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The official magazine of  
the Thoroughbred Sports  
Car Club

March-April 2019



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**Closing Date for the March May-June magazine 27<sup>th</sup> June 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](mailto: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](http://www.thoroughbredssportscarclub.asn.au)

Contributions to the Webmaster:

[webmaster@thoroughbredssportscarclub.asn.au](mailto:webmaster@thoroughbredssportscarclub.asn.au)

## Top Gear

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

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

All contributions to:

John Slater

M: 0417 663565 Email:

[editor@thoroughbredssportscarclub.asn.au](mailto:editor@thoroughbredssportscarclub.asn.au)

## Guest Editors

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.

# President's report

Stephen Knox

Early in the life of the current committee I raised the question of whether or not our club should adopt a charity to support and if so, whom and how. Members have sent in suggestions and I list them here. The only criteria were to be that it not be gender specific (unless the donation were split equally between two organisation such as breast and prostate cancer) and have some connection with our group, however tenuous. Your committee will vote on it in July. Here are the suggestions made so far:

## **Greenlight**

This is a lesser known charity run by St Francis Social Services and was suggested by Malcolm Stephen who has participated in this scheme as a volunteer. They make the point that the rule that requires a learner driver to complete 120 hours of instruction, whilst a positive move for road safety, makes it difficult for disadvantaged youths, particularly those without an adult in their lives, to gain a driver's licence. Click on the link below for a video explaining the system. They need volunteers for the programme but seek donations also. <https://www.stfrancis.org.au/greenlight-movement>

## **Shake-it-Up**

Shake-it-up is a fund raising body supporting research into treatment and a cure for Parkinson's disease which affects three TSCC members, including me. It crosses gender boundaries and age groups and is suffered by an estimated 80,000 Australians. (I will abstain from voting in committee on this proposal.)

## **Cancer Council**

Cancer is one of the most insidious illnesses and the most common cause of death in many age groups. I know TSCC members have suffered or are suffering from it. In spite of huge advances in most forms of the disease, donations are still required to continue the research.

## **Careflight**

A popular charity amongst car clubs, particularly competition clubs, for obvious reasons.

Once we've decided who to support, we need to decide how to do it. Here are some options:

- Add a premium to our annual subscription, say \$5 or \$10.
- Should such a surcharge be optional or compulsory, ie part of the established fee?
- Make an end-of-year donation from surplus funds at the end of the year.

- Hold a specific fund raising event each year.

If you have any suggestions about a cause and/or a method of donating, please let me know by the end of June.

On other matters, club events in our busy calendar have been well patronised with plenty more to come, including the Mystery Tour which has been oversubscribed, although extra accommodation has been secured. As I write this, we are less than three weeks away from our Big Trip to the desert states of America. The amount of work invested by Tess and Roger Morgan is certain to result in a fantastic journey through amazing countryside. Read all about it in the next issue of Top Gear.

There will be a committee meeting in July so if there is anything you'd like to have included, let me know.

Until then, I hope to see you at the next meeting on 8<sup>th</sup> May.

Stephen





# Cul de Sac

John Slater

Mazda MX5, the sports car that saved the sports car, turned 30 this year.

I don't propose to restate what has already been written, I'll let Colin Piper's excellent article tell the story. It would be interesting to know how many Club members own, or have owned, one of these charming little cars.

We've owned two of them. The first was an NC Roadster Coupe bought new in 2008. We owned it for three years, it was sold because it wasn't being used much and after a motorcycle accident I wasn't sure I would be able to get out of it. Over time this proved to be wrong. It was Wendy's car and she loved it, so I vowed that I would get another, deciding it should be either an NC Roadster, whilst the Roadster Coupe is the more practical it isn't the more pretty in my view, or a good NA if I could find one. This wasn't easy as most NAs seemed to have travelled multiples of 100,000 ks.

I looked at a couple of maybes, good, but not quite good enough. In January 2015 an ad for a completely original two owner, 1990 in Mariner Blue, with hardtop, books, full history and 53,000ks came up for sale. I raced up to Hornsby and bought it for Wendy on the spot.

Being an April 1990 build it has the infamous, early short nose crankshaft engine. I read horror stories about the Woodruff key wearing the keyway if the bolt securing the crankshaft pulley becomes loose. This means crank replacement. The first thing we did was to have a look and replace both the woodruff key and bolt. All was in good order. Since then we have replaced the a/c compressor and recently the passenger side window cables broke, a common failure and an easy repair.

It is a wonderful little car to drive and so far ownership has been painless, having now travelled only 57,000 ks. We were very sorry to miss the Bathurst celebration in February.

I hope you enjoy this issue of TG and a huge thank you to all who contributed to it.

**The cover photo is of Phil Longfield's stunning Lamborghini Espada which won the Valentino Balboni (the legendary Lamborghini test driver) Award at this year's Auto Italia held in Canberra on 7 April.**



It is scarcely believable that it is 30 years since Mazda's homage to the British Roadster of the 1960s was launched at the Chicago Motor Show in February 1989. The MX-5, or Miata as it was known in some markets made an immediate impact on the motoring world and in the intervening 30 years has become the largest selling 2 seater roadster in history, the millionth MX-5 having rolled off the production line on April 22nd 2016. There have been 4 iterations of the car, designated as the NA, the NB, the NC and the latest, (you guessed it), the ND. (I will refer to the car as an MX-5 throughout this piece).

As a member of the MX-5 Car Club of NSW, on February 10th I, along with several hundred other people in another 161 MX-5s went to Mount Panorama to celebrate this 30-year milestone. Being surrounded by so many of these cars set my mind thinking as to why this small, relatively inexpensive *driver's* car has been so successful, for so long.

On the glorious traffic-free run home from Bathurst, the only other marque I could think of that has had a single model sports car that has been so successful for so long was Porsche. A 911 coming off the production line in Stuttgart today is immediately recognisable as a descendant of the car, which was first released in 1963, and even that bore the very strong 'genes' of its predecessor the 356 which first appeared in 1948!

You cannot compare the MX-5 with a Porsche of course, they being at opposite ends of the performance (and price!) scale and the Mazda was created specifically to replicate the essentially British 'roadster' of the 1960s, think MGs, Sprites, Healeys, Elans, Triumph TRs and the like. It had to be light, simple, and above all, a driver's car with good balance and adequate, if not overwhelming performance.

We have to go back to the late 1970s to discover the genesis of the MX-5. An American motoring journalist, Bob Hall (who I have read learned to drive in an Austin Healey 100/4) was effusive in his praise for the rotary-engined Mazda RX7, which had appeared in 1978. To cut a very long story short, and without going into the history of the Mazda Motor Corporation, they had the money and wherewithal to establish design studios in both Germany and the USA. It was at the latter that Bob Hall first floated the idea of a small, cheap 2-seater roadster (rag tops as my Grandmother used to call them) to Kenichi Yamamoto, the head of R & D and the man responsible for the successful RX7. It helped too that Hall was a fluent Japanese speaker, having lived for many years in Japan.

The project was initially undertaken in California with Hall now working as a project planner for Mazda. Not everyone at the parent company was fully behind it and there were several battles to be won and decisions to be made, not least of which was arriving at the eventual layout. Options explored were front engine front wheel drive, based on the successful Mazda 323 platform, and a mid-engined RWD layout (think FIAT X19, Toyota MR2). In the end the design team decided, on front engine and RWD as being the only way to achieve the 'roadster' ideal that this new car was to encapsulate.

By the mid 80s, sketches and models were being developed in Japan, but it was in California that the final prototype first appeared. A wonderful story from the time is that in October 1985 this prototype, before being shipped to Japan for appraisal, was driven around Santa Barbara in California just to see what sort of reaction the public might have. I have to quote from Liz Turner's excellent history of the MX-5.

"In retrospect, this was not a smart move if the company wanted to keep the project secret. Santa Barbara was full of car nuts who were not fooled by the phoney Toyota badge on the car's number plates. Norman Garrett, (one of the original engineers on the project CP) remembers: *'swarms of people were chasing us. We passed a Porsche showroom with about half a dozen people in there looking at 911s, but as we stopped at the lights, one by one they came across and had their noses up against the glass looking at us'...*but there was worse to come. As the car crawled past a café in State Street, trapped in a tight traffic jam, Bob Hall's horrified eyes met those of an astonished group of journalists and a photographer from Road and Track, having lunch after a coast to coast drive for a feature in the magazine. Coffees and jaws were dropped and Hall had to make a frantic trip to the office to plead with the editor, John Dinkel, to stifle the scoop of the decade. He says, *'I said, if they wanted to see a car like this built, they mustn't write about it. It would have been so easy for it to be killed off. And they didn't publish a word'*.



The prototype was then shipped to Japan where comparison test drives were done in convoy with a 911, Lotus 7, FIAT X19 and Spider 2000, and of course, a Lotus Elan which from what I have read was not in the greatest condition. After these on-road comparisons, again, from Liz Turner's book: *"everyone agreed it (the Elan CJP) it was the most enjoyable and direct feeling car. Norman Garrett comments; 'people say we copied the Elan. In fact there's not a single nut or bolt shared, but we wanted to capture its spirit'".* As an aside, it is interesting to note that the second generation of the Lotus Elan, the wedge-shaped M100 also released in 1989 was in fact front-engined and FWD. It ceased production in 1997; the last run of cars being produced by KIA, Lotus having ceased making them in 1992.

The NA MX-5/Miata was released at the Chicago Motor Show on February 10th 1989. It had a 1.6 litre engine, 5-speed gearbox and developed 85kw (114bhp), had a top speed approaching 190kph and 0 to 100 was achieved in just under 10 seconds. It was a true driver's car and I quote from *"tradeuniquecars.com.au; 'it's in the twisties that the MX-5's chassis architecture really shines: the 50/50 weight distribution on nimble suspension, and the fact all the heavy bits – such as engine and fuel tank – are within the wheelbase means the MX5 carves corners with a liveliness and balance that few cars can match'"*

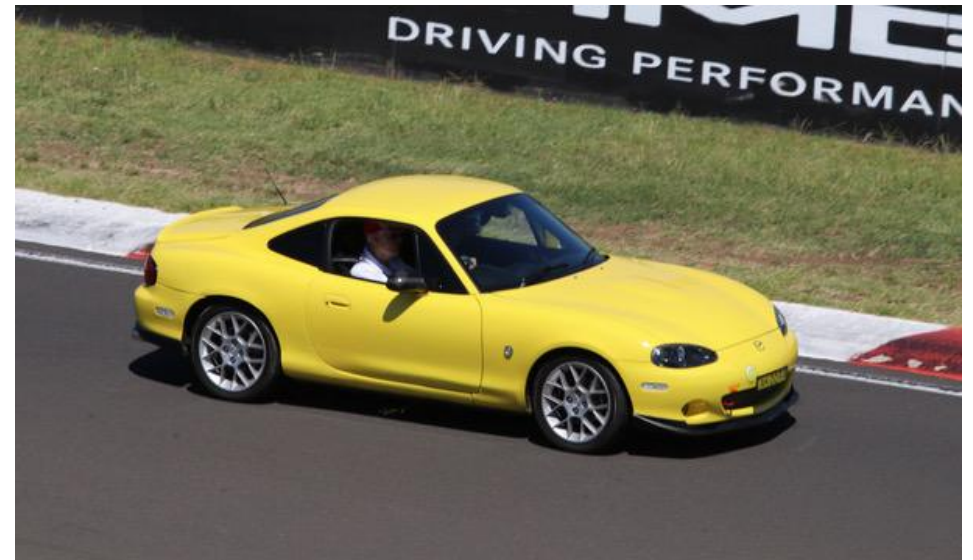


The car was received enthusiastically in the motoring press and won many awards worldwide, including in Australia being named Wheels Magazine's COTY in 1989. A larger 1.8 litre engine became available in 1993 and there were various small cosmetic changes made as time went by. It is impossible to track these and the various special editions marketed in different parts of the world in the space available, save to say that the NA went on to sell over 400,000 units between its launch in 1989 and 1997 when it was replaced by a slightly up-dated version, the NB. Some changes had to be effected to meet the increasing legislative safety requirements of various markets, but it was writ large in the original design studio that the concept had to be retained.

Tom Matano, one of the designers of the NA said *"On the second generation we were faced with much more difficult tasks to get it right because the first generation was so successful in all markets"* He added *"On the differentiation level; a car should be identified as an MX-5 from 100 yards away. At 50 yards away, people could not be sure whether it was the first or the second generation. Then as a car got closer, you would know that it was the second generation. If, from 100 yards, people couldn't have identified the new car as an MX-5, or if from at the 50 yard mark, people identified it as the second generation, we would have gone too far"*. Surely a case of if it 'aint broke, don't fix it!

The NB was in production from 1998 until 2005 and sold approximately 300,000 units worldwide. It had a slight increase in power and featured a glass heated rear window in the fabric roof as opposed to the plastic offered on the NA, and like it, there were many special editions which appeared in various markets around the world. Perhaps the biggest and most obvious change was that the pop-up headlights gave way to beautifully sculptured glass enclosed units in the front. The NB also became available eventually with a 6-speed gearbox.

When at the Geneva Motor Show in 2005 the 3rd generation NC appeared, it caused a stir among the devotees because it had departed slightly from the original design, though it must be said, Tom Matano's creed quoted above still held true. The car was longer slightly higher and wider and as a consequence did offer more space inside for the driver and passenger. Again, some of these changes were required to meet ever-increasing safety requirements imposed on manufacturers. Perhaps the biggest change was the introduction of a 2 litre motor producing 118kw, a top speed of 210kph and a 0 to 100 time of a tad over 8 seconds. Many felt at the time that this car was a move away from the original concept from 1989 but that said, it too won Wheels Magazine's COTY in 2006. The up-dated cabin was welcomed by many and successfully blended the requirements of a car of the 2000s with the 'feel' of a 1960s roadster. A seismic shift occurred in 2006 when an electric folding hardtop was introduced. There had been detachable hardtops available for all models of the MX-5 since its release, but now for the first time the problem of attaching and removing (and storing one) disappeared. It was a concession to the 'modern era' and a further step away from that 1960s inspiration, but it added a new dimension to the liveability and comfort I suppose. Personally, I much prefer the 'rag top'! For some reason, I am unable to discover the



number of NCs that were produced.

If the NC was seen by some to soften the image of the MX-5, when the ND, (and current model) was released in 2014 the car had shrunk, back to close to the NA proportions, and the bodywork moved away from the “unmistakable from 100 yards” concept to more reflect the design parameters of many other cars in the Mazda range. Viewed front on, I think this latest model looks more like a Mazda than an MX-5, but that is a personal view of course and I wonder if it might, in the long run prove to be a mistake by Mazda. I know you can’t stand in the way of development and it is no use thinking backwards, but if we consider the incredible longevity of the Porsche 911...



At Bathurst for the 30th Anniversary celebrations there were 162 cars; some were in pristine/concourse condition and some were daily drivers that looked as though they have had, and continue to have a hard life! There were heavily modified track cars, some beautifully presented, others, well shall I say less so, but it was evident among the huge throng of people assembled in bright sunshine at McPhillamy Park, the enthusiasm for this little car is undiminished. The fact that there are just over 1100 members in the MX-5 Car Club with ‘chapters’ in various parts of the State of NSW augers well I think, and judging by some of the best examples I saw, there will be MX-5s around for a very long time to come. For the record, at Bathurst there were 44 NAs, 29 NBs, 56 NCs and 33 NDs present and the cars driving around the Bathurst circuit that Sunday morning made quite a sight.

I can’t finish without mentioning two of the rarer MX-5s to appear since 1989. Mazda won the Le Mans 24 Hour Race in 1991 with the rotary-engined 787b. As a tribute, Mazda in the UK produced 24 special cars

painted in the winning car’s colours...these being the rarest MX-5s in existence. I have read that some owners thought the colour scheme so awful that they eventually had the cars re-painted. Judge for yourself! There are none that I know of in Australia. The other very rare MX-5 is a coupe produced only in Japan in 2003 on the NB platform. Only 179 were made and the yellow car in the photo is a regular attendee at Club events in Sydney



# 2019 TSCC Shed Tour

Report by Terry Daly

The first question asked was “Why are the shed tours held on a Saturday?”

To answer this question we have to go back over ten years to when they first commenced with about 20 guys from the TSCC getting together at Roland Clark’s place for a bacon and egg roll and a cuppa. Nothing’s changed!!

This was followed by an in-depth discussion on what was Roland’s latest project. The group then moved to another members shed for morning tea and more discussions and this was followed by a move to Terry’s shed for a sausage sizzle, a few beers and even more discussions. Nothing’s changed!! As one of our disresponsible lady members said: ‘A Penis Party eh!’ In truth it was held on a Saturday because the then TSCC members liked to devote their Sunday’s to their beloved wives generally starting with breakfast in bed, roses, etc, etc. However, it didn’t take long for the better sex to enquire about the faint possibility of attending. Enter Carol-Anne Lunn and Marie-Louise Howard and the secret was out!

Fast forward ten years and this year’s shed tour started at the lovely Kurrajong Kitchen in Kurrajong at 0700am on Saturday 2<sup>nd</sup> March. Shane was the host and he prepared, you guessed it, 115 bacon and egg rolls and coffee. Shane donated a lucky door prize of a lovely bottle of wine and a breakfast voucher which was won by maestro Colin Piper. So if you would like a great breakfast with a lovely view I can recommend the Kurrajong Kitchen.

Detailed instructions were handed out on where each shed was and the route to be driven. Additionally everyone received a memento FI Bottle opener made by Micron Manufacturing and were invited to visit and inspect the newly installed garage fitout at Terry’s place again made by Micron Manufacturing.



Terry thanked and presented the shed owners with a bottle of 2012 Paul Samuel's commemorative Chateau Mallory red wine as well as a Petersen's Pink Champagne for their wives. At 07.30am approx. 70 stunning cars headed off for a wonderful drive in the country.

### **Shed One**

For a Japanese car fan this was the place to be with the barn styles shed containing an array of Datsuns and Nissans. Peter talked of his passion for the brand and the technology which has led Nissan to create such a wonderful car as the latest R35 GTR. The Datsun 240Z was a car I remembered well for its rally exploits and parked on either side of it was a 1971 Nissan Skyline C10 2000GT Hakosuka & 1974 Nissan Skyline C110 GT Kenmeri. Very few present would have known that these cars were ever built.

A March Formula Ford was hanging up on the wall. A great display of cars with a beautiful backdrop to get this year's tour underway.

### **Shed two**



Was in fact two shed's with Shed A

containing a Ferrari 365 , a Mitsubishi GTO and a Lancia Beta HPE and shed B containing a Sunbeam Alpine, two very rare Nota race cars as well as a

couple more Lancias and a 1950s Sunbeam Alpine c onvertible. This shed was a real working area with many lathes, milling machines etc strategically placed around the cars. Trevor still races the Nota Clubman and prepares and maintains all these cars himself. As we were in the bush Trevor pre-warned the group of snakes as we had about a 100 metre walk between sheds. I'm glad to report we didn't spot one snake.





### Shed Three

This was 5.5k along the same road and contained a wonderful variety of performance cars starting with three BMW's, a 3.0CSL, a 635 M5 and an M3. The Lotus marque was well represented with a racing Exige and an Elan 26R under restoration. There was an ex Racing Porsche from the USA sitting beside a Lola Formula Atlantic racing car, a 250LM Ferrari recreation project car as well as 360 and 575M Ferraris. Peter gave a brief presentation on what he had done and what he was doing with each car. Another great shed and the weather was great.

### Shed Four



It was now time to give the cars a



little country running with the next shed nearly 22k away. Another contrasting shed by anyone's standard with this shed containing four active race cars. There were two open wheelers, an Elfin and the Beatrice Lola and two sports cars, the ex-Lionel Ayers MRC Repco and a very pretty BMW engined Osella. Additionally, shed owner Ian has a love of Cooper S's with six under various stages of restoration. Ian kindly fired up the ex-Alan Jones Lola Beatrice F1 car to the amazement of all. What a glorious sound! This car represented Gene Haas' first foray into F1. Adrian Walkers Grandson was lucky enough to try out the cockpit for size. Ian had placards made detailing the significant history of all the cars and in most cases Ian had restored all these cars to

their current immaculate condition. A wonderful collection of significant cars and Roger Morgan's old light blue Elan was parked in the garage of the house on the way out.

### Shed Five

A short 6.5k away we found Gerry's man cave. Some of the convoy were a little confused and ended up arriving from the wrong direction and facing an oncoming semi! Must have been the bad directions given by organiser Terry! And what was display at the front of the shed? A 1932 Ford Hot-rod based on a Ferrari chassis with a V12 Supercharged Ferrari motor with 12 glorious chrome exhaust pipes protruding out the rear. And just as we arrived Gerry fired the engine up. What a sound and what a car! That wasn't the only Ford in the shed. Two or was it three BDA Escorts and a GT40 replica were completed or under construction. There were a couple of 300s Maserati in various stages of construction and next to them were two of the Group B rally cars from the 90's. One was an ex works Lancia and the other was a Renault. Gerry fired the Lancia up for all to hear. Parked next to the Lancia was another F1 car, this being the Mario Andretti March Austrian GP car looking fabulous in its original striking red war paint. In the adjoining shed we found a very rare 50's Ferrari California under restoration and



on



Gerry kindly told us about its factory history, a rare Ferrari BB512 GT3 Race and a Bugatti Type 57 with a Figoni body, one of three.. And outside we come across a stunning Blue with white interior Lamborghini Countach fresh from a major rebuild and one of 46. Also spotted were a few more Ferraris we didn't get time to fully appreciate. All thought the contents of the shed was awesome.

### Shed Six

Another 30k drive along Cattai Ridge Rd and we come to Terry's shed and just like ten years ago it was the sausage sizzle and drinks final stop. This shed contained four Lotuses including the ex Leo Geoghegan type 14 Elite, three rare Mustangs including a 77 Special, a Boss 302 Laguna Seca and Terry's London Sydney Marathon Rally Mustang. Three Jaguars, two being Series 1 E-types (The most beautiful car in the world as quoted by Enzo Ferrari) as well as an XKR, a Triumph TR6, a 1959 Ford Thunderbird convertible in white and Turquoise and a Ford GT40 RFR. Tucked into a corner was the 1981 Championship winning Formula Ford driven in its heyday by Bob Shelton. The other beautiful car in the shed was 1981 Aston Martin Lagonda one of only 739 ever made.

This run was organised by Barry & Dott with the start being McDonalds Mt Colah at 9.30am for 10.00am departure. We were last to arrive so were nominated to write the report. We all left on time for a 2 hours 30 minutes run up the M1 through East Maitland, Morpeth, Hinton to the Cookabarra Restaurant and Barramundi farm in the Nelson Bay area for lunch. We had no idea that a Barramundi farm existed in NSW

Although there were other items available all 34 of us ordered Barramundi, either grilled or battered, which was supplied with greens grown hydroponically on the premises. Everyone agreed the Barramundi was excellent. The veranda setting was lovely, surrounded on two sides by a moat filled with live Barramundi. This water in the moat is not heated and the fish are removed after Mother's Day and replaced with rainbow trout.

A tour of the Barramundi farm was scheduled for 2.00pm which started with feeding some large fish, including an albino one, held in tanks behind the restaurant area. Care was required to not get your hand too close as they are very quick and take the pellets with a snap. As these are tropical fish all the tanks are indoors in a large shed with clear panels in the roof to allow heat to penetrate. No other heating is provided. The fish are not bred here with the fingerlings being sourced from hatcheries in South Australia or Queensland. We were shown the various stages the fish go through in the 9 months it takes before they are ready for the live fish market in Sydney.

Bore water is used for the fish tanks and after going through a multi stage filtration process is re used in the hydroponic gardens. As mentioned previously the greens produced are only used in the restaurant as it is no longer viable to grow them commercially.

On completion of the tour we returned to the restaurant for our sweets before heading off on the short drive to our destination, the Nelson Hotel, Nelson Bay, just up the hill from the marina. We enjoyed a swim in the heated pool (30c) while other members drifted past into the spacious outdoor area for drinks at 5.00pm. A beautiful afternoon in convivial company.

We met again at Sandpipers Restaurant at 7.00 pm, a 5 minute walk from the hotel. We enjoyed two courses, entrée and main, which was a very large portion. The pork belly was excellent.

Breakfast the next morning was a short drive to the Crest, Birubi Point, Anna Bay for 9.30am start. The view of the long stretch of beach was beautiful. Breakfast was buffet style with the usual suspects. Bacon and mushrooms were excellent.

Most people set off for home at 10.45am. Thank you Barry & Dott for organising a wonderful Wednesday Run with additions and to Vern for the lovely weather.



# “Not the Shitbox Rally” Lunch run on Sunday 14 April 2019

Organised by Chris Hallam-reports by Chris Hallam and Vern Kelly

To those readers not familiar with the Shitbox Rally, the key word refers to the cars used in the Rally, which have to be worth less than \$1,000. They have to travel long distances over predominantly unsealed roads. This Rally is in its 10<sup>th</sup> year in 2019. It is a major fund raiser for the Cancer Council of NSW, with all proceeds going towards specific cancer research projects. As the tenth anniversary rally, this year it will be run over 10 days, starting in Perth, travelling via Uluru on as many unsealed roads as can be found and finishing in Sydney on 17 May. This year team numbers have been increased from 200 to 250 teams, with two drivers per team and with support and medical teams accompanying this awesome fleet. Each team has to raise at least \$5,000. The target this year is to raise \$2 million. To date, over the last 10 years, this Rally has raised \$18 million for the Cancer Council. Our son Cameron and his mate Scott Cameron are doing their ninth rally this year, retaining their name **Bad Pandas** (and we thought they were Good Pandas!). Deborah and I thought a TSCC run, ending at our property for lunch would be better than another Bunnings sausage sizzle.



The Club has undertaken many runs through the Hawkesbury, so we needed to come up with something different. A run with notes on the history of the area being driven through was seen as complimentary to the destination.

The usual Maccas Dural start point saw a predominance of Mercedes cars, with Vern and Wendy Kelly, Rob and Sue Clare and Kumiko Yamamoto and friend Sean. Vic Andrews brought out his stalwart Volvo, with Jenny drafted into the navigator's seat. Greg and Vicki Bell had a Porsche Boxster S. The option was also provided to start after Cars & Coffee in Kurrajong, being that day of the month, with a shorter round trip route devised. Peter and Leonie Fuller, Dominic and Pauline Truelove and Keith and Carol Reynolds initially chose this option, but rumour has it that some just talked their way through the morning at Kurrajong before driving directly to lunch. The final option was to drive directly to lunch, do not pass Go, do not collect \$200, an option favoured by Malcolm and Lorraine Drummond, James and Janina Elphick, Barry and Judith Thew, Graham and Carol Edds and Adrian and Lorraine Walker. On arrival at “Goldfinders Inn”, Kurrajong, members had the opportunity to do a self-guided tour through the original 1809 cottage and the 1851 inn, where Chris and Deborah have lived for 44 years. The property is on the State Heritage Register. Member Graham Edds has been our conservation architect for much of the work, with his design of the new room connecting the cottage to the inn a tribute to the adaptation of an historic building for modern use.

Chris (“Ian”) Hallam

Before adding a few words about the Run & luncheon, the first thing we participants noted, & which was a topic of appreciative & admiring comment by



everybody, was the excellent Run notes. Chris has mentioned this above, but we were very appreciative of their efforts. Apart from the excellent & detailed navigation instructions, the notes contained an interesting outline of the history & features of the many historic places encountered on our Run. As the Hawkesbury area is an area of great history in the early days of the colony, this was particularly fascinating. On everybody's behalf, well done Chris and Deborah. The Run took us on a number of scenic driving roads around the Hawkesbury. It was a circuitous drive on some great back roads. Having been on a number of Runs in this area over the years, I still encountered roads that I hadn't previously been on.



After leaving Maccas Dural, we travelled north on Old Northern Road, towards Wisemans Ferry, then turned left onto Cattai Ridge Road to follow various minor & scenic back roads. We did several kilometres along the River Road, with the Hawkesbury looking lovely on our right hand side. This road is very narrow & tight in places so concentration was the name of the game. However there were still plenty of chances for the driver to admire the scenery.

We crossed the river on the ferry, before tracking through Wilberforce, Grose Vale & Kurrajong before reaching our luncheon destination, Chris & Deborah Hallam's beautiful & historic home, Goldfinders Inn in Kurrajong. As Chris has mentioned briefly above, the property has real history. We were aware from prior discussions with Chris & Deborah on prior Car Club Runs of the history & background of the property, but seeing it "in the flesh" blew us away. The beautiful sandstone Inn was a stopping place on the walking track to the gold fields, where weary travellers on their way to make their riches on the goldfields could stay overnight. The attached cottage, incredibly built in 1809, left one in awe of its history. It felt somehow humbling to be standing in it & feel what life was like & the people who lived in it all those years ago.



The weather was, of course, lovely (the Club's "weather whisperer", me, was there so of course it was good) & we ate lunch outside in the beautiful grounds. We wondered if Chris & Deborah would get the lunch done by caterers, but were appreciative that Deborah took on the task of providing a sumptuous lunch for us. For the main course there was a choice of pulled beef or chicken legs done in a beautiful sauce (or both !!!), accompanied by a range of beautiful salads, followed by a choice of lovely desserts. A very lovely occasion.

We took the opportunity to discuss with son Cameron Hallam & his mate Scott the route to be taken & to look at their car for this incredible rally. The car is an old Ford Capri convertible & didn't have much room in it when you looked at all the equipment & spares they have to carry. They are driving it to Perth to join the start there & then driving back to Sydney !!! What a challenge, but all for a great cause.

Chris & Deborah, on behalf of the participants, thank you for a wonderfully enjoyable & informative day's event.

## History View

The Editor asked for some historical background on Goldfinders Inn, so condensing our published 170 page book, it all started with a convict called Rowland Edwards, who arrived in the Colony in 1791. After his sentence finished, in 1798 he received a grant of land on the “lowlands” adjacent to the Hawkesbury River. However with the River prone to flooding, many settlers sought land on higher ground. In 1806 the Edwards family were reported as living on 80 acres at Richmond Hill. The *Sydney Gazette* in September 1809 mentioned an auction sale at the premises of Rowland Edwards on the “High Lands of Richmond Hill”, a description used at the time for the Kurrajong area. In December 1809, Governor Paterson granted Edwards 80 acres in this area. It would appear that the Edwards family were in effect squatting on this 80 acres before they received title and almost certainly built a dwelling on that land. The core of our existing cottage appears to be that original dwelling, with two rooms and timber slab walls. Our research therefore indicates that this cottage is the oldest dwelling still existing west of the Hawkesbury River, in Australia.

The cottage has expanded from its original two rooms, with rooms added to the side, the front and the back. In restoring it, we made the decision to remove some of the later additions and revert to three rooms inline, with verandas, while retaining the front “office” room, a room with a history of its own, having been the location of meetings of the Kurrajong Progress Association and Debating Society plus local political meetings. The cottage took on a new alternative life in the 1940’s, as an artists retreat. Joan Sutherland is reported to have stayed and sung here on three occasions. The large mural that is upstairs in the inn was painted at this time.

The property passed from the Edwards family to a John Rule in 1842, before selling it to John Lamrock in 1851. Lamrock built the stone inn and licensed it as the Goldfinders Rest, in 1851. It was also licensed as the Goldfinders Arms and Goldfinders Home. It serviced the foot and horse traffic along the route across the Mountains established by Alexander Bell, to the new goldfields out at Hill End and Sofala. The inn licence was not renewed in 1871. In the early 1860’s the inn also became the Wheeny Creek branch of the Post Office, being changed to Kurrajong Post Office in 1868. During its time as a Post Office it also functioned as a general store, a use that continued after the post office functions were transferred to the current Kurrajong village in 1916.

In 1899 Henry Pitt and Robert Essington Pitt purchased the property from the Lamrock family. At that time Henry was the Post-Master and storekeeper on the site, duties that he continued after his purchase. Henry is Deborah (Pitt) Hallam’s great grandfather. After his death in 1918, Henry’s daughters, Amy and Ina Pitt continued to run the general store until they sold it in 1920. Prior to her death in 1976, Ina remarked to Deborah “*That’s a cold hole of a place*”, querying why anyone would want to buy it and live there, after we purchased the property in 1975. The property was sold to James Pye, who continued to operate the general store plus his blacksmith’s business. After they sold it in 1944, the property became an artists retreat. After two more owners, the property was purchased by a group of four friends, in 1972. When advertised in 1975, we purchased it through the main owner, Padraic (Paddy) McGuinness, a well known journalist with the *Sydney Morning Herald*.



The restoration of the property has become a lifetime occupation, starting with the partial dismantling and rebuilding of the stone inn, in 1979, then the conservation of the cottage in 1987 and finally the building extensions in 2010, with the construction of the connecting room between the cottage and inn, the front stone fence and the extensions to the barn, to house more cars.



Front extension to inn, c 1930's



1975, inn as purchased





Our kitchen, 1975-1980



Inn was partially dismantled



1987 cottage restoration



With shingles under the roof



Current view from street, with new stone fence



Outside of new extension between buildings



# Kurrajong to Mt Wilson to Mt Victoria on an Autumn Wednesday

## Organisation and report by Terry Daly

As the autumn leaves fell, the Bellbirds rang and the women laughed. Over forty TSCC members meet at Shane's Kurrajong Kitchen for an essential coffee before attacking the Bells Line of road. The fog had lifted and the weather was simply perfect for a run in the mountains. It was great to see Rob Clare's BRG Jaguar E-Type FHC but it was even greater to see Sue Clare again after her recent illness. Robyn Wards was on crutches after her operation but was well on the way to recovery. Interesting cars spotted in Kurrajong were Mike Markiewicz's Aston Martin DB4 convertible, Mike's mate Rick, in an Aston Martin DB6, Mike and Robyn Collet's red E-Type FHC which photographed well with the autumn tones, Les Payne's BMW (another car that blended in with the autumn leaves), John Bailey in his rarely used Ferrari 430, Ross Backenbury in a Jaguar XKR, Bruce Richardson in his Concours winning Datsun 260Z, Vic Andrews in a Volvo 122 and Gary and Wendy Maher in his newly acquired Rover 2000.

Unfortunately for some, the writer had stayed at a 12 room Motel in Warialda the previous weekend and in the room next door was aspiring One Nation NSW Senate Candidate, Kate McCulloch. A country girl from Corowa who runs a farm. So Terry gave out a few flyer's re the upcoming election on her behalf and the reactions were at both ends of the spectrum. Enough said.

The schedule for the day was somewhat flexible and basically went like this. Leave Kurrajong at around 0930 (and watch out for the radars in Bilpin) and drive approx., 50k along Bells Line of Road to Mt Wilson Rd, turn right and you will arrive in Mt Wilson. Many gardens will be open for inspection, your choice, and leave by 1230 and drive another 25k to Mt Victoria for lunch. Of interest, the main road of Mt Wilson was used in the recent remake of the film The Great Gatsby. A friend of mine had his two 1930 Packard's in Mt Wilson for two weeks during the filming.

I was somewhat surprised to learn that a few of the attendees had never been to Mt Wilson before and those in particular will be coming back in the spring. I personally drove around the village admiring the many beautiful properties and spent sometime in the church and then in Bebeah Gardens. I noticed many went to Nooroo. Many a good photo was obtained and I saw some of these on Facebook the next day. Unfortunately all Pauline's photos were of gardens and none contained any cars! Pauline you will simply have to try harder next time.

In discussion with Keith we established it was at least ten years since the TSCC had visited the beautiful gardens of Mt Wilson, far too long in my opinion.

Lunch at Mt Victoria was in a place TSCC hadn't tried before and is called the Victoria and Albert Guesthouse. It was brought to my attention by Liz Kornhaber who has a holiday mansion in nearby Little Hartley. And what a gem it was. The Victoria and Albert Guesthouse was built in 1914 and has 25 rooms, all

remaining true to the authentic Victorian style accommodation of that era. It has a café and two dining rooms, the second looking out over a swimming pool and the surrounding mountains. For those still at the premises at 1500hrs, a tour of the facility was arranged with my pick being the JFK Honeymoon Suite. Why the JFK suite you may well ask? Yes, John F Kennedy, The US President, was medivaced to the Victoria and Albert in 1945 to recuperate from injuries sustained when his PT109 patrol boat was rammed by the Japanese submarine during the latter stages of WW2. He stayed for two weeks. A very interesting piece of history.

Lunch was a little slow with the Chef personally apologising to everyone for the wait but with the ladies in full song it didn't seem to matter. I personally ordered the Beef Burger and can honestly say it was one of the best, if not the best, Beef Burger I have ever had! I will be returning for another one day.....



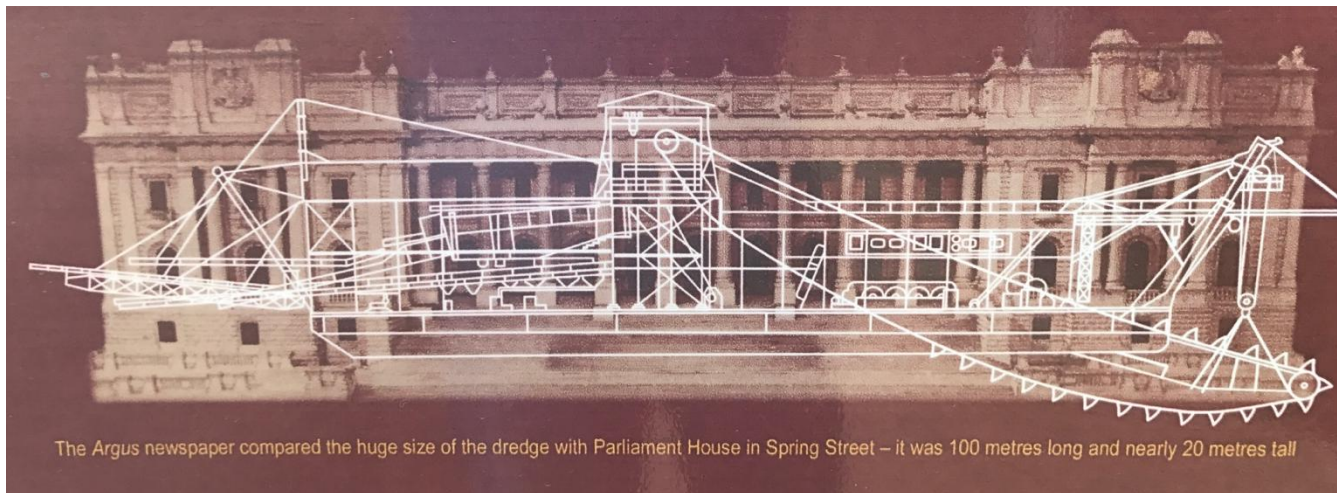
# Australia's Toughest Jaguar E-Type revisited

by Terry Daly

Whilst I was in Albury-Wodonga for the 2019 Jaguar National Rally I took the time to visit a long-time Jaguar friend of mine who lives in the Milawa region of Northern Victoria. This friend is a cattleman by day and a Jaguar hobbyist and restorer by night. However, during the calf birthing seasons very little work is done on the Jaguar projects.

Firstly, I would like all those on Barry Farr's South/West trip to SA in 2013 to recall our shed visit to Bernie's on our way through Beechworth. And if I may, refer readers to the special E-Type edition I wrote in 2013 and the article labelled "Is this Australia's toughest E-Type?" and details all the modifications made to this Series 11/2 FHC E-Type so it could be used as an everyday farm vehicle for over 30 years. The article can be accessed through the TSCC website under publications.

On the Sunday Robyn and I elected to do the Jaguar run to historic Chiltern and then onto Rutherglen Bullens wines for lunch. One of my favourite landmarks is the Eldorado Dredge and, as it was on our route, a quick visit was essential. It is a landmark that doesn't seem to attract much publicity. In summary, it was



built in 1936 to dredge alluvial gold and continued in operation until 1954 and in that time this floating monster managed to extract 70,664 ounces of gold and 1,383 tons of tin concentrate from the river bed. It was the third largest user of electricity from the Victorian power grid, behind the cities of Melbourne and Geelong. One can only wonder how many wind farms would be needed to power this machine today!

Then onto Milawa to get an update on what's happening with the many Jaguars on this beautiful

cattle station. On arrival I counted nine Jaguars/Daimlers either under restoration or just laying around. I also noted a factory 4.2 hardtop lying outside. Additionally there were three other cars parked in various sheds including a 1930 Dodge that has remained in the family from new! Now to the Jaguars.





Firstly, the extensively modified white Series 11/2 FHC that was the subject of the 2013 visit and the referenced Jaguar article. This car was originally delivered to Adelaide in July 1967 in British Racing Green with an Oatmeal interior and when the car was brought in the mid-eighties for \$13,500 it had been repainted in Old English white but still retained the original interior. However, as his everyday farm vehicle, it was subject to extensive modifications for both strength and reliability. Last year, after having travelled over 400,000 miles it was taken off the road for a major overall. It's now a shell as the photos illustrate and will be completely rebuilt over the next year or two, subject to the cattle breeding program etc.

E-Type number two is a 1967 Series 1 4.2 Convertible. Originally a left hand drive car it was delivered to Hollywood USA in July 1967 in Primrose with a

black interior, a great, if not the best, colour combination. The car was brought in Melbourne in 1989 for \$25000. It had been converted to right Hand drive. The Jaguar was driven for a few years and in approx. 1994 it was taken off the road for a body off restoration changing the colour to silver and rebuilding every mechanical part. As the photos will attest it's still work in progress. In fact, the respray to silver was done over ten years ago and is not as good as it could be, so the E is coming apart again for another coat of silver. Completion date is still unknown.



Jaguar number three is a Mark 2 into which a Jaguar V12 with 6 speed gearbox has been installed. Obviously extensive modifications were needed but it all fits and works well. This labour of love will be finished sometime in the not to distance future (! Ed). It would best described as a challenge in engineering and I personally cannot wait to see and drive the end product. You can see how tight the fit is in the accompanying photo.

Jaguar number four is a white 1965 3.4 Mark 2 Automatic. It is a reasonable low mileage car for its age and is used to do the grocery shopping in nearby Wangaratta. It has been the subject of a few modifications for country use.

Jaguar number five is a 2002 XJR V8 in beautiful blue. This car is unmodified and is used for the occasional interstate or Melbourne trip.





Jaguar (or should I say Daimler) number six is a Series 1 4.2 that was the 1971 Melbourne Motor show car. It could best described as “needing a major restoration” or a “parts car”.

Jaguar number seven is a 1971 Series 1 with just 80000miles on the clock. It’s complete and was running when parked in the back shed some 20 years ago. An ideal restoration project when time permits.

Jaguar number eight is a 1963 Daimler 250 V8. It was stripped many years ago.

Jaguar number nine is another 1963 Daimler 250 V8 and was brought as a parts car



So my big question was “What’s happened to all these Jaguars since I was last here?” The answer was “A lot but not much!” The running of the cattle property is his livelihood and the Jaguars are his hobby and in tough drought years the Jaguars always take a back step.



But what is truly amazing is this gentlemen does everything himself in the shed on his property. Yes, the mechanicals, the electricals, the resprays, the upholstery, the suspension, the instruments. I said everything, it’s his hobby.



As

# Star in an unreasonably priced car



Anita Ekberg in/on her Jaguar XK 120



# Classifieds

## 1963 FALCON FUTURA CONVERTIBLE

Corinthian White with two tone turquoise interior and off-white convertible vinyl roof. Fabulous looking car in excellent, well maintained condition, in near original specification. 200 ci 6 cylinder with Fordomatic – both rebuilt in last 30K or so. Service/maintenance history and receipts from new, thanks to excellent records from original owner (1963 – Dec 2006). Most parts and components renewed/maintained or replaced in 2007-9 and then meticulously maintained since. This is a lovely car to drive, is super reliable and is a stunning colour combination, especially in sunlight. Everything works as it should.

Built on 18 January 1963, ordered from Frank Taylor Ford, Los Angeles, California on 8 February 1963 and delivered 15 February 1963. Original owners, Aldor & Mildred Fink of Huntington Beach, California from 1963 – 2006. Imported by Australian enthusiast in 2007, and current owner since February 2013. On Club rego in NSW (46581-H) – not transferable.

If you want a beautiful, solid and immediately driveable convertible to take on TSCC runs, this is the car to buy. Vehicle is located in northern Sydney.

Asking \$32,500 ONO. Contact Rick Marks on 0418 686 340.

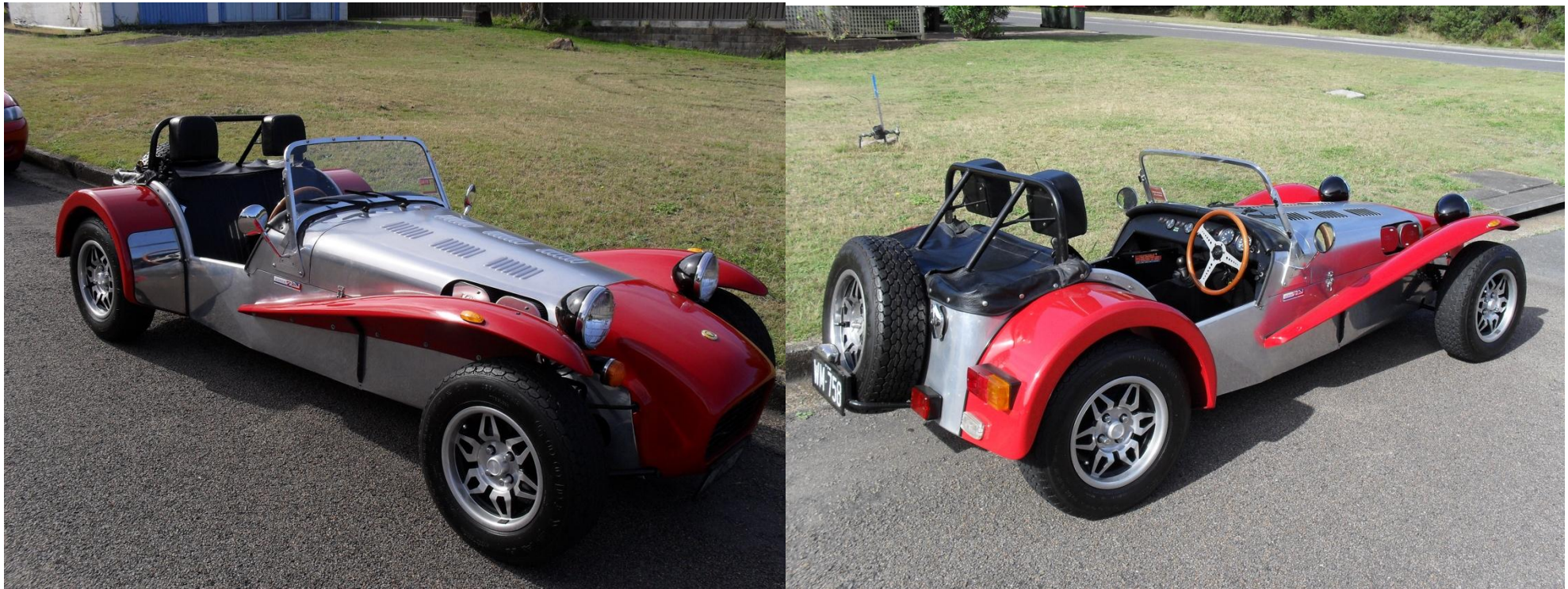




## 1985 Caterham Super 7 1600 GT Sprint

This very original Caterham was built by Caterham Cars, Surry UK in 1985 and imported to Australia in February 1986 by Caterham Cars, Australia. It was featured at the Melbourne Motor Show in March 1986 and sold to its first owner in April 1986. Its second owner purchased the Caterham in March 2004 with 4,389 kms. Sold to current owner in February 2008 with only 5,633 kms. Current genuine mileage is just over 12,000 kms. A rare opportunity to acquire a beautiful, original, very low mileage Caterham Super 7 with full history file and log books. Brilliant driving experience and all for \$37,500.....!!

Rick Marks 0418686340



### Colin Watts – models for sale

I have 2 "high end" 1/43rd models for sale 1 - a TRAX Chrysler AP2 Ute, original price was \$104.95. I am prepared to sell this one at \$80. It is a resin model with incredible detail. 2 - a Brabham BT19 1/43rd scale, also resin, one of the TRAX "Legends" series. This is a limited- edition model, no longer available, for which I am asking \$150. If car club members are interested they can go to [topgear.com.au](http://topgear.com.au) to view these models.

Please note that the Brabham model is **not** the one on this website but is the same model on a smaller base. The money will be going to charity (an overseas mission).

Both models have never been removed from their display cases so are in new, perfect condition. I would be grateful if you could forward this notice to club members. Anyone who is interested can email me on [cdwatts4@gmail.com](mailto:cdwatts4@gmail.com) or ring on 96248202.





# The End

