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The official magazine of
the Thoroughbred Sports
Car Club

January – February 2019



Vale-Peter Giddings 1940-2019

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Closing Date for the March April magazine 22nd April 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
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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Lotus Editor: [Roger Morgan](#)

Other Information:

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

Production of Holsts – “The Planets” by the SSO at the Opera House 28.9.19 – Colin Piper

It seems now that a visit to the Opera House to hear the Sydney Symphony Orchestra is becoming a regular event in the TSCC Calendar and I wonder how many other Car Clubs can say the same? Oh yes, the Aston Martin Owners Club can as well!

Looking through the 2019 programmes I came up with what I think is a programme that should appeal to members. The main piece is “The Planets”, an orchestral suite in seven movements by Gustav Holst 1874-1934. It is a very popular and well known work and I reckon there are parts of it that many TSCC members will recognise the moment they hear them. Each of the movements, as the name suggest is named after a planet in our solar system. MARS, the bringer of war, VENUS, the bringer of peace, MERCURY the winged messenger, JUPITER the bringer of jollity, SATURN the bringer of old age, URANUS the magician and NEPTUNE, the mystic. I should add that Pluto had not been discovered when Holst put pen to paper in 1914, but let’s face it, Pluto was “unfriended” a few years ago anyway.

The conductor for this concert is Vladimir Ashkenazy. Vova, as we all call him was our chief conductor from 2009 to 2013 and in my opinion, no better musician ever stood in front of the SSO in my 45 years there. Sure, there have been conductors with better conducting techniques, but as a musician...he is truly wonderful. He is a towering figure (musically) of the 20thC and like me, you’d have to say somewhat vertically challenged! Suffice to say, we all loved him, and he us. From this year, he holds the title of “Conductor Laureate” of the SSO.

The other piece on the programme is a piano concerto by the Russian composer Nicholas Medtner 1880-1951. This is a work I do not know at all but will certainly try to hear this year before September. YouTube is a wonderful thing! Unlike the ghostly George Gershwin in 2018, a living, breathing pianist, in Russian Alexi Volodin will be seated at the 9’ Steinway and it is true to say that what any human can achieve with 10 fingers on a keyboard of 88 notes is among the most impressive things in the performing arts...just ask Colin Watts!

I think this concert will have broad appeal to the TSCC, and the Aston Martin Club, so to that end, we have arranged forty ‘A’ reserve seats (20 couples). As an ex member of the SSO I receive a 20% discount on any tickets I buy, so we have a group booking with the same discount. They are \$108 each, a small increase from \$106 in 2018. They are in the same seating area as 2018.

I know September is a long way off but I will be away from home much of April, May and June. The booking details are on the flyer which will be on the TSCC website, and Tess will also distribute it to members. My email address is also on the flyer and this is the only way to book with me; it is a first come first in basis. It might be possible to get extra tickets if we are over-subscribed, but no guarantee of that. The AMOC is also part of this group, so my advice is get in early, as they say, to avoid disappointment! Payment will be required before June 30th in the usual way to the TSCC account, with the identifier “YOUR NAME SSO2019”

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

President's report

Stephen Knox

Welcome members old and new to another year of wonderful club events, from our well-attended monthly meetings to the popular Wednesday runs, overnight excursions and shed tours and of course, our ambitious trip to the desert states of the USA.

Your new committee has been hard at it and we were able to report our progress at the February meeting. Here are some of the highlights:

- Wednesday runs now attract points. The decision to exclude Wednesday runs from the points score was made because it was felt that there were still a number of members in the workforce and unable to join. As time has moved on, we felt that those numbers have declined to almost zero and, as the runs are so popular, we thought that giving keen members an extra chance in the points score competition was more appropriate.
- Jeremy Braithwaite has completed a major overhaul of the club's website. The new format now comes in two versions – one for large screens such as laptops and desktops – and the other for the small screens of mobile phones. That means we all can carry the TSCC website with us and are able to check event dates and details, look up photos and do all the things that could otherwise only be done at home/office.

I encourage you to check out the new 'site and give us any feedback you might have.

While on the subject of the website, I'm sure most would agree that the ability to browse through photos of past events is amongst the best assets of the club and to encourage members to submit photos, the club will present an annual Shutterbug Award, complete with perpetual trophy.

- Jack Jones took over the role of Social Director at the AGM and hit the ground running (not an easy task for him on a dicky, but since replaced, knee.) He has pulled together a very comprehensive calendar of events which began, appropriately enough, with one Jack himself organised to the Woolwich Pier Hotel. Whilst the Big Trip for 2019 is locked in, Jack has done quite a lot of work on planning a tour of Victoria for 2020 and even suggested we visit Western Australia in 2021. Your thoughts on any of these plans are always welcome.

I know Jack is the first to acknowledge the enthusiasm with which members have taken on the planning of our outings. It's a measure of the club's membership that volunteers come forward so readily.

- After looking at the distance his club plated Starion had covered in 12 months – not much more than to the end of the street and back – Jeremy proposed a regular plate run, exclusively for cars on club plates or those eligible by age, that is, anything 30 years old or more. So far, the idea has been taken up with enthusiasm. The runs take place on the first Wednesday of every month. Details are on the website.
- At the February meeting I suggested we start a conversation about adopting a charity to which we can channel excess or specially raised money from time to time. I will send out a discussion paper soon but in the meantime, I would like to hear your thoughts. Charities suggested so far include the Cancer Council, Parkinson's research, Careflight and the Australian Motoring Heritage Foundation (AMHF). Whatever we choose, it should not be gender specific. (Hugh King, TSCC member and AMHF chair has been invited to address the club meeting in March to discuss how clubs can become involved with this important initiative.)

- Jeremy and Jack are not the only committee members to have been hard at work. Our indefatigable secretary, Tess Morgan, has been as diligent and productive as ever; Geoff Lane has the finances under control; John Slater is settling well into the job of magazine editor; club plates continue to be properly administered by Les Johnson; we know what goes on at CAMS and the CMC through attendance at their meetings by Lester Gough; Vic Clarke has the club shop in hand and has begun a role as Jeremy's understudy for the club's IT matters; and Malcolm Stephen is a valuable contributor to issues that concern the committee and will get busy when someone in the club enters a sporting event. I should add that all committee members sit around the same table and their input goes well beyond their titular responsibilities. Your club is in good hands.



Top Row: Malcolm Stephen, Geoff Lane, Jeremy Braithwaite, Lester Gough
Front Row: Vic Clarke, Stephen Knox, Tess Morgan and Jack Jones
Missing: Les Johnson, John Slater

I didn't know Peter Giddings, who died early in January. However, as a lifelong Italian car obsessive, enthusiast is probably too mild a term, I derived great pleasure in being able to see him either race, or display his various pre-war Grand Prix cars when he brought them here.

I came closest to my personal hero car in the mid 1990s when I had the opportunity to sit in Peter's 250F Maserati in Melbourne, then under the care of his mechanic/driver in Australia. The car was for sale for \$750,000 and even then, I thought the price very reasonable. Peter's Scuderia Ferrari Alfa 8C 2300 Monza had been brought to Sydney in 1995 for an historic race meeting and the Alfa Club had been invited to put together a display of cars at Eastern Creek Raceway, earlier in the week preceding. A photo shoot had been organised on Pit Straight and, at the last minute, an opportunity arose for a couple of laps in the Monza. As then President of the Alfa Romeo Owners Club, I grabbed it.

The experience has never left me, one of the two most profound in my limited racetrack experiences (the other being an 8' 40" lap of the Nürburgring in a Renault Clio hire car). It was an impromptu situation so I had neither a helmet or even a hat, just a pair of sunglasses. This could not happen today, of course.

Notionally, an Alfa Monza is a two-seater, albeit a very narrow one. The driver sits on the right, as with all pre-war Italian cars, and the passenger has to squeeze to the left so that the driver can change gear, which forces you to hang your left shoulder and arm outside the car. This, however, creates another problem, as the exhaust pipe runs along the side of the car just where your elbow needs to be. Some Monzas have shields over the exhaust pipe at this point, this one did not.

How to describe the driving experience? Visceral, best describes it, I think. You're jammed in this thing, without a windscreen, staring at a huge, and quite beautiful, clock. Under way, the noise is like nothing else I've experienced, it's a mix of straight cut gear whine overlayed with this unsilenced basso profundo boom. The closest comparison is to a low flying, inline, piston engined aircraft. Utterly wonderful.

And then there are the corners. There is no classic cornering line as such, in this car corners are sliced. My pilot drives flat out down the main straight, then as he arrives at the corner, gives the wheel a flick, points the front wheels at the apex and pivots the car around them in a series of see-sawing wheel actions. He then repeats this for most of the other corners, whilst my eyes are watering constantly and my hair is being torn out (yes, that's what caused it).

And all of this is against the overlay of the speed. I have no idea what speed we were doing into turn one, but it wasn't slow. After two laps of this I was both terrified and intoxicated, shaken and stirred, when I finally fell out of the car.

The experience of a lifetime. Thank you, Peter.

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Hampton Court Concours d'Elegance 2018

Peter Dempsey

I was in London in early September 2018 visiting my daughter and had the fortunate opportunity of attending two magnificent motoring spectacles, The Concours d'Elegance at Hampton Court Palace and the Goodwood Revival.

The seventh Concours d'Elegance was held at Hampton Court Palace whose history extends back five centuries and included occupation by Henry VIII and all of his six wives. The patron of the Concours is HRH Prince Michael of Kent seen here powering past Buckingham Palace in the 1933, 24 litre Napier-Railton Special on his way to open the 2018 Concours.

The main display comprised 60 cars all of which are specially invited for their uniqueness. In addition, various car clubs and motor dealers displayed their vehicles including a wide range of Rolls-Royce, Bentley, Jaguar and Aston Martin.

Included in this lineup was a range of DB4 Aston Martins with a variety of coachwork including this magnificent GT Zagato and a race prepared DB4 Continuation



Also, a notable racing inclusion was the 1969 Porsche 917K voted the greatest racing car of all time by a panel of eminent motoring journalist and racing drivers. The number 2 car in the photo above was featured in the 1971 film Le Mans starring Steve McQueen. Unfortunately, the noise emanating from its exhaust cannot be captured in this article.

Other notable inclusions were: 1953 Aston Martin DB2/4 and 1962 AC Cobra Competition.



1968 Ford GT40

1957 Ferrari 500 Testa Rossa "C"

1962 Ferrari 250 SWB Berlinetta



1924 Alfa Romeo RL Targa Florio



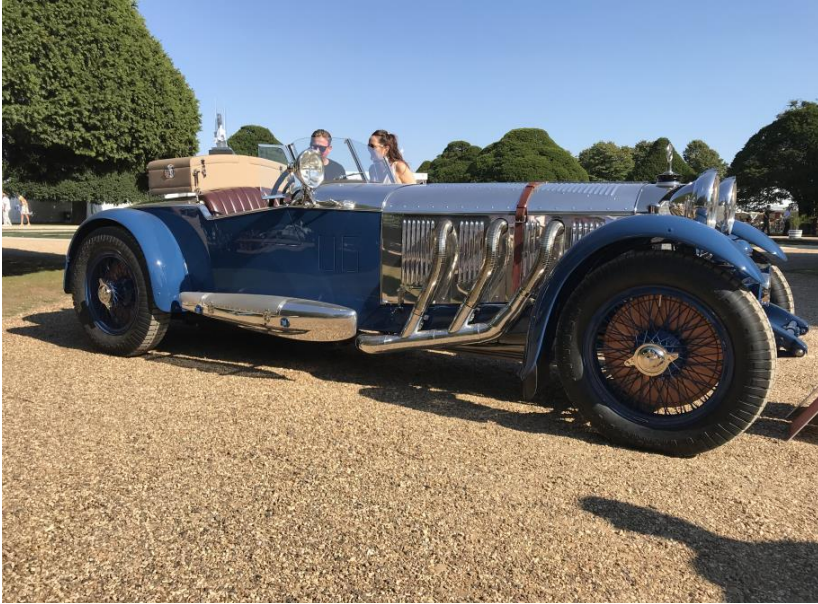
1958 Maserati 300s (Ex Stirling Moss)



1954 Aston Martin DB3S Car 62 EMU (DB3S/6)



1953 Austin Healey 100 Special Test Car



And the winner was: 1929 Mercedes-Benz S Barker Tourer



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Classic car hobbyists were recently presented with a difficult choice. Travel to Orange in central New South Wales for the annual Gnoo Blas Classic Autofest, or sample one of the hobby's newer events just 2 hours out of Sydney at beautiful Gerringong on the South Coast.

The Gerringong event was organised by the local Lions Club to raise money for Prostate Cancer Research and was held at the "Mick" Cronin Oval, located no more than 300 metres from the centre of town.

The show attracted well over 200 cars, some new, some old and some in-between, some English convertibles and some German coupes:



with some Aussie icons thrown in:



There were some cars ending in an “i” and others just easy on the “eye”:



There were the rarely seen and the unbelievably green, the exotic, all-round favourites and personal toys, all featured alike!





Contrasting engineering is always on show



But the main points of difference between Gerringong and Orange were, without doubt, the venue and its closeness to town, the variety/choices of places to eat, and, of course, that lovely summer sea breeze. Ah, what would we Sydney-siders do without it!

Gnoo Blas Classic Autofest

Report by John Slater

From the breezy climes of the south coast to the warm embrace of the central west. Mr and Mrs Cul de Sac travelled to Orange for the Gnoo Blas Classic Autofest (remember when they were just car shows?) held over the weekend of 16th-17th February. The main activity is the vehicle display on the Saturday in the grounds of Jack Brabham Park, which is in the middle of the old 6.03km Gnoo Blas racing circuit, built in 1953. There is also an event dinner with invited special guests, this year Vern Schuppan and Gary Rogers, and a run to Mt Canoblas and picnic lunch on the Sunday. Although, we arrived on Friday, we only attended the Saturday display.

Eclectic is a popular, overused, and often wrongly used, word today. However, it accurately describes the content of the Autofest display. Where else would you see a vehicle display that includes bikes, hot rods, drag racers and semi-trailers along with all the cars? So, in the interests of eclecticism, I thought we might include some vehicles you don't commonly see at car displays, or Autofests.





Wednesday Run to Wisemans Ferry Organised by Vern Kelly- Report by Ross Brackenbury

The day started with a bit of misty rain. I guess Vern didn't try hard enough to talk to whoever controls these things. I wimped out and took the Infiniti instead of the Jag.

We had a large gathering at Mt Colah, ready and raring to go. About 46 at that point.

A lovely run up along the old Pacific Highway to Peats Ridge, where we turned off towards Wisemans Ferry.

Quite a pretty road, a bit bouncy in places, but a most enjoyable drive.

I noted the tide was very high, and the river had reached the edge of the road in places. I have travelled that road many times and never seen the water up so high.

A quick stop at Spencer, where I believe the local shopkeeper was a little disappointed we weren't having coffee. Maybe on the next run that way, we should stop a little longer for coffee.

On then to Wisemans Ferry for the ride across to the south side of the river.

Plenty of parking available and a great menu to choose from.

Lots of noise, as everyone was chatting away merrily and enjoying the company

There were over 50 at lunch, and it was a really great venue.

Well done Vern and Wendy.



Star in an unreasonably priced car



Marcello Mastroianni

Classifieds

Ron Powell 0430 391 193

2003 ASTON MARTIN DB7 VANTAGE VOLANTE-For Sale or swap+\$

Our DB7 is unique. The only RHD Vantage Volante produced in Berwick Bronze.

Pristine condition. Only 36,000km.

In the words of the Classic Throttle Shop 'a killer colour combination'.

Imported to Australia in 2003 by Aston Acquisitions as Gae Bristow's TSCC drive. Compliance by Top Secret Imports, Blacktown.

We used it on several TSCC runs until our own Mendip Blue DB7 Volante arrived. When that car was in the shop at the time of the 2016 run to Inverell, Gae offered it to us, effectively a 1,500km 'test drive' as Andrew had it on the market at that time. Over breakfast in Port Macquarie we haggled over a changeover price.



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The End



Bespoke Stuttgart camping equipment