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The official magazine of  
the Thoroughbred Sports  
Car Club

Winter2022



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**Closing Date for the Spring 2022 Edition - 30 August 2022**

# 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

## 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:

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## 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.



# Cul de Sac

First, my apologies for the lateness of this edition of TG.

It was nice to be able to get the cars out of the shed for some exercise this year. In early February I did a tour through the Blue Mountains which finished at Tathra, hence the picture on the cover of the magazine and in early March joined some Lancia enthusiasts in the Alfa Giulia for a tour to Castlemaine via Thredbo and Bright. It was a great, although long, trip and for some reason the lack of air conditioning in the Alfa seemed more of issue than when I drove it around twenty-five years ago. Climate change or age related, I'm not sure...

Stephen has written about electric vehicles and clearly by 2030 a lot of us will be driving them, me included. However, we are surely the seeing the last blooming of performance cars and what fabulous cars we are being served. In my mind a fitting send-off of 120 years or so years of ICE motor cars.

I have read with interest the efforts of Porsche and no doubt others in the development of synthetic fuels., I recently purchased a book called The Secret Horsepower Race, which deals with the development of WW 2 piston engines in the lead up to and through WW 2. What I wasn't aware of was that both the UK and Germany had built extensive infrastructure to manufacture synthetic fuel through the hydrogenation of coal, in fact for Germany this was the only fuel it had for its planes.

The new technology, however, uses hydrogen and carbon and is said to be carbon neutral. This is some comfort for the owners of ICE vehicles, although I'm pretty sure fuel will become significantly more expensive as the transition to electric progresses.

See you on the road





## The Buzz from The Prez

I'm thinking about buying an electric car. I'm not thinking OF buying an electric car, not ABOUT buying one - just thinking what it would be like to own and drive one. I am aware that my eyesight is likely to be the reason I eventually have to do what is up there with losing my right arm, that is, to stopping driving. Make that both arms. It's a matter for us all to contemplate, some sooner than others. So, I want to make the most of my driving days that remain.

Like it or not, electric cars are coming and while the ICE will last for many years yet, new models powered by petrol are becoming fewer. Still, living with electric may pass me by. Should I bother or should I buy one? For a start it wouldn't be a Tesla. Mr Musk has enough money in his bank account without my contribution. A Tesla Model S is the only EV I've driven. The acceleration of the Dual Motor model S was staggering and its semi-autonomous driving very impressive, but it was totally lacking soul, although that could be levelled at most (all?) EVs.

What would I buy? It would have to be special. Hyper cars, like the latest Koenigsegg are not on the shopping list for reasons I don't have to explain, so that market segment is out. Cars at the other end of the market don't inspire me, although the Hyundai Ioniq is very good. Apparently. I think I'd go for a Porsche Taycan, in my dreams. It looks good and it's a Porsche. It makes an artificial 'car' sound and I suppose I'd eventually overcome the embarrassment that would cause. Ignore the \$200,000+ cost for the purpose of the exercise.

So, what would it be like to live with? I'd need a fast charge setup in my garage and I could plug it in each night. That should give me a range of 400 kilometres or so which would cover almost all I'd want to do from day to day. And no visits to the servo. Just what up it would do to my power bill I'm not sure, but it would be impacted, although the cost of fossil fuel used by a comparable ICE-powered car would certainly be greater. I'm fortunate to have a garage. My son and son-in-law live in densely populated areas. Their petrol cars live on the street and when needed, they only have to pop down to the nearest servo and spend 5 minutes filling up. How long would an EV need? Half an hour? More? What are the chances that there would be a charge point nearby and if so, is it available, not damaged and compatible with your car, because it's not a case of one size fits all.

Home charging for them is out of the question. Drape a lead across the footpath? I don't think so.

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So, I can charge at home. What about the Club's Wednesday runs? As they are usually less than 400 kilometres, there and back, I'd be covered, but I reckon I'd be getting nervous on a long trip home. I think it would take me a long time to develop total trust in the readout that told me how many kilometres I had left in the 'tank'. I know, for example, that driving style influences battery level, so I'd be feathering the throttle and creeping home if the figure was low. (In fairness, a very low fuel level in an ICE-powered car can bring on Nervous Accelerator Pedal Syndrome, hoping you'll make it to the next bowser. At least there is (currently) a fair chance you'll find one).

Now, I plan on going on the Big Trip later this year. Would I be able to take the Taycan? I'd leave with a fully charged battery bank, drive to the start and have enough juice to reach the first night's destination. This year it's Cowra. There I'd need to find a charge point with the same caveats mentioned above - location, availability and suitability.

The chances of there being a charge point in Cowra, as in other towns we are staying in, are reasonably good, maybe even at the motel. The reality is that when I arrived, I'd search around town locate the charge point, wait my turn, plug in and wait for 15 to 30 minutes to achieve 80% charge, considerably longer if I want a 100% result. In the meantime, you lot with your ICEs have topped your tanks, checked in to the motel, opened a bottle of something nice and are kicking back. (As a means of comprehensive insurance against running out of fuel, the ICE driver can always carry a jerry can of spare fuel which is something not available to EV Man. A blister pack of AA batteries won't get him anywhere).

The conclusion I've come to so in my thinking ABOUT electric vehicles is that, for many situations, they are a practical form of private transport, just as long as you have a permanent garage, live in a major centre, buy a late model car with the latest battery technology, plan your trips carefully avoid travelling to remote areas and not be fussed about experiencing a vanilla driving experience.

They still have a way to go to match the flexibility and convenience of an ICE-powered vehicle and they may never develop a soul and be fun to drive, but they WILL take over.

PS. According to an article in the Sun-Herald of 17th April, there are about 100 publicly funded fast charging stations in this state with about 120 to be added by 2024. It is estimated that there will be 1000 in NSW to service 440,000 electric cars by 2030. I predict some long queues.





Wednesday 17 November saw 36 TSCC members and friends meet at McDonalds Heathcote for pre-drive coffee before departing for Shellharbour. It was pleasing to see the Breen's able to join us after Geoff's recent ankle surgery.

A cross section of cars including three Jaguar XK140s (two convertibles and a coupe), Ferrari 308, Aston Martin DB7 Vantage, BMW M3, 635 and 850, a stately Rover 2000, Mazda MX5, a couple of Mercedes Benz, Volvo P1800 and Jaguar XK, and some others that I can't recall.



Our drive followed the Princes Highway to Waterfall where we turned into the Royal National Park. Whilst the weather was cool and looked threatening with rain, the liquid sunshine did not develop into rain worthy of a "roof up" stop for the convertibles in the group.

At Lady Wakehurst Parkway we turned right towards Stanwell Park and Wollongong and travelled arguably one of the most picturesque roads in Australia along the coastal escarpment from Otford to Thirroul via the Seacliff bridge.









Our route then took us along the Wollongong harbour side past the BHP Port Kembla steelworks the coastal suburbs of Warrawong and Primbee before crossing the estuary of Lake Illawarra and Warilla before turning to Shellharbour and our lunch venue of Ocean Beach Hotel, obeying the current COVID restrictions applying to restaurants drinks were ordered from the bar and lunch ordered from a generous menu.



After lunch and extensive table talk on a vast array of subjects, we made our own way home by various routes with some taking the opportunity to stay overnight at Kiama.

After months of lockdowns and travel restrictions it was great to get out and about in our thoroughbred cars and meet up with our TSCC friends. Let's hope the future hold many more of these events free of mandated lockdowns.

Bravely departing the humid and cloudy surrounds of Baulkham Hills we ventured forth to sample the unknown delights of the northern beaches.

The roads were fairly empty in usual pandemic-style and we reached our first stop in very good time. "Tastebuds" at Terry Hills proved to be an excellent choice for our morning coffee break. A cappuccino and a large share of Fran's blueberry muffin served by very friendly waitresses, and we were on our way again.

Since only 18 of the original 66 people booked were able to come, the number of thoroughbred 4-wheelers was somewhat diminished. This was totally understandable due to the massive increase in Covid cases. I gathered that several of those who did come had had reservations about the outing, myself included. Jack Jones did a great organising job in difficult times.

Via various scenic routes we all ended up at The Newport on time. By this time the sky had brightened up to a glorious blue and combined with a cooling breeze we had the longed-for perfect day! Thanks for organising the weather, Vern.

Our cheerful little group all enjoyed the food, washed down with jugs of lemon, lime and bitters and a glass or two of the fruit of the vine! We started talking about coincidences and heard of some amazing experiences. I think there was a book waiting to be written at our table!

Konrad and I both had a thoroughly enjoyable outing and would really like a re-run sometime soon!



It was the Annual TSCC Presentation Night at Crowne Plaza that we didn't have in December 2021. It was the TSCC 2022 kick-off & gala presentation party we didn't have on Jan 22nd 2022. It was the Wednesday Run in February that we didn't have...BUT...it was a brilliant picnic/Presentation Day at Robyn and Terry' Daly's place. As with so many things in all our Covid-19 affected lives, it was the third time lucky.

As it turned out, to quote Charles Dickens, "it was the best of times". Notwithstanding the fact that Vern and Wendy Kelly were unable to be present, the weather Gods more than smiled, and the setting at the Daly's, well known to us all, provided a stunning backdrop to a fine array of cars and a scattering of picnic tables and chairs. A wonderful sight, and a reminder of days of yore was one of the British roadsters (sorry, I cannot actually remember which one, I think one of the MGs) arrived with a wicker basket attached to a luggage rack...a sight I had not seen for a very long time...real class and congratulations to the couple responsible. It never ceases to amaze me how many ingenious devices there are these days to make picnics so pleasant. Chairs and tables of all sizes and designs which come with so many different methods of assembly, hampers and coolers of all shapes and sizes and I haven't even mentioned some of the gourmet meals which appeared. It is a long way from picnics I remember as a child in Royal National Park. There were no ants that I was aware of either, having had a major encounter as a child with a bull ant's nest, I was more or less turned off picnics from an early age.

Social distancing was easily achieved on the day, the reason a picnic style event was planned to replace the traditional drive to a luncheon venue. The picnickers scattered around the lawns, under the trees, in the cabana area and terrace provided more than enough room for the 57 attendees to eat in comfort.

The purpose of the combined presentation/picnic was of course to announce the 2021 annual Club awards and President Stephen Knox officiated. The winners were

THE CLUBMAN TROPHY:	Jack Jones
CITIZEN KANE AWARD:	Tom Aczel
DONALD McDONALD TROPHY	Jeremy & Julie Braithwaite
THE BORRANI WHEELS TROPHY:	Colin Piper
THE SHUTTERBUG AWARD:	Roger Korte

The Sporting Trophy was not awarded

The Awards made at the POO Day

**Car of the year**

Greg Gibbons' Jaguar SS100 Tribute

1st runner up

Peter Fuller 1961 Ford Anglia

2nd runner up

Robert Clare 1956 Jaguar XK 140 OTS

**Classic pre-1992 awards**

1st:

Paul Samson 1965 E-Type

Equal 2nd

Barry Farr 1958 Alfa Romeo 750 Veloce

John Moody 1961 MGA Coupe

3rd

Michael and Robyn Collett 1966 Jaguar E-Type

**Modern post-1991**

1st

Terry Daly 2020 Aston Martin DBS Superleggera Volante

2nd

Peter Dowrick 2021 Ford Mustang Mach 1

Equal 3rd

Theo Demopoulos 2019 Dodge Challenger Hellcat Redeye SRT

Brendan Byrne 2010 Aston Martin Rapide

The following members received Gold Certificates:

Bob Fulop; Vic Clarke; Tony South; Peter Dempsey; David Slater; Robert Losurdo; Darryl Pike; Harley Boggis; Greg Gibbons; Neil Mason.

Just to add an aside; later in the afternoon, wandering around after many had packed up and left, I noticed a small group huddled under the enormous bonnet of Terry's 1959 Ford Thunderbird convertible. On closer inspection, there were John Moody and Peter Fuller (spanner in hand) with a small group of onlookers. It transpired that the header tank had sprung a leak and was in the process of being removed, "after all these years" to quote Terry. As a complete contrast, opposite the massive Ford, one of the Lotus Elans and one of the Elites had the bonnets open and this prompted me to reflect on the remarkable diversity of automotive design in the late 50s. Could there



be 2 cars more different than the Thunderbird and the Elite? It would be a very interesting essay to do a comparison road test of the Thunderbird and the Elite. Over to you Terry...I'll come along for the ride.

Finally, yet again we have to thank Robyn and Terry for the generous use of their home for yet another TSCC event. Roll on the POO day, hopefully this year on August 28th.

Attendees list at the picnic day courtesy of Terry Daly

Guests\* On the waiting list\*\*

Terry & Robyn Daly	Bullitt Mustang
Gae & Andrew Bristow	Aston Martin Vanquish
Ron & Sue Powell/Harris	FIAT Abarth sports
Fran & Laurie Bromley	Lexus IS250c
Carol-Anne & Barry Lunn	MGB
Craig & Donna Shiel	Datsun SSS
Liz & Geoff Kornhaber	Aston Martin DB7
Greg & Che Gibbons	Jaguar E-Type 1966
Roger & Tess Morgan	Toyota Yaris Gazoo Racing
Stephanie Clark & Julia	Maserati Mistral
	Aston Martin Vanquish
Konrad & Caroline Dover	Jaguar XKR
Darryl Pike	Jaguar E-Type 1967

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Stephen & Jill Knox	Alfa Romeo Stelvio
Paul & Lisa Sampson	MGA
Pat & Roger Korte	Porsche 944
Colin Piper	Mazda MX5
Peter & Leonie Fuller	Cortina GT500
Phil & Leigh Larmuor	Jaguar XKR
Judy & Barry Thew	Porsche 944
Barry & Gail Christmas	Aston Martin DB7
John & Margaret Moody	Mercedes Benz
Michael & Helen Markiewicz	Jaguar XK150
Michael & Jane Branson	Austin Healey 100
Michael & Robyn Collett	Jaguar E-Type 1966
Jim & Jenny Catts	Mercedes SL500
Keith & Carol Reynolds	Jeep
John & Val Dixon	Mazda CX5 GT
**John Herility	Jaguar E-Type 1968
**Chris Mackeritch	Porsche 968
*John & Jenny Puleo and *Lana McMillan	





## TSCC's Visit to the Australian Motor Heritage Foundation - Wednesday 23rd February 2022

The USA has the remarkable Revs Institute, Mullin Auto Museum and any number of specialist automotive history repositories. The French have, amongst others, La Collection Schlumpf and more, while the UK, probably the world's best at history preservation, has the National Motor Museum of Beaulieu, the British Motor Industry Heritage Trust and many more.

Meanwhile, Down Under we have been seriously lacking a dedicated, organised and accessible source of historical information on motor sport, local industry, marque history and general automotive background. If you wanted to research a car's racing record, to read a contemporary road test of your road car or you needed information about the local motor industry (that's not an oxymoron - there once was one), you needed to find a mate who collected race programs, motor magazines, brochures or car magazines.

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There have been collections of these documents such as the National Motor Museum at Birdwood, but they have been few and far between and not always easily accessible. These resources have been secondary to the main draw cards, usually displays of cars and motor bikes.

Now we have a dedicated facility which has no other agenda than to preserve this information and make it available for research.

The Australian Motor Heritage Foundation (AMHF) is the brainchild of TSCC member, Hugh King. While he is quick to acknowledge the work of others, Brian Caldersmith in particular, it was Hugh's extensive book collection that formed the basis of the resource and his drive, determination and persistence that got it up and running. The AMHF is now an integral part of Sydney Motorsport Park, partnering with the Australian Racing Drivers' Club (ARDC) and occupying their former office adjacent to the circuit. It is a registered charity so donations to it are tax deductible.

As the Foundation has grown in stature and the importance of its role become well recognised, it has attracted high profile support from the ARDC in making the premises available, the HSRCA who donated a large Compactus unit and from well-known motoring journalist Peter Robinson, amongst others. Peter was one of the original seven who put up seed capital and is now a Director and major contributor. Other collections have been or are being integrated into the whole, most notably the extensive collection of automotive journalist and historian, the late Graham Howard. There are already more than 4500 books and 12,000 magazines on the shelves.

On 23rd February, Colin Piper organised a Wednesday Run with a difference, a visit to the AMHF for a small group of our members, including new member Robert Brell. (Colin has a foot in both camps as, as well as being our Secretary, he volunteers at the Foundation). The 11 of us, including Colin, were a tight fit in the premises and the conversation would have made the volunteers' work very difficult. So we went to the pub!

The crew has established a very well organised facility. The aforementioned Compactus already groans under the weight of magazines and sales brochures. Individual rooms have famous names including Ron Tauranac, Spencer Martin, Phil Irving, Frank Gardner and Graham Howard. And it's not just cars. There are hundreds of books on Motorcycles in the Wayne Gardner Room and another full of books on aircraft in a room named for the famous Australian aviatrix, Nancy Bird-Walton.

The Foundation has a website that sets out its goals. Check it out at [www.australianmotorheritagefoundation.org](http://www.australianmotorheritagefoundation.org). New members are welcome and visits to the premises can be prearranged. After that you can do as we did - go back to the first roundabout on Brabham Drive and the tavern on the corner for a good lunch.

Thanks to our hosts and to Colin for arranging the visit



We first went to the Utes in the Paddock in 2012 on the Forbes Weekend organised by Julie and I. It was a fun weekend with lunch at the Quarry in Cowra, the Antique Aircraft Association fly-in to the airport, a reacquaintance with Bellanca Decathlon VH-ITG I used to fly, plus McFeeters at Forbes and the Dish. All the photos are here: <https://jbraithwaite.smugmug.com/ThoroughbredSports/Events-2012/Forbes-2012/>

Utes In the Paddock were started by Jana and Graham Pickles of Burrawang West Station and the collection was housed in the open at 314 Mulguthrie Road at Ootha.

I still have the correspondence on file with Jana who also acted as our tour guide on the day. The exhibition had not been open for long and the Pickles had purchased the station in 2000. The utes were spread in a long line beside the road and we were lucky to visit on a day with clear blue skies. They looked quite spectacular!

The property has a fascinating history being part of the original "Big Burrawang" pastoral company pioneered by Thomas Edols in the 1970's. According to his obituary, the sheep shorn at Burrawang were "counted by hundreds of thousands" and there were "more sheep were shorn there than on any other property in NSW".



Subsequent owners were the Killen family and the Scottish South Australian Land Company and in the 1990's the Japanese Kajima construction company poured \$8 million into it and created a corporate retreat with 2 tennis courts, sauna and 20m pool.

The Pickles quickly discovered the impact of drought on the property and researched available options. They discovered that Dorpers seemed to be doing very well in the Karoo in South Africa where average rainfall is 10 inches. Given the average annual rainfall is around 17, they felt Dorpers could be “a natural fit”.

They began serious research, evaluation and planning in late 2002. In 2003, they bought their first White Dorpers and started building a pure-blood commercial flock. The more they learned, worked with and understood the breed, the more convinced they become that Dorpers are the ideal sheep breed for the area and similar areas across the country. The economics of running Dorpers provides compelling support for our decision.

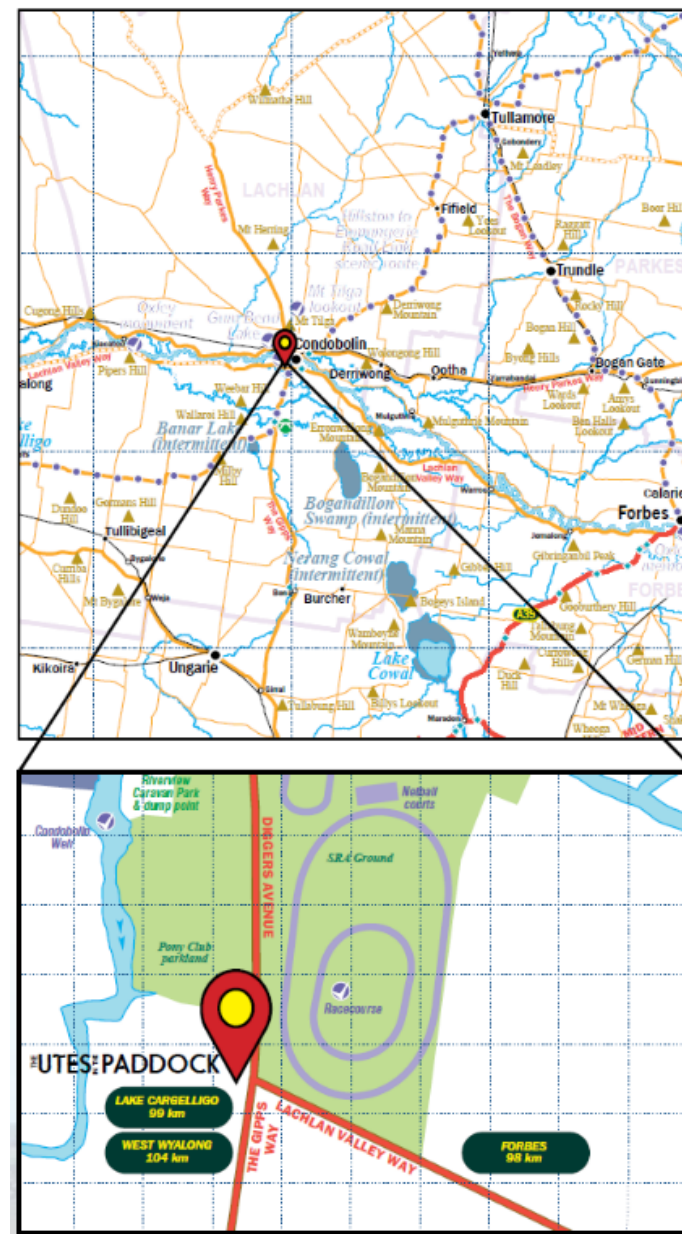
They stayed on the property until 2016 when it was placed on the market; a new home needed for the Utes and Lachlan Shire Council came to the rescue announcing on 1<sup>st</sup> August 2016 that they had purchased a 60 acre block on The Gipps Way, Condobolin and this would be the new home for the Utes.

They were still doing a lot of finishing work on the place when we visited during the first week out of lockdown in November this year on the Lap of NSW#2 Big Trip to Griffiths organised by Jack Jones.

These are all the exhibits:

- Rob Keen – Go Vegemite
- Karen Tooth - Dame Edna's Looute
- Stephen Coburn - Ute-opia
- Belinda Williams – Drizakubra
- John Murray – Circle Work
- Peter Browne – Emute
- Michael Jones - The Stockman
- Peter Mortimore - Clancy Stops The Overflow
- Eris Fleming - Central West Medley
- Greg Brennan - Golden Valley

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- Brad Brown and Scott Edwards - Ute of Arms
- Condobolin Youth Services – Wiradjuri 'Uth' Story
- Kristin Coburn – The Mute Ute
- Bill O'Shea – Supplementary Feeder
- Clark Barrett - Camels: First Outback Utes
- Paul Blahuta - Cool Running Backed by Ned
- Jim Moginie & Stephen Coburn – Utezilla

This is the map of the new location:

There is a huge carpark area in front of the exhibits and each of the exhibits has a sign showing who the artist was and some background on the work. All very professional.

Here are some more photos:





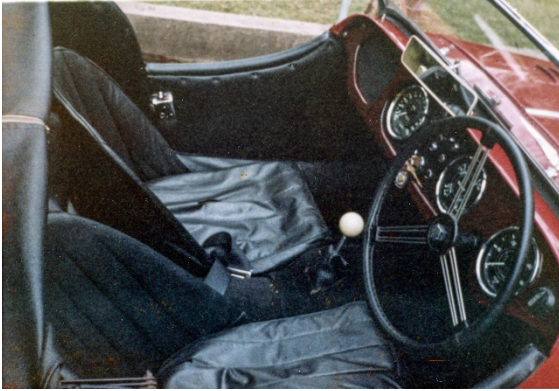


My Morgan ownership began in 1971, when I purchased a 1966 Plus 4 Supersports, chassis 6328. This car is currently owned by Brian Williams. I sold my TR4 to buy it, looking for a more competitive car for Club motorsport. It didn't work out that way, so I sold it in 1973 and mainly became involved with Jaguars (we bought our XK120 in 1974, a car we still own). Every so often, Deborah and I would be at some motorsport event, or just chatting to a Morgan-owning neighbour, Geoff Williams, when my thoughts would turn to buying the Supersports back, so when Brian Williams contacted me in late 2018 to see if I did really want to buy it back, I jumped at the chance. To better compare like-with-like, I drove the XK to Brian's place and took a test drive of the Supersports. Looked great, sounded good, but driving experience and performance did not convince me I really just had to have it, in addition to the XK and another sports car in my barn. The trouble is, once an idea gets in your head to buy another car, it doesn't go away, so I started looking at Plus 8s. When I found a 2001 Plus 8 (R12618) in the colour scheme I wanted and with just 15,100 km on the clock by its two previous owners, I convinced myself that I just had to have it. Chris van Wyk thinks that this car was on display at the 2001 Sydney Motor Show, although it was not registered, in Melbourne, until 2002. I have assembled a few photos of my Morgans 50 years apart, mainly showing the Supersports when it was only a few years old.



Supersport at home in 1971





**Cockpit of Supersport in 1971 (left) and in 2018 (right)**

Current seats look more comfortable than the blow-up cushions in 1971. Steering wheel has changed and the dash has been replaced. In 1971 the car had Armstrong Selectaride shock absorbers, with the rotary switch on the right controlling the setting. The position of the gear knob has changed. In 1971 it had been previously fitted with, from memory, a Cortina gearbox. The car had been used in competition by a previous owner, Warwick Randall, who might have made this change. The replacement with a Moss box has pushed the gear knob under the dash, making for grazed knuckles on my test drive.



**The wider mudguards of the 2001 Plus 8 compared with the 1966**

**Plus 4 are evident**

An early problem I had with the Plus 8 was that the rear bumper was mounted substantially higher, with different brackets, perhaps to meet US regulations. This mounting height did not allow the fitment of the luggage rack that came with the car, so I bought a complete set of standard brackets and refitted the bumper, allowing the luggage rack to be fitted.





**Albury, being push-started**

**In Morgan, South Australia, on a trip to SA in 1971, and in**

The trip to the Barossa Valley in 1971 was a delightful touring experience. In Albury for a race meeting with fellow TSOA members, it was embarrassing to require a push start on a cold morning.



Kurrajong



Supersport at Robertson Hillclimb in 1972 Plus 8 at home in



duplicate the photo with the Plus 8 because they moved the driveway

Supersport at Seahorse Inn, Boydtown (1843), 1971 I couldn't





**Supersport in 1971 outside St Mathews Rectory, Windsor (1822)**

**and Plus 8 in 2021**



**Supersport in 1971 outside "Rutherglen" (1830), Richmond NSW and**

**Plus 8 in 2021**

It was a privilege to own and compete in the Supersport in the 1971-73 period, with the events I can recall including hillclimbs at Amaroo, Robertson and Silverdale. My ownership of this car spurred interest in interclub competition. I got to know MOCA members Peter Edmondson and Bruce Callahan, while I was a member of TSOA. The Combined Sports Car Association was borne. Our Plus 8 will continue the motorsport tradition in Classic Rallies and also in touring the Malvern Hills, a delightful reference we found in an 1841 subdivision plan of the Parish of Kurrajong.



Gary and Wendy have been trying to get this run to us for 3 years, but Covid proved to be too big an adversary. Finally, with their persistence they were able to carry it out on the 18<sup>th</sup> May, but not before they had to check and change the route several times due to deteriorating road conditions. Once the date was set, the seats at the Burrawang Hotel for lunch were soon taken up.

Gary and Wendy Maher	Rover 2000	Mark and Caroline Beckett	Lotus
Julie and Jeremy Braithwaite	Mustang	Brendon Byrne	Aston Martin Rapide
Vic and Jane Clarke	Porsche 911	John and Annette Croft	MGB
Peter and Leonie Fuller	Cortina GT 500	Chris and Debra Hallam	Porsche Boxter
Michael and Kay Yates	BMW	Vern and Wendy Kelly	Mercedes
Stephen and Jill Knox	Alfa	Roger and Pat Korte	Porsche 944
Phillip and Leigh Lamour	Jaguar XK	Ken and Lorraine Martin	Aston Martin
Ian and Liz Norman	BMW	Les and Dianne Payne	BMW 2002
Colin Piper	MX5	David and Linda Slater	Mercedes SLK
Malcolm and Margaret Stephens	BMW	Lionel and Gael Walker	Jaguar XJS
Peter and Robyn Wards	Mercedes SLK 350		

Our meeting point was McDonalds at Panthers, Penrith where we signed in and received our lunch menu. Many had a coffee starter before we had a navigators' briefing. Gary, prompted by Wendy, gave us an idea of the road conditions we might expect. Then it was Start Your Engines and we were on our way. Spread out in several smaller groups proved a comfortable way to travel. The instructions gave us all the information we needed as we would expect to get from the Mahers. I thought I knew all the roads we would take to Burrawang, but no Gary found a few I had not previously travelled. Travelling through

the Southern Highlands we clocked 82 miles for the run. It was interesting as you drove to see the cars in front swerve dramatically at times to miss the pot holes.

On these runs I would normally spend a lot of time enjoying the sights as we go, not his time though, as I had to keep a sharp eye for changes in road conditions and potholes. Dianne did her best to let me know what I was missing as we travelled along. Road works on Old South Head Road confused David and Linda Slater who found a new route on Google. The Mahers at the back of the pack with 3 others, found a new route saving a little time, to reach the Burrawang Hotel as the others were arriving.

It was cool when we arrived at the Hotel, but fortunately we were seated out the back beside a big log fire.

Everyone agreed the meals were super and no one seemed in a hurry to leave. Great run, great food and great company. Many thanks to Gary and Wendy for great run!

Thanks to Roger Korte for taking the photos.

People join car clubs mainly for one reason, they all love cars. Not your daily driver, not the shopping trolley, or the conveyance to get from point A to B. No, they cherish their special cars for their shape, their performance, their quirkiness and, in some cases, their increasing value. I must say the latter has never bothered me – I buy a car because it appeals to me and not because of its potential value. It has always fascinated me as to why people decide on a certain make of car, especially when it comes to choosing a classic or special car. With this in mind I was motivated to relate the “warts and all” story of my own motoring journey when the editor recently made a plea for future magazine articles.



LOVE is owning a beautiful white Aston Martin Vanquish parked in a lovely country Inn.

LOVE is owning any Classic car and having the opportunity to drive it through the NSW country to a lunch at historic Collits Inn.

Collits Inn was designed by Pierce Collits and built in 1823, making it a year short of 200 years old. Pierce himself was transported to NSW in 1804 and received his pardon in 1810 allowing him to take up a land grant, initially in the Nepean district, and then in Hartley Vale once the path over the Blue Mountains was established.

By 1832 Collits Inn, also known as the Golden Fleece Inn, was the premier hostelry on the western road. However, as time went by, and other major roads were established the Inn lost a great deal of its passing trade and then became the residents of many a farmer who grazed the nearby lands. It was only late in the last century it became a B&B and a wedding venue. Basically, back to its original intent.

The Inn itself is an excellent example of a wayside Inn from the Colonial period. It is a single story old colonial building of weatherboard and brick nog construction. The Collits Inn group consists of the Inn, the Stables, the Barn (where our lunch was served), the outbuilding, the Woolshed and the Pit Toilet all lying on 30 acres of land surrounded by stunning mountains.

The drive itself started at Kurrajong heights and proceeded along the Bells line of road, down to Lithgow and then along 9.4k of lovely laneways to our destination. Unfortunately, the rains of the last six months have left these roads (and most of the roads in NSW) with many potholes. So, the warning went out. AVOID the POTHOLEs and everyone did. No flat tyres and no bent rims. Potholes weren't the only thing to avoid. I counted five Highway Patrol cars over that 100k journey! NSW Government must be desperate for money.

The run (combined with the Aston Martin Owners Club) attracted 67 starters but with Covid, and now the Flu, we had a few last-minute dropouts. The day itself was a typical winters day with temperatures hovering around the 10C mark but with the cold wind it felt somewhat colder. Thus, the heaters and fire in the lunchtime barn were very very welcome.

Lunch was roast beef and vegetables with a very generous servings of desserts and was all over by 200 pm enabling some of the members to explore the local area or go to Liz Kornhabers for coffee.



Unfortunately, due to the recent rains we could only park one car on the area near the barn, so the photo opportunities were somewhat limited, hence the photo of Aston Martin Vanquish with the LOVE sign in the background.

Another lovely drive in the company of lovely Thoroughbred and Aston Martin people.



## The Car's the Star





## The End

