp engines. Patrick Long won from pole to chequered flag.



Interesting comments recently reported from BMW's Development Chief, Klaus Frohlich speaking at the Paris Motor Show. He said electric vehicles will never compete on price with combustion-engined vehicles, even if battery costs are halved and that internal combustion engines would dominate to 2030 and beyond. As many EVs are fitted with 90kWh to 100kWh batteries the cell cost alone runs to Euro10K-15K. For this reason and the fact that the majority of motorists do not want to risk the constraints of an EV, BMW expects 85% of its offerings in 2030 will still have a combustion engine. Early October, the European Parliament nevertheless approved EV sales quotas and a 40% reduction in car emissions by 2030. We'll have to wait some while to see where these conflicting views settle.

Following the death from cancer of Sergio Marchionne, Mike Manley (ex-CEO Jeep and Ram) was appointed CEO of Ferrari Chrysler Automobiles (FCA) while John Elkan, the great-great grandson of Fiat founder Giovanni Agnelli, remains Chairman of FCA. However, there was no succession plan
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for Ferrari when Marchionne died and it was rumoured Marchionne intended to replace Maurizio Arrivabene in 2019 with Mattia Benotto, Ferrari's technical director who replaced James Allison mid-2016. Instead, ex-Philip Morris CEO Louis Camilleri, has been appointed Ferrari CEO and both Arrivabene and Benotto remain in their current positions. The three now need to work together to materialise Marchionne's vision and objectives, which given Italian ways, will not be easy.

Auto Week recently published a list of 7 vehicles which would not have existed without Marchionne's initiatives, they being the Dodge Challenger Hellcat, Alfa Romeo Stelvio and Guilia Quadrifoglio, Jeep Wrangler, RAM 1500 Rebel, Maserati Levante and Fiat 124 Spider. He not only saved Fiat and Chrysler from virtual extinction, but was quite an innovator.

As earlier advised, fellow member and committee-man Derek Scott, passed away suddenly from a heart attack on 19 October aged 69. Following a private family cremation on Thursday 25 October, a Celebration of Life service was held on Friday 26 October at St Andrews Uniting Church Richmond followed by refreshments at Sydney Polo Club, both of which were attended by almost 50 TSCC members and partners - a reflection of Derek's friendly and happy nature and popularity in the club. Derek will be sorely missed by all who have had the pleasure of his company at various club events during his seven years of membership. The club organised for a bright, colourful floral arrangement which was delivered to Maggie preceding the service on Friday.

As per the club rules, I will be stepping down from the President role at the upcoming AGM. I hope my reporting of the club's management, events and activities and the snippets of automotive happenings and effects on the classic car movement have informed and/or entertained you the past 5 years. I hope to see many of you at the AGM and/or the club's presentation night.

Until then, ciao.

Two-finger Typing

Stephen Knox



I saw a heading on a motoring blog that listed 'car makers you've never heard of.' Now, that's a challenge. I reckon I've invested enough money and time buying and reading car magazines that nothing had slipped by me. Yeah right! There are heaps of them. Admittedly, many are electric vehicles from start-up companies trying to be the next Tesla, but some are just plain weird. Here's a selection and if you have a few hours to waste check out this link.

<https://www.sites.google.com/site/coolcarsnstuff9000/brandlist>



The Eadon Green Black Cuillin is a British concept car built by Eadon Green and introduced at the 2017 Geneva Motor Show. It is based on a Rolls Royce with its 6.0 litre V12.



The company was originally formed by engineers who worked on the McLaren F1, Graham Halstead and Ben Scott-Geddes.

They produce this car called T1 (catchy name, isn't it!)

Made in UK

The marque may be seeing a revival in the automotive sector with the showing of a model at the 2010 Geneva Motor Show – or maybe not.





Hulme Supercars Ltd is a New Zealand based supercar manufacturer known mainly for their open top 2-seater called CanAm



David Brown Speedback (above) and Mini Remastered (Left) Under the skin the David Brown Speedback GT uses a Jaguar XKR chassis, engine and all its other significant mechanical components

The Detroit Electric brand (13,000 cars built from 1907 to 1939) was revived in 2008 to produce modern all-electric cars in the Netherlands.



After a virtual disappearance from motor racing and automotive engineering for almost 50 years, a small company known as Vermot AG plans on resurrecting the name Veritas with a model known as RS III. In 2001 the company showed a concept named Veritas RS3 which used a BMW-sourced 6 litre V12 engine producing 670 hp.



The Divergent Blade is a two-door sports car manufactured by Divergent Technologies. It is the first automobile to use 3D printing to form the body and chassis.



The Savage Rivale Roadyacht GTS is equipped with a V8 engine derived from the Chevrolet Corvette ZR1 that delivers 670 hp and 730 Nm of torque. Built in the Netherlands.



Gillet is a Belgian automobile manufacturer, started in 1992 by former racing driver Tony Gillet. The company produces the Vertigo sports coupé, an ultra-lightweight 'bespoke' and hand-built sports car.



Yes! is a brand of high-performance sports cars manufactured in Germany. Yes is an acronym for Young Engineers Sportscar.

Coming Events



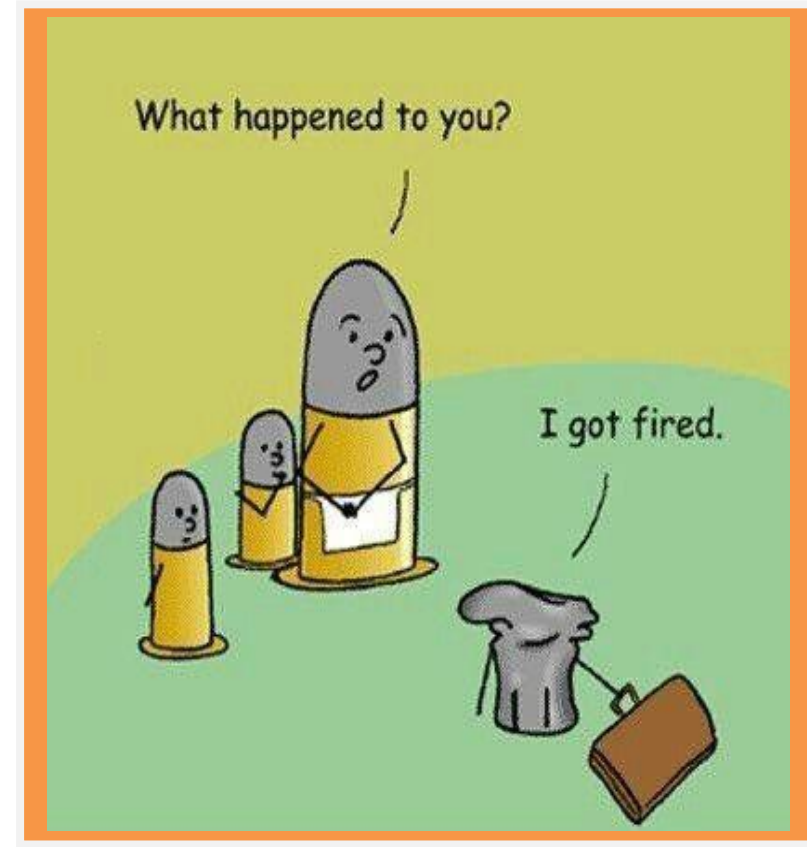
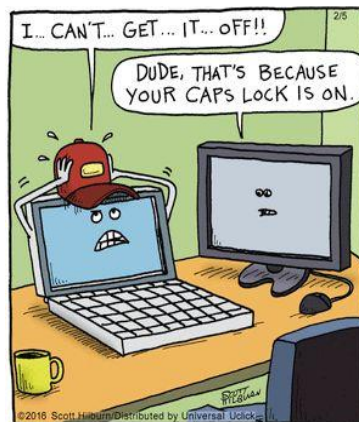
(Events marked with an * are non-point score events; names in *italics* are the event's organiser; shaded entries indicate a flyer following.)

November

- 4 Brunch run to Concours Restoration *Terry Daly*
- 14 Club Meeting / AGM
- 18 Lunch run to Hunter Valley *Ross & Sandra Brackenbury*
- 21 Wednesday run * *Colin Allerdice*

December

- 1 Christmas party/Presentation dinner *Slater frères*





COMBINED TSCC & AMOC RUN TO CONCOURS SPORTSCAR RESTORATIONS SUNDAY 4TH NOVEMBER 2018



Sunday Brunch Run to view a magnificent display of Jaguars and Aston Martin's in various stages of Restorations

Meeting at 0900am for a 0930 am departure from McDonald's Pacific Highway Mt Colah.

Going on an hour's drive via Calga and Yarramalong to the Wyong Milk Factory at 141 Alison Rd Wyong for Brunch at 10.30am

Then proceeding at 11.45am to
Concoours Sportscar Restorations at 3 Mildon Rd Tuggerah NSW (4k from the Milk Factory)

Home via the M1

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

or

terry.daly@live.com.au



HUNTER VALLEY LUNCH RUN



SUNDAY 18TH NOVEMBER 2018

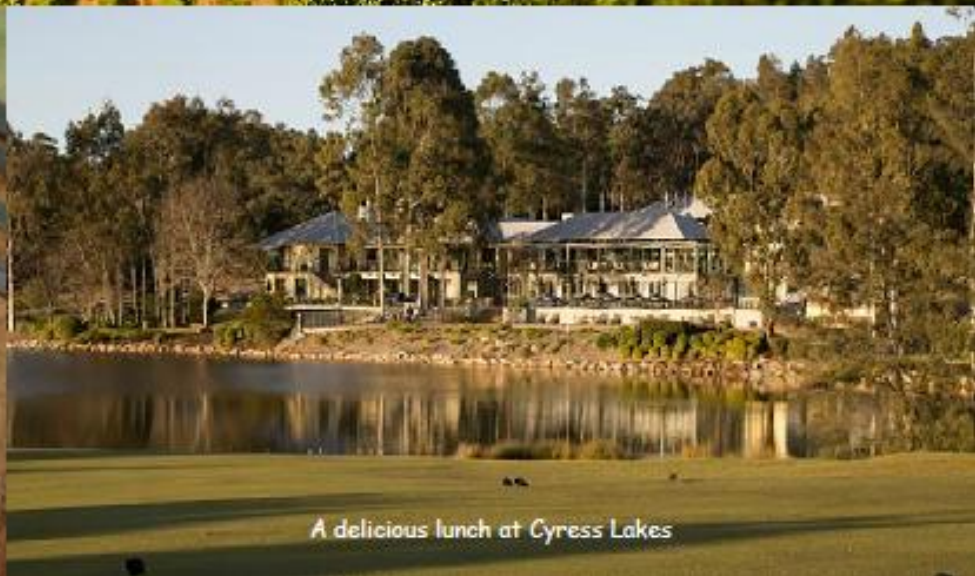
Meet at Mt Colah McDonalds, at 8.00 am for an 8.30 start. We will go up the old Pacific Highway, where we will divert onto the M1 at the old toll gates, until we reach the Peats Ridge exit, and travel via Peats Ridge and Kulnura to Wollombi where we will stop for a quick coffee etc, then on to Cessnock and Pokolbin. At Pokolbin we will go into the McGuigans Estate for a private wine tasting, then a short backtrack to Cypress Lakes for lunch.

Wine tasting at McGuigans is \$5.00 per person.

Lunch is a buffet at Cypress Lakes Resort \$45.00 per person. Payment is required at the start by cash in an envelope with your name on it. Drinks can be purchased at the bar.

THERE IS A MAXIMUM OF 40 FOR THIS LUNCH. FIRST IN BEST DRESSED!!

RSVP by Nov 9th to Ross Brackenbury on sanrossb@gmail.com or phone 0466 345 049



A delicious lunch at Cypress Lakes



TSCC XMAS PARTY – BE THERE OR BE SQUARE



SATURDAY 1ST DECEMBER, 2018

Where: Courtyard Marriott
7 Talavera Road, North Ryde
Parking: Complimentary – make sure you have the ticket endorsed at Reception.

Time: 6.30 – 7.00pm Pre-dinner drinks on the Terrace
7.15pm Buffet Dinner
9:00pm Dancing until 11:30pm

Cost: Cost for the hot and cold buffet is \$55.00 per person. Non-members \$70.00 (The club is heavily subsidising the party.) There will be a bottle of red and a bottle of white on each table, thereafter drinks are at your own expense.

Payment: Please make direct payment to the Club account stating 'Xmas and your surname'.
It's a Westpac account: BSB 032-282 A/C number 13-5873

RSVP: Friday 16th November 2018 to David Slater (slater15@bigpond.com).
Please advise the names of the people accompanying you and any seating preference and/or special dietary requirements.

Dress: Lounge suit or smart casual

Overnight Stay: 10 rooms are set aside at best available rate of \$221 per room incl. breakfast for 1 or 2 guests.
To book, please contact Gabrielle Fambart (Reservations Mgr) on 9491 9579

*"We're having a Christmas Party
We hope that you can come
There'll be lots of friendly people
Having lots of fun"*

*So, if you'd like to join us
And we really hope you do
Please send an email to David.
We look forward to seeing you"*

Run to Joadja – Wednesday 19th September

Words by Bob Smith, photos by Jeremy Braithwaite

Organised by Peter
& Robyn Wards

Early start from Sydney to beat the traffic – meeting point Pheasants Nest servo on the way to the highlands. Is there anywhere else in Australia who does coffee, and raisin toast, for a dollar each? If so, I haven't heard of it.



A large contingent of 38 members assembled there, prior to heading off to our destination – Joadja, a kerosene shale mining ghost town.



I particularly was interested in going, as I went there some 40 years ago, when it was an abandoned village, accessed by a rather diabolical, pot-holed road. Today it's much better access, just a few kilometres of dusty road as you approach the village. Today Joadja is nothing more than a few remnants of buildings from a bygone era.

The historic village was established by the Australian Kerosene Oil and Mineral Company, who bought the site from one Edward Carter, who began mining there in 1874. The company built a refinery, a railway line to Mittagong, and erected a town for the miners and their families.

Joadja was once home to more than 1,000 people, but now all that remains among the gum trees are empty houses, a roofless school and hall, tall chimneys, and the ovens that were used to fire shale to manufacture kerosene.

The village, which was always on private land, was occupied mainly by Scottish migrants. Life was tough in the valley, and the small cemetery is the resting place of nearly 100 children.





By the early 1900s the shale was fully mined, the town was abandoned, and has passed through many owners since, slowly eroding into the bush.

In 2011, Valero and Elisa Jimenez, migrants from Spain, purchased the property on a whim at auction, and set about developing Joadja as a major tourist destination for the Southern Highlands.



On arrival, we were served with morning tea, before being ushered onto a large open 'people mover' towed behind Val's FWD. He admitting to being rather 'over it', having given the same spiel 1700 times before, still he kept us interested as he stopped at various points of interest throughout the village. A far cry from 40 years ago, when you could walk everywhere, and picnic in the shade of a gum tree. Progress?

The tour took around an hour and a half, past most of the highlights, including some rather incongruously roofed houses on Carrington Row.

Lunch was served back at the main building, near where we parked. A fairly basic barbeque of sausages and salad was laid out for us, and we could all sit comfortably on the verandah, the weather being close to perfect, cool, and no flies.



After lunch, we made our way down to the distillery, where Val gave an interesting talk on the vagrancies of running a small business, with all its bureaucratic pitfalls to be negotiated. Mind you, a bottle of his good scotch was \$195, so he is not backward with his pricing.

Most headed off after this, so I'd just like to add a thank you on behalf of all who went to the Wards for a most enjoyable day.

Supercar Saturday – The Kings School – 22nd September

A photographic report by Colin Allerdice





All British Day – The Kings School – Sunday 23rd September

Words by Terry Daly, photos by Jeremy Braithwaite & Colin Allerdice

Organised by
Terry Daly

This year's All British Day at the King's school was just a little bit different with a Supercar event held at the school on the Saturday. Colin Allerdice in his BMW and Terry Daly in his 77 Special Mustang were part of the 40 car display which was enthusiastically supported by the King's school community. My pick of the display cars was a Lamborghini Aventador S with the number plate WALLY (the name of my dog). Another difference for this year's event was the 20 Hunter Valley wine merchants who had wine tastings all day on both days. However, I'm not sure of its success as I saw very little interest from people on either Saturday or Sunday. My time on Saturday was also used to help set up the various car display areas for the Sunday.

Sunday was a beautiful spring day with temperatures hovering around the 23°C mark. TSCC had a total of 14 cars entered for the display with two of those being entered in the "first of" category. Roger Morgan in his ex-Leo Geoghegan Lotus Elite and Stephen Knox in his Jensen 541R were those cars, whilst, Andrew Bristow, also a TSCC member entered his Aston Martin Vanquish under the AMOC banner. Whilst a great idea, it didn't really get the support it deserved as the area wasn't set out well, the banners with each car's credentials were missing and it was poorly advertised. Maybe next year it will be better organised.

TSSC's location this year was on the bottom oval next to the AMOC and near the trade displays. Featured cars were Mike Branson's 1930s Railton, Jaguar E-Types from John Moody, Greg Gibbons and Adrian Walker, Cooper "S" from Jack Jones and Joshua Gibbons, other Jaguar's from Jack Jones. Geoff Scott and Keith Reynolds, Len Fardel's immaculate MGTF, Peter Van Dyk's Jensen-Healey and Terry Daly's drop dead gorgeous Aston Martin Lagonda. Jack Jones supplied a tent that became the centre of the day's conversations, with many TSCC members dropping in for a chat/food/drink etc.

Unfortunately, there never seems to be enough hours in an All British day as I only managed to see half of the displays. My pick of the day was the Jaguar Club with over 120 entries with a Jaguar E-Type Lightweight recreation being the car I would most like to take home. Mini's also had more than 100 cars with the TSOA (Triumph) and the Sprite Car clubs having nearly 90 cars entered.

British Car numbers overall were down by over 200 this year was a direct result of the "must be in by 1000 and cannot leave before 1500" an insurance and OH&S requirement.

Another great weekend of admiring great cars.









Pride of Ownership Day – 14th October

Words & (most) photos by Vic Clarke

Organised by
Terry Daly

Having attended POO Day in previous years, with the Honda having only been given a wash & polish, this year I decided that POO Day was the trigger to finally take the wheels off the Porsche and try and do the job properly. It was only then that I realised I had owned the car almost exactly a year (time flies - I would like to be able to turn the calendar down to slow) and I had not yet removed the wheels to clean.



Whilst I thought the wheel arches and inside of the rims were reasonably clean, I had forgotten about the mud on the way to Beechworth (club run in February) which I found still covering the coil springs and literally baked onto the exhaust.

Having cleaned this off, my thoughts turned to just how much time I should be spending on polishing the suspension arms – but then a reality check, this was not Pebble Beach but our club's friendly (but still taken just a little bit seriously) POO Competition !

I had been watching the weather forecast for Sunday (like most others, I suspect) but became resigned to there being at least some rain. It was still raining steadily when we left Pearl Beach at 8.30 am with it easing slightly about halfway down the freeway.



There was still some rain on arrival at Terry & Robyn's but it quickly cleared and turned into a fine day by mid-morning, so the socialising and car admiration could be conducted without an umbrella.

As always the range of cars was amazing – see the list of marques at the end of the report, but to see two Subaru SVX (owned by Bob Smith and John Slater) parked opposite each other was a surprise since only 249 were sold in Australia.



The judges, Chris Haigh and Steve Alphino, had their work cut out with the first cars judged still being wet and wheels not looking their best despite any amount of preparation. As the rain cleared cars were given another wipe over and the judges had to go back and revisit the point score for these first cars to keep things fair.

We had 94 people sit down to lunch by which time the weather had cleared and it was blue skies, a much better lunch environment.

Following lunch the results were announced.

In the cars under 30 years old category German marques made a clean sweep - BMW, Audi, Porsche, with only half a point separating second and third place.



The Ladies Choice was won by the 1961 MGA Coupe entered by Margaret Moody – although I'm sure John may have had some input into the preparation!



Cars under 30 years old –

- | | |
|---------------|--------------------------|
| 1. Ian Norman | 2003 BMW 330 Ci |
| 2. Geoff Lane | 2014 Audi S3 |
| 3. Vic Clarke | 2009 Porsche 911 Carrera |



Cars over 30 years old –

1. Margaret Moody 1961 MGA Coupe
2. Greg Gibbons 1966 Jaguar E-Type FHC
3. Laurie Sellers 1970 Boss 302 Mustang

The overall winner will be announced at the Christmas Party & Presentation Night.



The following owners were awarded Gold Certificates for their cars –

Bob Smith	1992	Subaru	SVX
Ross Brackenbury	2005	Jaguar	XKR-S
Jack Jones	2013	Jaguar	XF
Peter Dowrick	2011	HSV	GTS
Peter Van Dyk	1973	Jensen	Healey
Craig Shields	1972	Lotus	Super Seven
Bruce Richardson	1975 Datsun 260Z		





A big thank you goes to the judges Chris Haigh and Steve Alphino for their time and what must have been a challenging task in the wet conditions.



Thank you Robyn & Terry for opening your house once again for POO Day and providing such a great location for the event. We hope we didn't dig up too much of the lawn!

The following marques were on display –

AC	Alfa Romeo	Aston Martin	Audi
BMW	Datsun	Ferrari	Ford
Honda	HSV	Jaguar	Jensen Healey
Lotus	Maserati	Mercedes-Benz	MG
Morris Cooper		Nissan	Porsche
Subaru		Triumph	



Wednesday Run to Gwandalan – 17th October

Words & photos by Lisbeth Allen & Ian Norman

Organised by
Lisbeth Allen &
Ian Norman



The weather finally cleared for our Wednesday run to Gwandalan on the southern shores of Lake Macquarie.

Members and guests who were doing the run met at McDonalds, Mt Colah at 10.00am for coffee before departing at 10.30 for an easy 2 hour drive. The route took us up the Old Pacific Highway, M1 motorway and along Lakedge Avenue to Wyong Road. From there we travelled up the Central Coast

Highway through The Entrance, Magenta and Norville to Budgewoi. We then followed Elizabeth Bay Drive through Lake Munmorah to the lunch venue at the Gwandalan Bowling Club, Gwandalan. The bowling club had set up 3 tables of 10 for us with views overlooking the lake.



Due to residing or visiting the Central Coast/Lake Macquarie area some 11 members and guests did not do the run but met at the Club for lunch.

After good food and good conversation most people had departed by 2.00pm except those of us staying locally who lingered on for a while.

Participants were:

- *Lisbeth Allen & Ian Norman
- *Adrian & Lorraine Walker
- *Colin Piper
- *Colin Watts & David Lee (Guest)
- *Colin Allerdice
- *Greg Timms
- *Terry & Robyn Daly
- *Mark Beckett
- *Michael Yates
- *Fran & Laurie Bromley
- *Rick Marks & Bob Muir (Guest)



- *Bruce Richardson
- *Val & John Dixon
- *Vic & Jane Clark
- *Kevin & Robyn Leggott
- *Derek Scott & Ian & Beth Littler (Guests)
- *James & Janina Elphick



Honda NSX-T Series Two For Sale

Rob Finney

0400 220 427

Greetings Fellow TSCC Members,

Due to increasing back problems and a need to make a downsize move I have made the decision to sell the Honda. The NSX market has followed the trends set by Ferrari etc. with the market price doubling over the last few years. Do you know of someone who would appreciate the opportunity to make a timely investment that has more street appeal than many more common 'supercars'? If so please pass this email on. Its rarity is tipped to support future gains in value so now is as good a time as any for me to sell. I would consider serious offers with six figures. (See contact details below)

Vehicle details can be summarised as follows:

- Referred to as 'Series two' NSX-T (Targa), automatic – (not official term; indicates running changes made in 1995)
- Very good condition in rare colour of Spa Yellow that reflects low kms.
- First production car with all aluminium body & suspension, Variable Valve Timing & Lift, electric power steer.....
- Build Date: 07/1995, Compliance date: 03/1996, First registration: 31/05/1997, sold by Robert Lane of Melbourne
- Purchased from Adelaide late 2013 with 60,000 kms, now with 73,000 kms
- All fluids and timing belt renewed (along with water pump) with about 90,000 kms before belt replacement due.
- As new Continental tyres all round
- Everything works as it should (it is a Honda after all) with nothing to spend.

Rob Finney

0400 220 427



You can't be serious!



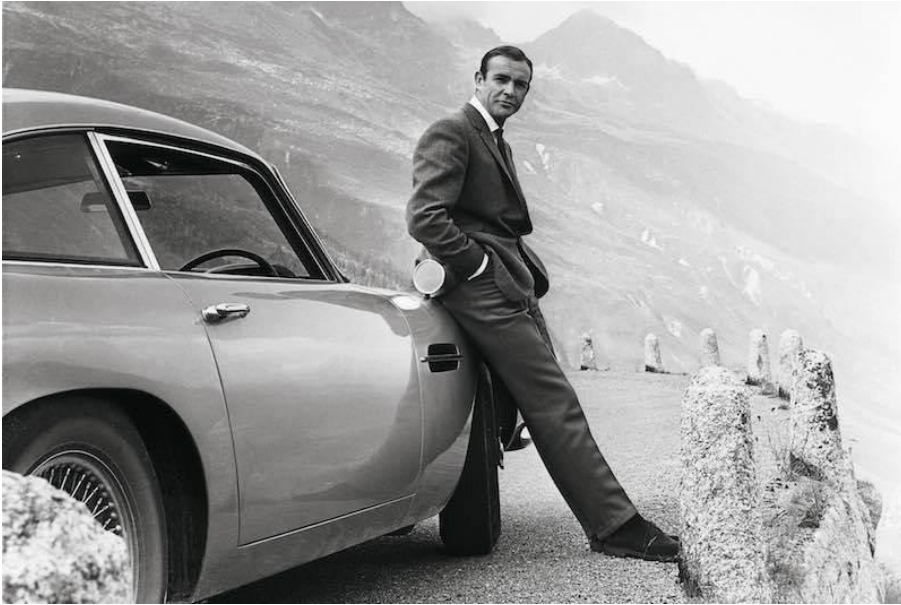
"A BRUSH WITH DEATH"



Don't miss the special supplement on the Willys Roundup and the epic restoration of an Aston Martin DB4

You'll find it on the club website www.thoroughbredsportscarclub.asn.au

Old and News



Aston Martin Recreates Goldfinger DB5

The Aston Martin DB5 is back, thanks to a collaboration between Aston Martin and EON Productions, the company that produces the *James Bond* films.

Following the DB4 G.T. continuation project, a series of 25 Goldfinger DB5 continuation editions will be created for customers by Aston Martin Works and EON Productions. The Goldfinger DB5 continuation will be based on James Bond's car from 1964 and built by Aston Martin Works at Newport Pagnell — the original home of the DB5. They will be authentic reproductions of the DB5 seen on-screen, with some sympathetic modifications to ensure the highest levels of build quality and reliability.

This authenticity will extend to include functioning gadgets such as revolving number plates and more, which were made famous in *Goldfinger*. The gadgets will be co-developed with Oscar-winner Chris Corbould, special effects supervisor from the James Bond films.

Officially sanctioned by Aston Martin and EON Productions, all the Goldfinger edition cars will be produced to one specification — Silver Birch paint — just like the original.

The DB5 made its first appearance in the third James Bond movie, *Goldfinger*, alongside Sean Connery as James Bond. Laden with gadgets and armaments installed by Q Branch, the secret agent's Aston Martin became an instant hit with moviegoers.

Since its appearance in *Goldfinger* the DB5 has featured in a further six James Bond movies: *Thunderball* (1965), again with Connery; *GoldenEye* (1995) and *Tomorrow Never Dies* (1997) with Pierce Brosnan and three appearances alongside Daniel Craig in *Casino Royale* (2006), *Skyfall* (2012) and *Spectre* (2015).

Andy Palmer, President and Chief Executive Officer, Aston Martin, said: “The connection between Aston Martin and James Bond is something of which we are very proud and it is remarkable that the DB5 remains the definitive James Bond car after so many years. To own an Aston Martin has long been an aspiration for James Bond fans, but to own a Silver Birch DB5, complete with gadgets and built to the highest standards in the very same factory as the original James Bond cars? Well, that is surely the ultimate collectors’ fantasy. The skilled craftspeople at Aston Martin Works and the expert special effects team from the James Bond films are about to make this fantasy real for 25 very lucky customers.”

Each Goldfinger DB5 continuation car will be priced at £2,750,000 (Oz \$4,980,000) plus taxes. First deliveries to customers will commence in 2020. Aston Martin reports this car will not be road legal. [Source: Aston Martin]



Star in an Unreasonably Priced Car



Marilyn Monroe with a Singer Roadster

The End

