

top



gear

THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTSCAR CLUB INC

ISSN: 2207-9327

DE TOMASO *P72*

A Timeless Tribute



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Front Cover

The limited production P72 first shown at Goodwood in 2019 finally enters production. See the full story on p60.

Our Facebook Page

Our [Facebook](#) Page is a private group with 166 members. It is open to members and close family. Lots of interesting content and comment.



Thoroughbred Sports Car Club

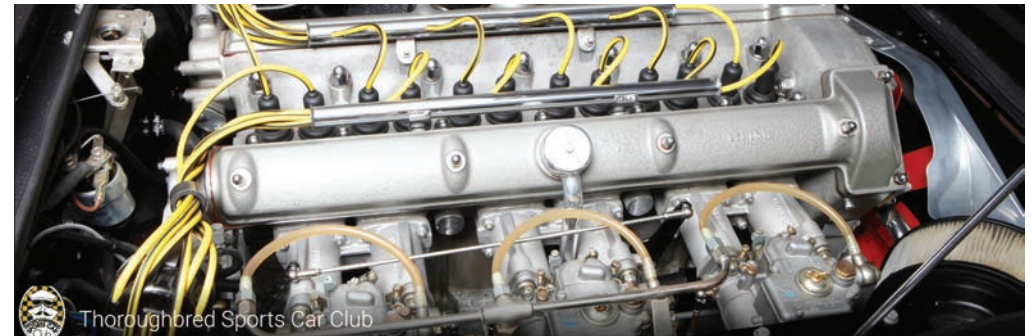
Private group · 166 members



[+ Invite](#) [Share](#)

Our SmugMug Photo Site

Our dedicated photo site has over 90,000 photos which go back to the commencement of the club and present an incredible record of the history of our club: www.tscs.smugmug.com



ABOUT OUR CLUB

Club Information

Top Gear Magazine

The 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.

All back copies can be found on the website here.

Club Meetings

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

Correspondence

All correspondence to The Secretary, Thoroughbred Sports Car Club Inc, 23 Madeira Avenue, Kings Langley, NSW 2147

Incorporation

TSCC is incorporated as an association. Registered No: Y15083-35

Committee

The contact details of the [Committee](#) members are shown on the website.

Constitution & PPM

The club has adopted NSW Fair Trading's Model Constitution, which means as this constitution is updated, we adopt the latest version. You can find the 2022 version [here](#).

In addition, the Club has developed its own Policy & Procedures Manual. This includes the Club's Objectives and by laws and is updated from time to time by the Committee. You can find the current version [here](#).

Website

The club website is at www.tsccl.asn.au and features John & Sonia Curran's Aston Martin on the masthead.

The latest Event flyers always appear on the home page.

The [Club Calendar](#) is the best place to see what's coming up. There is a link to allow you to add the Google calendar to your electronic diary on your mobile or other device.

Disclaimer:

Any opinions published in the Magazine should not be regarded as being the opinion of the author and not of the Club, of the Committee, or of the Editor.

No responsibility is accepted for the accuracy of any information in the Magazine, which has been published in good faith as supplied to the Editor.

Articles are invited and should be emailed to the Editor for publication showing the name and address of the author.

Please email to editor@tsccl.asn.au.

Top Gear Copy Deadlines

The copy deadline is the club meeting before the Publication Date:

Winter:	July meeting
Spring:	October meeting
Summer:	2nd Wednesday in January – no meeting
Autumn:	April meeting



TALES FROM TERRY

Presidents Report July 2025

In the last President's report, I made mention of Chinese car maker BYD (Build Your Dreams) and the types of vehicles that they are bringing to market particularly with their up market brand Denza.

I noted that they intend to release Denza brand into the Australian marketplace in the later part of 2025. Again, I noticed they are now outselling Tesla, and they have an aim to be the largest car maker in the world within ten years.



They are in the process of building the largest car mega factory in the world spanning approx. 130 sq kilometers that will be capable of manufacturing over 1 million cars

a year. It will be self sufficient with everything made in-house.

They are bringing vehicle development down to 18 months which is half what is regarded as the current norm. They employ 104,000 R&D personnel. All cars produced are Electric vehicles.

In China, they have also reduced the price of their cars three times this year. All I can say is watch this space as they have the potential to change the traditional way we view our beloved cars.

So, with some European car manufacturers winding back their push into EV's, what will the car industry look like in ten years. 40% EV, 40% ICE and 20% hybrid (or other) would be my best guess!



The BYD Shenzhen is the world's largest car carrier with a 9,200 vehicle capacity. BYD's success is very much due to its vertical integration owning everything from lithium mines to the showroom and everything in between

And to power all those EV's we are going to need a lot of electricity and how much of that will come from renewables, coal fired power stations or nuclear? We sure do live in an ever changing world.

In F1, we see an Australian, Oscar Piastri leading the world championship from his teammate Lando Norris in a dominant McLaren F1 Car.

It's probably an area BYD won't venture into. And we have just seen the sacking of Red Bull CEO Christian Horner with very little information as to why, but it does look like the Verstappen camp may have had some influence in his downfall.

And Le Mans has been won again by Ferrari with heavy competition from eight other manufacturers.



TALES FROM TERRY



Terry's presentation is available on the club website [here](#)

On a personal front, Robyn and I have just returned from a 24-day touring holiday of ten West Coast States of the USA. The Americans have some great roads that are very well maintained including the many backroads we took.

In total we did nearly 9000k in that time and whilst we saw many Highway Patrol cars on the major roads, we saw very few people getting booked. It looks like they watch the traffic flow and if everyone is travelling at the same speed (even if over the speed limit) they "go with the flow".

A couple of other points of interest, petrol varied significantly across the various States with California easily the most expensive being on average US \$5.30 a gallon whilst Wyoming was around US\$2.90 a gallon.

States can put their own taxes on petrol. Also, the type of vehicles driven in the various States varied significantly. California was loaded with Tesla whilst many of the other States went for the traditional 4-wheel drive utes or pick-up trucks.



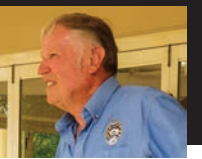
Stan's excellent presentation is available on the club website [here](#)

Another point of note, is the extra taxes that are imposed on your bill on just about everything you buy and if it's a restaurant then you have the mandatory tip which ranges from 10 to 30%. The actual food in the restaurants etc is about what we pay in Australia but when you convert the US dollar to Australian dollar it's about a third more expensive!

And in California we paid four additional taxes on our room rate which equated to an additional 32%! These taxes were Occupancy Tax, Santa Monica TMD assessment, Destination fee, and Destination fee occupancy tax! Of interest these additional taxes added AUD\$123 to our bill for just one night's accommodation. If you're going to the USA best avoid California!

On the local front, I missed the June meeting which was ably hosted by Jeremy and Julie Braithwaite. Thanks, and a big thanks to Stan Jodeikin for his great presentation on both his officiating at the Australian GP and his Morgan ownership.

TALES FROM TERRY



It would be nice to see a few more members at the meetings as we have had some wonderful presentations over the last year. Better than watching the State of Origin.

The annual renewal of membership process is currently underway with just about everyone renewing their membership. We have had four drop out for various reasons and those positions have been offered the first four on the waiting list, and I have just noticed that already two of those four waiting list positions have already been filled.

Looking forward, we have four events planned in the next month, the first being the 'BEE' run to Wiseman's Ferry, followed by Jack Jones overnighter at Harrington.

We then have our annual POO Day (Pride Of Ownership) in the lovely Blue Mountains and we follow that up with the Shannon's Day at SMSP. A very busy month indeed. And don't forget to check out the website regarding all the other events planned for the rest of 2025.

I would like to thank Michael Markiewicz who put his hand up to take over the running of the annual Christmas Party and Presentation lunch to be held on the 5th December. However, we are still looking for a team to take on the organisation of next years TSCC forty fifth year celebration. It would need to be a team effort as there is a little organisation involved.

Finally, I haven't canvassed the current committee regarding their intentions for next year. If you would like to join the Committee in any position, please let me know.

Opposite: This engine on the Boeing bringing Terry & Robyn home across the Pacific got a bit hot. They returned to LA and had to wait a day before coming home





Editorial

By Jeremy Braithwaite

Another bumper issue of Top Gear this month with all the Silo Art Tour Winners being featured.

We've got reports from all our runs including Luke Tourish's Hawkesbury Loop event which proved so popular he is repeating it ... in the reverse direction!

Its wonderful when people form a long term association with their cars and Vic Andrews has close to a three decade ownership of the Van Dieman that was likely driven by Ayrton Senna at one stage.

He and his son Ross have campaigned the car over this period and are part of the fast growing Historic Formula Ford movement. Another Historic Formula Ford competitor is John Pymble who also is active in the Historic Formula Ford Association posting results like those above showing Vic runner up in the Fb class and John 4th in Fc.

When members think of long term Jaguar owners, Lionel Walker no doubt springs to mind. After all his XK140 was featured on the cover of the first Top Gear magazine.

HSRCA Return to Goulburn 2025 February 1st/2nd

FORMULA FORD RESULTS

Class	Driver	Race 1	Race 2	Race 3	Race 4	Total	Position
Fa	Garry Watson	30	30	30	30	120	1st
	Matthew Veal	24	26	24	26	100	2nd
	Grahame Burton	26	24	26	0	76	3rd
Fb	Keith Uebel	30	30	30	30	120	1st
	Vic Andrews	26	26	26	0	78	2nd
Fc	Andrew Taite	30	26	26	30	112	1st
	Cameron Walters	26	24	22	26	98	2nd
	Harrison Cooper	24	30	30	0	84	3rd
	John Pymble	22	18	18	22	80	4th
	Bruce Connolly	0	22	24	24	70	5th
	James Hagan	20	20	20	0	60	6th
Outright	Garry Watson	30	26	26	30	112	1st
	Andrew Taite	26	24	24	26	100	2nd
	Cameron Walters	24	22	20	24	90	3rd

TROPHIES FOR 1ST, 2ND & 3RD IN EACH CLASS PROVIDED BY
HISTORIC FORMULA FORD AUSTRALIA WITH SPONSORSHIP FROM BCP COMPLETE CONTRACTING

But this month we feature a different long term XK owner in Chris Hallam who last September celebrated 50 years of ownership. He gives us a potted history.

Not to be left out Lionel gives us an insight into a very rare hill climb special he owned for a while called the Shoshonee!

It is not entirely clear how the name was derived but it may be a derivation of the original builder of the car Dick Shoebridge.

However if you Google it you come across an American Indian smoking a very large pipe!

We've got a big feature on De Tomaso which includes an insight into the new P72 and looks at Les & Rick Johnson's Longchamps and GT5.

Colin Watts has given us a look back to motoring in the 1950's and I understand he will follow up with the following decade ... hopefully in the next issue.

And I've had a look at the Restomod scene which is generating huge interest and investment worldwide.

This area has considerable depth and I am looking at featuring other Restomod examples in coming issues of Top Gear.





Alternative Video Content

It was Stephen Knox who first put me on to the [Retropower Cars](#) YouTube Channel. Two brothers, Cal & Nat Seviour have built an incredible business in the UK creating dream cars to a very high standard.

They produce a weekly video which covers their weekly activities and then add to this with specials that cover complete builds. The [website](#) is here and it also provides detailed descriptions of all the builds.

There's an unbelievable amount of content on YouTube. If you follow F1 you'll find material that is simply not available on Foxtel or Kayo.

Kym Illman is a F1 photographer from Lancelin in Western Australia. He has half a million subscribers to his [YouTube](#) Channel and similar numbers on Instagram and TikTok plus photo sales from his website: <https://www.kymillman.com/>

With that amount of social media income Kym travels First or Business Class everywhere, and also provides airline reviews in addition to his F1 reports. The behind the scenes action shows you what cars the stars arrive in and who are the girls on their arms.

He's had an interesting life founding Messages On Hold and being the inaugural winner of the modern challenge category of Targa West. He's also had a run in the Bathurst 12 Hour and Targa Tasmania.

The other F1 commentator that every member should check out is Colin Piper's mate from AARC days, [Peter Windsor](#). He provides a commentary before, during and after each GP and is highly opinionated and very knowledgeable. He provides a detailed insight and critique of different drivers driving styles and techniques. I'm not sure he is always right, but if I was a F1 driver I think I'd listen to what he has to say!

One thing that is for certain is if you want to watch YouTube or any other

social media either, you need to be quite selective what you watch.

Every day more and more headlines have no substance behind them and are just 'clickbait'.

AI has many superb uses but with mainstream media using AI bots to write the news stories its getting harder and harder to separate real news from fake news.

SIMs

There's a great story by Philip and Leigh Larmour on flying the 3 axis Spitfire sims at Temora. Julie and I called in on the way back from the Silo Art Tour and gave this beast a test fly and they are really good. There are three at the Museum and I understand they have recently received a software update to make them even better.

If you want to fly a Spitfire and you don't fancy a drive to Temora I can recommend downloading DCS.

As with so many SIMS today the graphics are unbelievable and the whole experience is very realistic.

You'll need a joystick to fly the thing properly and I had to update mine to have enough buttons for all the functions.



EDITORIAL



Its called a VKB Gladiator and it arrived in a semi assembled state with negligible instructions ... but the final product works very well.

If you are interested in SIM racing check out the setup at Micron Manufacturing on the August Wednesday run. Not sure how they get any work done with that rig to play with.



The front came through on the last night and heading home we were out of the rain at Hexham.

Julie's travelling bear Willie enjoyed catching up with Vicky Bell's travelling dog Wilson. They have become great friends over the years.

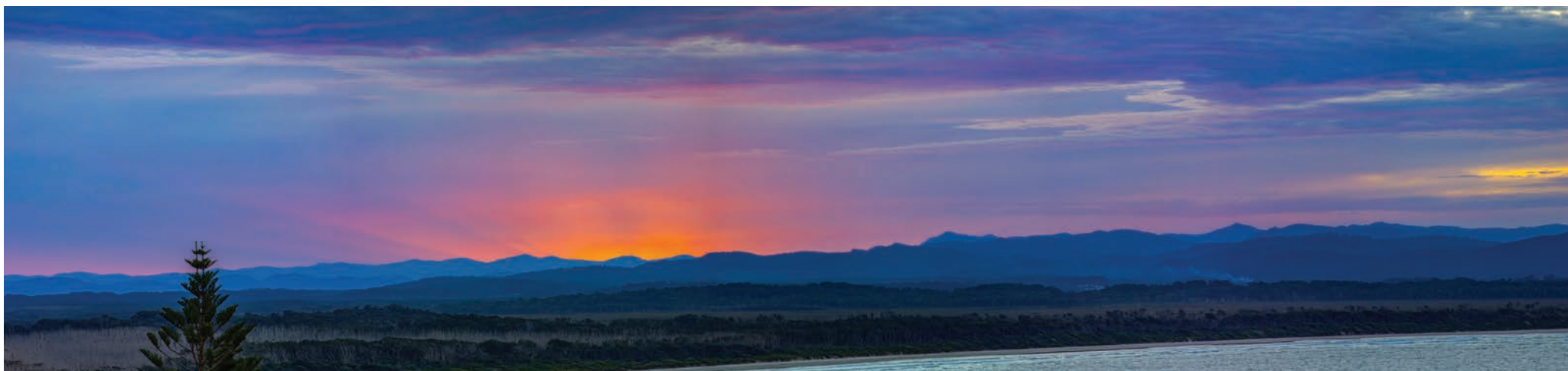
If you have a travelling animal please bring him or her on the next run!



The Harrington Overnighter

Jack Jones always organises great events with really good driving roads, pretty scenery and outstanding tucker.

The three nights away at Gloucester and Harrington River Lodge were no exception and Vern Kelly excelled with the weather!



MOTORSPORT REPORT



Motorsport Report

By Philip Larmour

Round 3 of the Combined Sports Car Association championship for 2025 was held at Pheasant Wood Raceway on Sunday 27 July hosted by Triumph Sports Owners Assn NSW.

The weather was cold with intermittent misty rain, that at no time resulted a racing surface that was considered wet.

Interestingly some competitors achieved personal best times during the day. Evidence that the cold dense air performance advantage outweighed the low tyre grip from the cold track surface.

A small entry of only 29 competitors meant lots of laps were able to be driven but by 1415 hours all competitors decided that they had worn out enough tyres and brakes and the day was called due to a lack of starters.

TSCC members entered were:

Jeff Breen (Triumph TR6)

Lindsay Day (Triumph 2.5 PI)

Gary Maher (Ford Escort)

Unfortunately Lindsay's Triumph suffered a power steering leak on the drive to Marulan and he wisely decided to not compete.



It was nice to see Les Payne in attendance pit crewing for a young driver in a Mazda 121 that just kept going round and round all day- it was the last car to leave the circuit!

The CSCA calendar for the remainder of 2025 are:

16/8- SMSP Gardner- organised by Club Lotus

21/9- SMSP Amaroo circuit- organised by the MX5 club

19/10- SMSP Druitt- organised by Jaguar Driver Club

The next event is the day before the Shannons display day and being at Sydney Motorsport Park will no doubt be fully subscribed.

If you are intending to compete at this event I suggest that you enter early.

Pics of Gary & Wendy Maher - photographers unknown



SOCIAL DIRECTOR



Social Director's Report

By Roger Korte

An extremely busy and well supported Social Calendar for the first six months, is continuing for the remainder of the year.

Besides our regular monthly Lynwood Lunches and Kurrajong Cars n Coffee, a brief rundown on other events coming up in the next few months, as follows:

Saturday 2nd August: Hawkesbury Loop (Reverse). Luke Tourish has organised another great Dinner Run in The Hawkesbury, following the well supported similar one he held in June, albeit in the opposite direction! See flyer for details.

Sunday 10th August: Pride Of Ownership Day, (POO Day)
Julie and Jeremy Braithwaite once again are organising their very success-

ful annual event to show off your Pride and Joy. Held at Chapel Hill Resort, Beraming. (Just off Bells Line of Road). See flyer for details.

Sunday 17th August: Shannon's Sydney Classic, Sydney Motorsport Park
Our annual Club display once again professionally organised by Neil Mason. See flyer for details.

Wednesday 20th August: Micron Manufacturing, Glendenning
Tour the factory which makes the "Ghost Shark" drone submarine for the RAN. Followed by lunch at Alroy Tavern. Something completely different, organised by Terry Daly.. See flyer for details.



PRIDE OF OWNERSHIP DAY

SUNDAY 10TH AUGUST 2025





It's POO Day at the lovely Chapel Hill Resort at 36 Beraming Crescent, Beraming, 2758

Make sure you book on (02) 4573 0988 for breakfast at the Kurrajong Village Kitchen at 9 a.m. and join in the regular TSCC Cars 'n Coffee

At 10.30 we're headed West to the superb Chapel Hill Resort where from 11 you can line up and admire the view ... and what a view!

You've then got some time to enjoy a welcome drink and choose your favourite car ... which will become the TSCC Car Of The Year ... and do a bit of socialising before at 12.30 we go into a lovely 2 course alternate drop luncheon:

- Chicken fillet with chat potatoes, seasonal vegetables & romesco sauce
- Sirloin steak with rosti, honey thyme carrots, broccolini & jus (GF)
- Apple Pie with ice cream
- Sticky Date Pudding with butterscotch sauce

Tea and coffee will be on all day and there's a cash bar with a great selection of drinks.

Please RSVP with any dietary requirements to Julie Braithwaite by 31st July on jbraithwaite@bigpond.net.au. No refunds after this date. Please deposit \$70.00/head for members and their family, or \$80/head for Members in Waiting and Visitors into the Thoroughbred Sports Car Club account

BSB: 032-282 Account no: 135873 In the description field insert: 'yourname CHAPEL'

We can cater for 140 so please feel free to invite your friends to join us.
There is cottage accommodation at Chapel Hill if you want to stay overnight

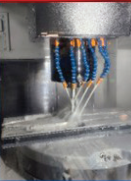




MICRON & THE ALROY TAVERN

WEDNESDAY 20TH AUGUST 2025







We're meeting for morning tea at 10.30 a.m. at Micron Manufacturing at 25/175 Power St Glendenning for a tour of Micron Manufacturing who are part of the consortium manufacturing the Ghost Shark, Australia's newest 'drone' submarine

No photos please but this [video](#) gives you an overview

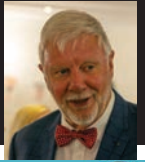
The place is also stacked full of F1 memorabilia ... so lots to see

We're leaving around midday for the historic Alroy Tavern at Plumpton which is just 3 minutes up the road and where they serve a fabulous [bistro](#) lunch. We can line up on the lawn for a group photo

Please RSVP by the club meeting on the 13th August to Terry Daly on 0418 675 253 or president@tsccl.asn.au if you want to join us.

Sunday 14th September: All British Day, an annual event at Clarendon Showground

SOCIAL DIRECTOR



Wednesday 17th September: HARS Aviation Museum, Albion Park
Tour to be organised by Mark Beckett. Details to follow. Watch out for the flyer.



Wednesday 1st October: Leura Garden Festival
Another of our annual events, again to be organised by Ron Powell and Sue Harris. Watch out for the flyer.

Wednesday 15th October: Lunch run to Nineteen Restaurant, Hunter Valley with an optional overnight at Chateau Elan. Those of you who attended TSCC 40th Anniversary will be familiar with Chateau Elan who, on that occasion, accommodated us in style.

This run is organised by Greg & Chee Mai Gibbons.

See the flyer.



Lunch Run to Nineteen Restaurant Hunter Valley [optional overnight]

Wednesday 15th October 2025



Join us for a drive via Peats Ridge & Wollombi to the NINETEEN HUNTER VALLEY Restaurant at the Hunter Valley for lunch and optional overnight at Chateau Elan.
Meet McDonalds Mt Colah 10am for 10.30am departure

Venue is the NINETEEN Sports Bar and Restaurant. Order your own meal and drinks from extensive menu. Overnight [optional] Chateau Elan by Luxury Escapes – Hunter Valley
Special offer: 2 nights inc. Breakfast & wine tasting from \$449
Make your own accommodation booking – Limited Offer: [see link](#)

Please RSVP to Greg Gibbons by Friday 3rd October on 0419 222208 or greg.gibbons1@gmail.com

November: Overnight Run to South Coast and ACT
Being organised by Eve & Peter Stefan. Watch out for the flyer.

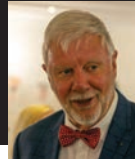
Friday 5th December: Xmas Party & Awards Presentation
Our annual finale at Muirfield Golf Club, North Rocks.

This annual event is this year organised by Michael Markiewicz.

Flyer with details to come!

Pics facing page: The 2024 Xmas Party. Jeremy Braithwaite

SOCIAL SECRETARY



CLUB EVENTS

Southern Highlands Autumn Run

by Vern Kelly

ARRANGED BY GARY & WENDY MAHER

This Run was on 21 May, right in the middle of the major rain event & severe flooding on the Mid North Coast, with rain forecast for the day in the Sydney area. On the morning, there was only light rain/drizzle at our place, but with our old Jaguar & Mercedes sitting sparkling clean in the garage, we decided to make one concession to the weather & bring Wendy's car, our Kia Cerato GT, for the Run.

On arriving at the start point at Maccas St. Marys, we were surprised to see that everyone else had brought their "good" cars (see list below) – leaving us feeling that we'd "wimped out" a bit.

There were originally 45 entrants for the Run, but the weather concerns reduced this number to a still-healthy 34. The attendees were:

Gary & Wendy Maher	Volvo P1800
Vern & Wendy Kelly	Kia Cerato GT
Vic Andrews	Porsche Cayenne
Neil & Joy Hood	Mercedes C Class
Anne & Tony Rolfe	BMW X3
Mark & Caroline Beckett	BMW 323iM
Vicki & Chris Scheffer	Mercedes SLK
Peter & Eve Stefan	Mercedes SLK
Geoff & Choy-Lin Williams	Audi TT RS
John & Colleen Pymble	Holden SSV
Ian & Liz Norman	BMW 330Ci
Jeremy & Julie Braithwaite	Range Rover
Chris & Allana Mackertich	Porsche 911
Warren Bromley	Porsche 911
Chris & Deborah Hallam	Porsche Cayenne
Tony & Leonie Palermo	Mercedes SLK



Lionel & Gael Walker
Alex & Ruth Wilson

Jaguar XJS
Lotus Emira

We set off south towards the Southern Highlands, as we had done with the several previous Maher Runs in the immediate prior years. The light rain remained present as we travelled on Silverdale Road on to The Oaks & Oakdale, & after turning into Barkers Lodge Rd in the latter town the sun even came out for a while! The autumn colours were in evidence in this area with the foliage in the colder Southern Highlands changing colour quicker than in Sydney.

We proceeded further south on the Old Hume Highway & then on back roads past Mittagong & Bowral, then on to the aptly named Tourist Rd, a narrow & very pretty road.

As we moved deeper in to the Highlands, the thick misty clouds hung down over hilltops & even treetops, giving us all a mystic, atmospheric feeling of the special nature of the Highlands, akin to the similar topographies of northern England & Scotland (we lived in England for some years).

We arrived at our destination, The Robertson Public House, in the beautiful village of Robertson. There we enjoyed an extremely enjoyable dining & convivial experience with an excellent, broad menu & accompanying great service. Everybody we spoke to said they had really enjoyed their meals, & the choices available. A great place to visit again.

A special thank you to Gary & Wendy is called for regarding their extremely detailed, precise & fail-safe route instructions. They have been doing this for our Club & other clubs for a long time, notably for their organisation for the Jaguar Drivers Club of one of their premier annual events, the two day Jaguar Mountain Rally for several years with a very large group.

Photos on the facing page and the following page by Vern Kelly. Photos of the bird and on the last page by Jeremy Braithwaite

CLUB EVENTS



TOP GEAR WINTER 2025

CLUB EVENTS

In thanking the Mahers after lunch for organising the Run, Jeremy Braithwaite also recognised my longstanding “weather manager” standing, saying that the weather would have been much worse in my absence, & displaying to the group on his phone a weather radar map showing, in proof, that the weather was much worse elsewhere than where we were !!! Thanks Jeremy !!

Lastly, why would you want to go on such a Run on a boringly fine sunny day when you could go on a misty, atmospheric – even ethereal – day in the Highlands.

On everybody’s behalf, many thanks again, Gary & Wendy, for a great day.

Vern & Wendy Kelly



CLUB EVENTS



CLUB EVENTS

Run to Tahmoor Tavern

By Diane Rankine

We met at McDonalds Preston, on a beautiful sunny day for a coffee and chat before heading off for our dingo experience.



An easy drive to the Dingo Sanctuary where we were met by a volunteer, Peter, at the locked gate. The gate was unlocked and we were in! Peter explained that the dingoes were only bred when other organisations wanted the pups.

Dingoes in the sanctuary that were not pure bred were desexed as only pure bred dingoes were used for breeding. The dingoes in the sanctuary ranged in colour from cream, gingery to black.



We were surprised that pure bred dingoes could be black and we were able to see one that they had. He really looked like a dog with the black colouring. The dingoes are fed kibble and chicken necks and all looked very healthy.

We wandered through the sanctuary and the paths between the enclosures which were beautifully planted out with a variety of natives. Some of the dingoes seemed very timid and not happy with our presence as they paced down the back of their enclosures with their tails between their legs.

Some slept, others came up to the fence to check us out and others, we were able to pat through the fence.



CLUB EVENTS

Each enclosure had a brick shelter with a tin roof. The volunteer explained that when the fire went through the area they were advised to let the dingoes out.

They left them in the enclosures and they all sheltered in their kennels and none were lost. One of the dingoes had to have an extra lock and a second gate as he had learnt how to unlock the original lock to open the gate.

Another volunteer, who was there brought one of the dingoes out on a lead and we were all able to give her a pat her and she certainly enjoyed all the attention.



The volunteer explained that dingoes mate for life but it is a very slow process, with a great deal of time involved with the dingoes on leads together, to see if two will bond.

If the bond is not formed and the dingoes are left together they will fight to the death. Many of the dogs were in enclosures on their own.

I found this interesting as other zoos a number of dingoes have been in together and I always think of "dogs" as pack animals.

All the dingos have Aboriginal names which was really lovely. Each enclosure had the name of the dingo on a sign, with the English meaning and the name of their sponsor. Not all dingoes had a sponsor.

CLUB EVENTS



There was a remembrance area for the dingoes that had died with all their name signs displayed on a fence and their ashes were in small urns around a pond. It was a very peaceful area, allowing those dingoes who had passed on, to be remembered.

The Sanctuary has some government funding to help maintain it and this is bolstered by sponsors, donations and the entry fee paid by visitors. When we returned to the gate to leave we found that we were locked in and had to wait for the volunteer to allow us to exit!

We headed to the Tahmoor Tavern for a well deserved drink, meal and chat.

Some members joined us for lunch, although they had not gone to the Dingo Sanctuary.

Big thank you to Philip and Leigh Larmour for organising a very interesting and great day out!

Attendees

Philip & Leigh Larmour	Jaguar XK
Lorraine Mooring	MG
Mark & Caroline Beckett	Mustang
Peter & Robyn Wards	Land Rover
Malcolm & Margaret Stephen	BMW
Ian Norman & Lisbeth Allen	BMW
Vern & Wendy Kelly	
Bruce Griffiths & Val Dixon	
John & Sonia Curran	Mustang
Lionel Walker & Daughter	Jaguar XJS
Les Payne & Dianne Rankine	Mustang
Rick & Lisa Johnson	Aston Martin V8



CLUB EVENTS

Canoelands & Wisemans Ferry

By Steve Trotman

16th July 2025 on a very cold but gloriously sunny morning we all met at McDonalds Vineyard for a gratefully warming coffee, then set off at 10.00am through Pitt Town towards Wisemans Ferry.

To make the run more challenging & fun, we turned right, approaching Cat-tai, onto Halcrows Road. This road is known by locals as the 'Wiggly Road' and if you've never driven it, try it out some time. It's a chance for you to see just how good your car handles tight corners & undulations.

Then on through Glenorie & along the Old Northern Road, turning right at Canoelands Road towards 'Canoelands Orchard'. Here they grow a wide variety of 'pick your own fruit & vegetables' plus tend to the bees that pollinate the fruit trees.

We were given a 30 minute talk by Jaime on all aspects of the incredible bee story. I think everybody learnt something they didn't know about these fascinating insects.

Humorously, there was a murmur of approval from the male attendees when we were told about the duties of the 'drone bee' and Terry Daly an-



nounced he wouldn't mind being one until he realised their short life span! We then had a chance to purchase the various types of honey produced on site. Finally, back on the road, we arrived at the Heritage Valley Cafe, Wisemans Ferry, for a lovely lunch.

Thirty seven attendees came in a variety of gorgeous cars. My personal favourite being what I believe was a beautiful 1964 Maserati Mistral.

Be sure to check out the photos of the cars & attendees in the 'event gallery' on our [photo site](#).



CLUB EVENTS

Attendees at the event were:

BRIAN & BARBARA MARSHALL
BRUCE & SANDRA MCBRYDE
CAROL & GRAHAM EDDS
CAROL & KEITH REYNOLDS
FRAN & LAURIE BROMLEY
JEREMY & JULIE BRAITHWAITE
JUDITH THEW
MALCOLM & MARGARET STEPHEN
MARGARET & JOHN MOODY
MICHAEL & KAY YATES
PETER & ROBYN WARDS
SHEILA & STEVE TROTMAN
STAN & JEN JODEIKIN
STEPHANIE & JULIA CLARK
TERRY & ROBYN DALY
VAL DIXON & BRUCE GRIFFITH
VERN & WENDY KELLY
VIC & JANE CLARKE
VICKIE & CHRIS SCHEFFER

The bee pics are from our two Wild-flower Books. The print files are here for [Vol1](#) and [Vol2](#) ... the other [pics](#) on this page are also mine. Jeremy



CLUB EVENTS

Harrington River Overnighter

Day 1 Bilgola to Gloucester - Brian & Barbara Marshall

Bilgola is a great place to live but often quite a drive from TSCC event starting points. So early on the morning of Wednesday 23 July Barbara and I set off for the Estuary Restaurant at Brooklyn.

It's a place we have often passed by on the water but never visited by road. We duly arrived, exchanged greetings with some old and some to become new friends and enjoyed a pre-drive coffee.

After Jack's run down we set off for lunch at the Erringhi Hotel in Clarence Town. Up the very familiar M1 to the now not so familiar James Renshaw Drive. If you haven't been up there for a while the work carried out on the motorway extension will amaze you. Well worth a quick trip just by itself.

No time to look on this trip, lunch was calling. Through Beresfield and Woodberry onto Seaham and then by-passing Raymond Terrace we arrived in Clarence Town at the Erringhi Hotel.



Visit NSW web site describes the hotel as an old-fashioned country pub with a great atmosphere and friendly staff. Most trippers enjoyed their food and drink but I chose a steak sandwich. Take it from me that on that day the steak was exceptionally tough. Enough said and after washing down what I could eat we set off for Dungog meaning place of thinly wooded hills named by the Gringai people.

From the WhatsApp comments everyone enjoyed the drive despite the many and deep potholes resulting from the recent floods. The area must now compete for the title of Pothole Capital of NSW. So sad for the locals that they will have to put up with this for probably years to come.

We stopped in Dungog for a fossick. The town has bushrangers to thank for its existence.



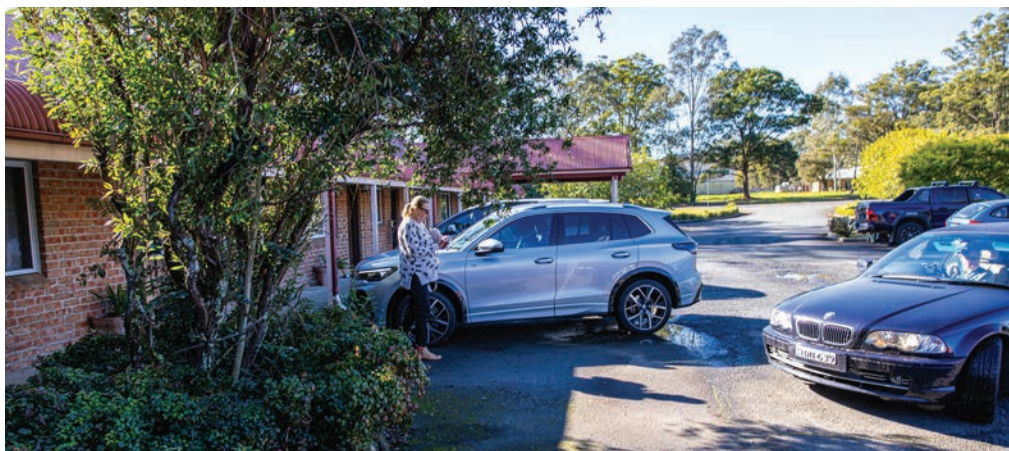
CLUB EVENTS

Armed hold ups in the district prompted the authorities to build a military outpost there in the 1830's and the town which sprang up around this grew prosperous on the back of farming and logging.

Today it is one of the jumping off points for tourists wishing to visit The Barrington Tops. Many of the old buildings are there to be appreciated but one in particular that stands out is the Spanish Mission -style Dungog Picture House dating from the 1930's.

My battery was flat so we didn't get a photo but if you Google it you will see pics of it in all its glory and in much sunnier conditions than we experienced. After a look around and a few dollars left at Vinnies in exchange for some books we drove on via the cutely named Buckett's Way avoiding many more potholes.

Buckett's comes from the Kattang word Buccan Buccan meaning lots of rock. The young Guringay boys, embarking on their journey to manhood would receive a stone and race to the first peak, Toocal Buccan (big rock north) to touch a sacred rock. We arrived at the Gloucester Country Lodge just about dusk so didn't get to see a lot. We enjoyed a smorgasbord style meal in the local golf club. We woke in the morning to see a beautiful view of the Buckett mountains behind our room.



Vicki Bells photos above of the view from the motel at Gloucester and her travelling hound Wilson who is about to devour Bruschetta with a little too much balsamic. Apparently delicious at the Clarence Town pub

Day 2 Gloucester to Harrington - Robyn and Kevin Leggott

We leave Gloucester and head to Roadies for breakfast. A large menu to choose from and many TSCC participants were there to enjoy the good food, warmth and company.



The Beckett & Braithwaite Mustangs add some colour to the Mograni Lookout with Buckett Mountain behind

CLUB EVENTS

Then on the road through Nambiac and on to the National Motorcycle Museum, with the largest collection of vintage, veteran and classic motorcycles on display. There were 800 in total.



Our lunch stop was at Krambach Bistro where we all sat in the sunshine to enjoy our lunch.



From there we travelled via the Buckett's Way to Taree and then on to the waterside Harrington River Lodge at Harrington. Its right on the picturesque Manning River and just up the road from the beach and Crowdy Head.



Our rooms were very spacious with great views to the river and beautiful gardens.

We had our usual nibbles in the spacious unit shared by several TSCC members and then on to our meal in the Shoreline Restaurant next door and tonight it was "Christmas in July" with the traditional Roast Meats and Vegetables and dessert to follow.

Lots of chatter and good cheer to end the day.

Pic of the Nambiac Museum by Kevin Leggott. All others by Jeremy Braithwaite on these two pages

CLUB EVENTS



Day 3 Harrington

Val Dixon with a little help from Bruce Griffiths

Waking up to a perfect sunny winters day in beautiful Harrington Waters and a leisurely breakfast it was a "free" day for all to explore this lovely part of the Coast which to a lot of people was a hidden secret not previously known to them.

With no set itinerary for the day everyone went in different directions ,but the majority ended up at the Crowdy Head Lighthouse. This historic Light-house was built in 1879 and the land is of significant historic Aboriginal heritage for the Biripi people.

While no whales were spotted (well at least by those present at the time I was there) there were rumours that the Daly's saw a spout of water on the horizon at the time they were there.

This has not been corroborat-



ed by any other Club member at this stage but could have been a ploy by Robyn to move on to Taree/ Wingham for a little retail therapy.

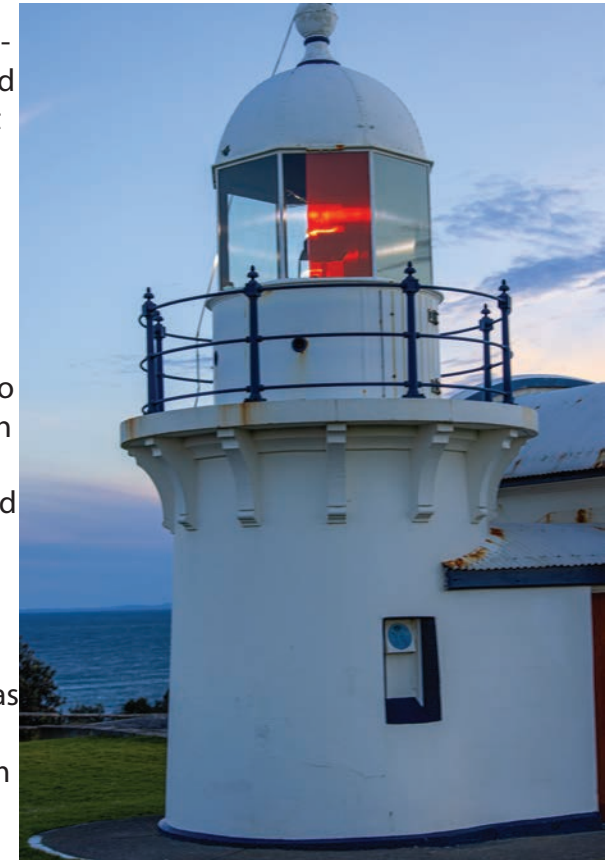
As per my brief as 'Louis Lane' for the day, I learned during drinks that evening in Jacks palatial suite that people explored Diamond head, Port Macquarie, Old Bar, and the Culinary delights (& wines??) at Cassagrains Winery.

Also came highly recommended from the group that attended was the Oysters and seafood at Stones Oyster Barn (not that Terry got to enjoy this treat as he got there just as they were closing at 4.08pm !).

As for Bruce & I we were quite content take advantage of a perfect sunny winters day to go for a long walk along the beach at Crowdy Head, drink coffee, look at the scenery and pretend it was about 10 degs warmer.

Dinner that night was another raucous affair with a very nice meal and good company. But as the Parramatta Eels were playing we had to get back to room to celebrate a very rare win for my team (Eels).

A really lovely day in a lovely spot. Thanks Jack for the great choice of venue and accommodation and thanks Vern for the wonderful weather.



CLUB EVENTS



CLUB EVENTS

The Hawkesbury Loop

by Luke Tourish

On Saturday 21st June, the Thoroughbred Sports Car Club gathered for another memorable sunset drive, starting at the Vineyard Hotel. With 32 enthusiasts in attendance and an outstanding line-up of vehicles, the car park alone was worth the visit. The mix of machinery showcased the diverse tastes of our members—ranging from modern powerhouses like the Porsche GT4 RS, Lotus Emira, and a striking Mustang, the cheeky Italian shopping basket—the Fiat Abarth, through to iconic Japanese turbo legends like the Mitsubishi Starion and Lancer Evolution.

Adding some heritage flair to the pack was a classic Mustang, a charming MG T (complete with optional heater!), and the unrivalled elegance of a Rolls-Royce gliding on its signature cloud-like ride.



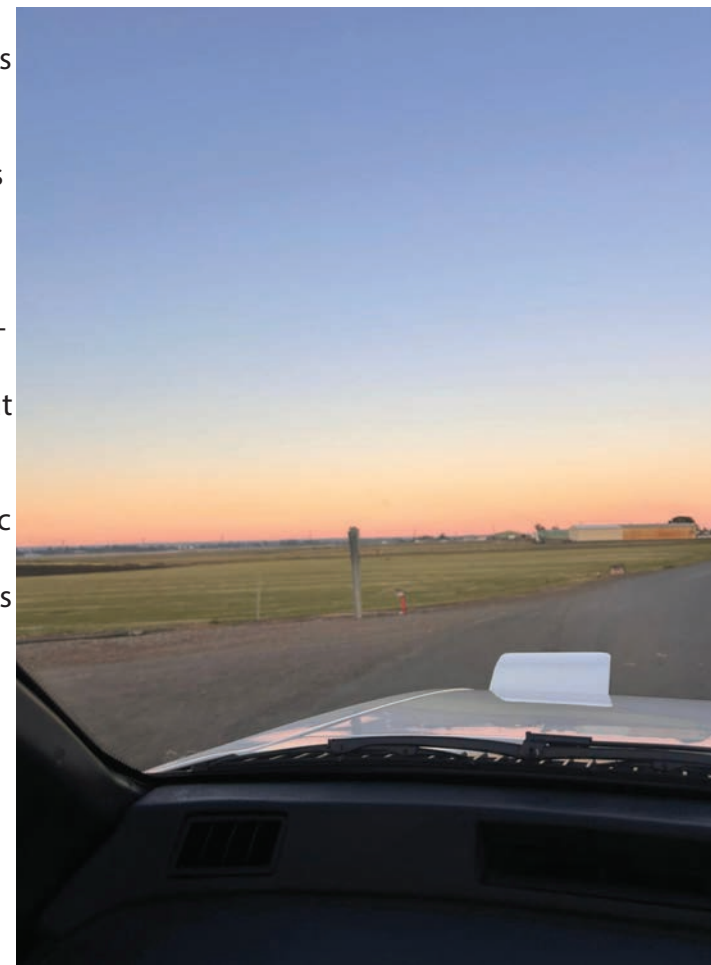
For those in convertibles like the Mercedes SL & SLK, the perfect weather meant tops were down and spirits were high.

Our route took us along a scenic and engaging loop, starting with a twisty climb out of Cattai Creek.

We passed the eclectic charm of not so tiny homes along Halcrows Road and cruised by the well know Dargle Ski Park— stirring up plenty of nostalgic moments judging by the laughter and conversation at the ferry, nearly everyone had a story or memory to share with water-skiing mishaps, or simply youthful misadventures at the park.

The Lower Portland Ferry provided a moment of stillness and photo opportunities, as our convoy was so large it required three separate crossings to get everyone over the Hawkesbury.

Once regrouped, we continued up the newly sealed Packer Road, taking advantage of the smooth surface and winding ridgeline that leads to Kurrajong.



CLUB EVENTS

The timing couldn't have been better as the sun began to set, casting golden light over the valley and enhancing the already breathtaking views.

Our final stretch took us down through Freemans Reach, past Windsor's turf farms, and over the Windsor Bridge to our dinner destination—the Clarendon Tavern.

There, we parked up for a picturesque sunset photo shoot before heading inside to enjoy a well-earned meal. The conversation flowed easily, fuelled by a shared love of great cars, great roads, and great company.

It was smiles all around as the evening drew to a close—a perfect blend of scenic driving, automotive variety, and social fun.

Until next time, drive safe and stay spirited!

Photo Credits - Alex Wilson, Sophie Johnson, Emily Johnson



TEMORA AVIATION FLIGHT SIM

Temora Spitfire Flight

by Philip Larmour

On a recent Triumph Sport Owners Assn road trip to Parkes and Temora the group visited the Temora Aviation Museum.

The standard of the exhibits is excellent and contains some very rare aircraft, including a Canberra bomber, the only airworthy Canberra aircraft in the world- although NASA has three Martin WB-57 variants built in the US which are used for high altitude atmospheric research. The Canberra has an operational ceiling of 70000 feet!

Whilst Leigh and I were at the museum we both took the opportunity to fly the museum's flight simulators. These simulators are a three axis device and the controls and simulators reactions from the controls replicates the real aircraft.

Leigh flew a P40 Kittyhawk flying under the Sydney Harbour Bridge (as you do) before circulating Wellington NZ and successfully landing at Wellington International Airport.

I selected the venerable Spitfire MK XVI and flew under the Sydney Harbour Bridge (popular flight path isn't it!) and then flew under the San Francisco Golden Gate Bridge before attempting a maximum turn to line up with an aircraft carrier anchored in San Francisco Bay.

But this didn't go well as a lack of altitude caused the port wing to dip into the Bay and I went swimming with the fish! But alas my time was up.

We both enjoyed the experience and will definitely book another session next time we are in that part of NSW.



THE RF81 STORY

The Life Story of my Van Diemen RF81

Formula Ford Chassis #401 by Vic Andrews

I originally purchased the RF81 (manufactured 1981) from a good friend and TSCC member Ray Ross in 1996.

The Aussie history of the car was not difficult to obtain which included drivers Mark Larkham and Peter Verheyen but I have been seeking details of its race history for some time from England as Ayrton Senna raced an identical car before he progressed to F1. My efforts to find details from England only confirmed the car was legitimate however recently I made contact with the David Leikvold who imported the car to Australia and was very helpful in passing on the missing history.

David Leikvold bought the car after seeing it at the Formula Ford festival Brands Hatch in 1983 from Pine City racing near Stonehenge and being driven at the time by Simon Day.

The car was originally driven by a famous Mexican race driver Alfonso Toledano who died in 2016 from diabetes and kidney disease. Alfonso Toledano was part of a three part factory team which included Ayrton Senna as a team mate and the car was painted red which is a nice piece of history as it is possible Ayrton may have tested my car.

David Leikvold shipped the car to Brisbane by Grace Bros international who were incompetent and not interested. Import rules changed while it was on water but after 6 months the problems were resolved by another freight company, Grace Bros could not understand that a car could fit easily in a box nine feet and two foot wide.

The car was then sold to David Leikvolds brother Peter who arranged for Peter Verheyen to race it for one season and followed by Mark Larkham at the AGP meeting 1987 with the car painted white.

The car is now painted yellow and black similar to Ayrton Senna's car when he raced a RF81 car in 1981. I have owned and raced the car with my son Ross since 1996.



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MOTORING IN THE 50's

Motoring in the Fifties

By Colin Watts

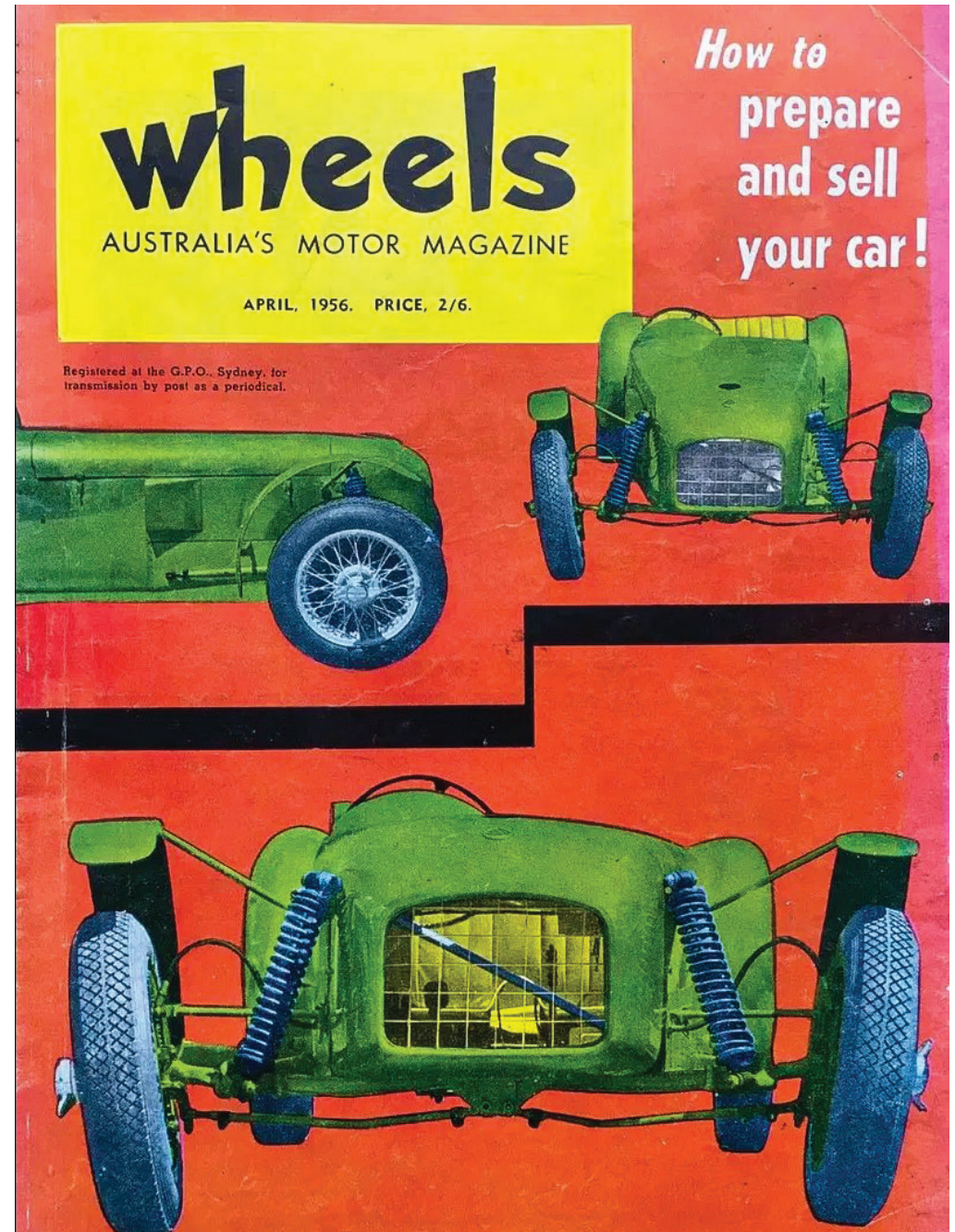
While driving through the beautiful Kangaroo Valley I came across a store with the intriguing title of The Nostalgia Factory. As the title suggests, this shop is filled with all manner of bric-a-brac including old copies of motoring magazines including Modern Motor, Wheels and Sports Car World. I purchased a number of these magazines, mostly Wheels, from the Fifties and Sixties. Having perused many of the road tests and articles in these tomes it occurred to me that such material could be the basis for an article for Top Gear.

Being well into my three score and ten decade I have some experience of motoring in the above-mentioned era. After 14 months of experiencing the delights of a 1938 Dodge, my father traded in this motoring icon on a 1953 Dodge Kingsway. This vehicle remained in the family for several years and was eventually traded on a new Datsun 1600.

Having experienced a car from the 50's I feel that I have some connection with motoring during the decade, which is the subject of this article. I will begin with a Wheels magazine dated April 1956. On the cover is a Lotus Mk6 whose vital statics are 1100 cc, 72 bhp, top speed 110 mph. It was apparently imported by a Mr Alex Strachan who was the President of the North Shore Sporting Car Club at the time. This august institution is still in existence today.

Mark Bisset's [Promotipo](https://primotipo.com/2020/06/23/alec-strachan-lotus-mk6-climax/) did a lovely story on Alex Strachan and his Lotus 6:
<https://primotipo.com/2020/06/23/alec-strachan-lotus-mk6-climax/>

Turning the cover reveals an advertisement for the Goliath sedan, which is billed as "the most luxurious little family car your money can buy" also mentioning its high cruising speed and superb comfort. We have come a long way in advertising since then! There are possibly a number of Goliaths still in existence in Australia. They are part of the Queensland-based Borgward Car Club along with Lloyd and Hansa Cars.



MOTORING IN THE 50's



*Goliath 1100 2 Door Saloon
Manufactured from 1928 - 1961 by Carl Borgward*

Other new car advertisements include Humber Super Snipe ("Armchair Comfort and Tremendous Power"), "Morris Minor" (Big in Savings, Big in Comfort, Big in Power"), Ford Prefect ("Prefect 10 h.p. Makes Motoring 10 Times Better"), Simca Aronde ("The Greatest All-round Performer in Its Class") and Austin A90 Westminster ("Superb 6-cylinder Performance, Glamour and Dash"). By today's advertising standards some of the content of these ads may well be considered somewhat exaggerated and their authors suffering from a dose of hyperbole!

Delving further into the pages of this magazine there are 3 full road tests; the Renault 750, the Volkswagen and the Morris Oxford. The Renault test is headed up "we try a firecracker". With the vital statistics of this diminutive French sedan being a 749cc engine producing 72 bhp such a description

may not be too wide of the mark. It managed 0 to 50 mph in 15.6 seconds with a top speed of 73.4 mph. Compare these figures to those of the Renault Dauphine, billed as "Another French Sensation" in an article in the magazine: 850 cc, 30bhp and 70mph top speed. I remember my third piano teacher driving a Dauphine.

Turning to the test of the Volkswagen one may expect a superior performance to that of the Renault, with a larger engine of 1194cc. However, this engine only produces 30bhp. The 0 to 50 mph run is quicker than the Renault at 11.4 seconds, Top speed is fractionally slower than the Renault at 72mph. Readers will remember that the 1956 Volkswagen had a small, oval shaped window, not the best for reversing.

As one would expect, the performance of the Morris Oxford, with its 1489 cc engine, should be superior to the two aforementioned vehicles. With 50 bhp at its disposal it is not as powerful as the Renault 750. The 0 to 50 mph run is also slower than the Renault at 16.4 seconds. However, the Morris does have a slightly better top speed at 74.5 mph. So, that "Firecracker" tag seems to be genuinely applicable to the Renault 750.

There are, of course other articles besides road tests. There is an illuminating piece on "Selling Your Car" with the subheading "The price depends on the preparation". One would surmise that such a

A vintage Volkswagen advertisement. At the top, a black and white illustration of a Volkswagen Beetle is shown from a side profile. Below it, the text "Functional! Amazing!" is written in a stylized font. Underneath that, "VOLKSWAGEN CARS AND COMMERCIALS" is printed in large, bold letters. To the right of the Beetle, there are smaller illustrations of three commercial vehicles: a pickup truck, a Kombi van, and a Microbus. The text "Fundamentally different, no other family of vehicles in the world offers so many refinements in pleasure motoring or freight carrying—as Volkswagen. High performance; finish; safety and comfort, thanks to independent springing of all 4 wheels and torsion bar suspension, and economy of operation with work-capacity characterise the Volkswagen vehicles and make them unequalled in their field." is written in a small font. At the bottom, there is a logo for "LANOCK MOTORS LTD." with the address "177-179 William St., Sydney. FA7003" and information about where to see the cars at a motor show.

MOTORING IN THE 50's

revolutionary statement would be obvious! This is complemented by some further vital advice - "Knowing where to sell your car is only half the story. Preparing it for sale is equally important" The article then commences with an extensive piece on a couple's experience buying a second-hand Holden. What that has to do with preparing your car for sale is beyond my comprehension. Finally, the article goes on in grim detail as to how to prepare your car. One piece of "important" piece of advice was to replace worn pedal rubbers!

Motor sport is also covered. There is an article on Speedway racing, one on Mercedes winning the world championship, and another about Reg Hunt winning at the Gnoo Blas circuit in Orange. Interestingly there was a recent celebration on February 7 – 9 of 65 years of Touring car racing at this circuit. There is also an article about Fangio winning the Argentine Grand Prix.

Other articles cover the new Ford Zephyr and Consul, the new "Small" Rambler, how to turn your FJ Holden into a convertible and how to tune your car with two simple tools – if only that were true of today's cars!

Moving on the September 1959 edition of Modern Motor, the cover shows a front view of the New Morris Major, resplendent in two tone red and white with a rear view of the same car in two tone blue and white in the background. A few pages into the magazine the advertisement for the Morris Major is described as "mighty" also saying that the car "Sets Record -Breaking New Standards in Performance and Value for Any of its Class Ever Built in Australia". More hyperbole! Looking at the Major's statistics we find a 4 Cylinder motor of 1489cc capacity, a top speed of 79; quite reasonable figures when compared with its rivals, The test driver Bryan Hanrahan declares that the Series 2 Morris Major is a "Most Improved Car" when compared with the Series 1. One would hope that fact to be true!

The road test of the 3 Litre Rover is headed up as "The Heavenly Bath Chair" whatever that signifies! The test driver Bryan Hanrahan found the Rover to be "Smooth, Decorous and Relaxingly Luxurious, I'm not sure that relaxingly is a legitimate adjective. It's certainly not listed in the Macquarie Dictionary!



Reg Hunt winning Gnoo Blas on 30/1/1956 More at [Promotipo](#)



MOTORING IN THE 50's

However, this 6 cylinder, 2995cc sedan certainly performs well with a top speed of 96 mph and 0-50 covered in 11.2 seconds.

A car retailing for 2850 pounds in 1959 would certainly be expected to perform well. In summing up the tester questioned what he described as a solid back end saying that, for the price, potential customers may well expect an independent rear suspension.

The third road test is of the Mercedes Benz 190D. Test Driver David McKay found the diesel Mercedes to be a "Willing, Tireless Car with Superlative Handling Qualities". This 1897cc, 55bhp is no fireball. Top speed is 83 mph and the 0-50 run took 15 seconds. Hanrahan summed up the diesel Mercedes as "one of the world's safest cars". However, he questioned what he declared to be a high price at 2360 pounds and that it should be priced so that it would be in reach for the "discerning as well as the successful".



There are three other new car advertisements. The first is for the Singer Gazelle, described as "The New Flying Gazelle Sports Sedan" which has "Sports Car Brilliance, Continental Elegance and Roomy Luxury".

With this description, one would imagine that Singer showrooms would have been inundated by potential buyers. The second is for the Ford Zephyr with the statement that "More than Ever the Swing is to Zephyr for '59. I would doubt that such a prediction came true. The third is for the Volkswagen, described as being "Winter Proofed". The advertisement also states the following: Air-cooled Engine – Instant Getaway, Inbuilt Heater – Glow as You Go,, Safest Yet to Drive in the Wet, Stormproofed Ignition – Dry in a down-pour". I wonder if Volkswagen was ever asked about these claims!



Above: 1950's Singer Gazelle

One brief but interesting article is the announcement of the coming "Mini Minor, known, of course, as the Morris 850 in Australia. This brief article with the description of "Revolutionary Baby Car features Independent Rubber Suspension and Front Wheel Drive". One illustration shows an exploded view of the car's mechanical features.

MOTORING IN THE 50's

There are 3 motor sport articles, Jack Brabham winning the British Grand Prix, extending his lead in the World Championship, the Ampol Round Tasmania Trial, and Tony Brooks winning the British Grand Prix.

There are 2 self-help articles, one entitled "Do It Yourself" which gives advice on fixing oil leaks and the other called "Want Some Help" where readers write in with their problem and is answered by a mechanical expert.

There were some new car announcements firstly for "Two Big Farinas from B.M.C. namely the Wolseley 6/99 and the Austin A99 Westminster Next was the "Striking New Sunbeam" Alpine. The third article announced that "New Big Fords Here" describing the Ford Custom 300, the Fairlane 500 and the Ranch Wagon, All affectionately known as the "Tank" Fords because of their size and imposing presence.



It was an interesting exercise to look back at motoring journalism in the Fifties and how new car advertising was so dramatic. I suggest that these two aspects are treated with a little more due diligence nowadays and that the standard of advertising and journalism is perhaps more closely scrutinised before going to press due to laws governing both areas.



Above: Jack Brabham winning at Aintree in 1959

Below: Custom 300 Fairlane



Smart new Custom 300, lowest-priced of the new Ford V8's.

Get that 'NEW FORD FEELING!'

You have never driven a car like this before! Nor owned one quite so beautiful. Here are living room dimensions . . . 204 horsepower . . . luxury lounge interiors with sofa-soft seats . . . huge panoramic windows . . . and a smoothness of ride and handling-ease that are almost unbelievable. You are cor-

dially invited to get the "New Ford Feeling" today — in an action test-drive at your nearby Ford Dealer's. Ford V8 was awarded the Gold Medal for beauty at the Brussels World's Fair.

FORD V8

THE SHOSHONEE

Shoshonee History by Lionel Walker

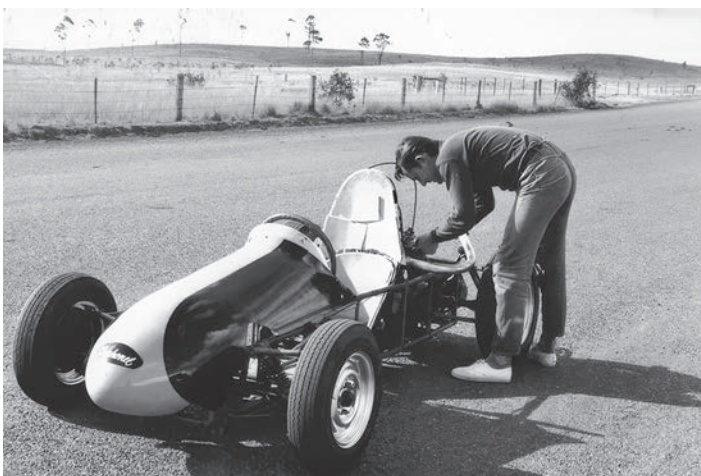
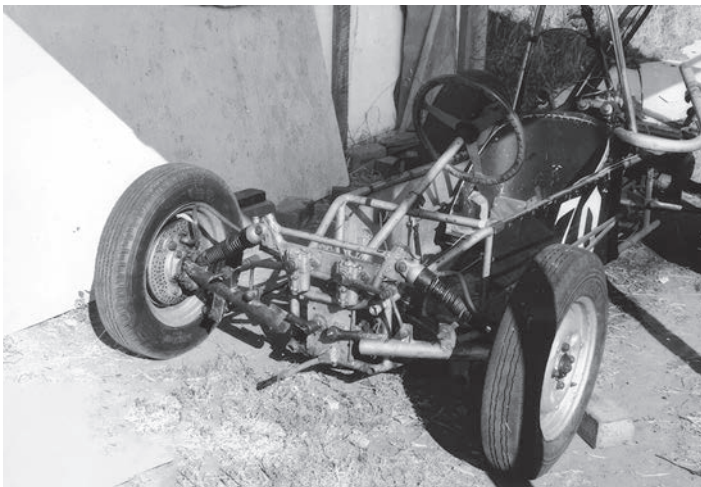
I bought the 650cc Hillclimb car in 1964 from Dick Shoebridge and competed in it until 1968.

During that time I changed the front suspension from a swing axle system to a Triumph Herald double wishbone, together with the rack and pinion steering.

The engine was a 650cc Triumph engine driving through a chain back to a Norton gearbox and then forward to the drive axle with a centre mounted single rear brake.

Fuel tank was from a Victor lawn mower.

After I sold it I do not know what happened to it.



*Top Right: Gael admiring the car
Bottom right: Shoshonee at Amaroo Hill Climb*

RESTOMODS & RECREATIONS

Restomods and Recreations

by Jeremy Braithwaite

When Ford licenses Boreham Motorworks to produce a 'Continumod' Mk1 Escort with 296bhp and a starting price of £295,000 and a limited run of 150 examples, you will either form the view the world has gone bonkers ... which it probably has ... or that there is a serious market for special vehicles based on something from the past.



The Escort tips the scales at just 800kg. There's no power steering, ABS or any driver aids and the LSD is purely mechanical. It should all be quite excit-



Retropower in the UK produced a Mk1 Escort for Gordon Murray and this no doubt cost even more than the Boreham car. The build is featured on their [YouTube](#) channel and makes interesting viewing.

So this is a really interesting emerging market where enthusiasts can indulge their nostalgia while at the same time enjoying an outstanding driving experience.

A couple of our members have some interesting cars that they have purchased or commissioned and I owned and raced for a time the original D Type Replica that was built in Tasmania in the late 1960's.

So we're going to make this a regular feature in Top Gear magazine and to start things off we're going to look at some fascinating examples of the Jaguar E Type.

Eagle

[Eagle](#) were one of the founders of the restomod movement and was started in rural Sussex in the UK in 1984 by Henry Pearman. His E Types have been reviewed and tested by all and sundry and Jeremy Clarkson declared one his 'Car of the Century'. They quickly built a 7 year waiting list such was the demand for their work.

Since that time they have developed a Low Drag GT (bottom left), a Lightweight GT (top), a Speedster (bottom) with cut down screen and Spyder GT with the performance of the Lightweight and the looks of the Speedster.



RESTOMODS & RECREATIONS

Here is a collection of the Eagle cars at Goodwood:



Ian Callum

Ian Callum is well known as the stylist responsible for some of Jaguar's better recent designs including the F Type, F Pace and I Pace. Since then he has started his own consultancy and engineering company called [CALLUM](#) and does commissions for customers.

The CX375 below is one example.



Callum recently released a design for the E Type with a revised exterior and interior. It will require interest from customers in order to proceed.

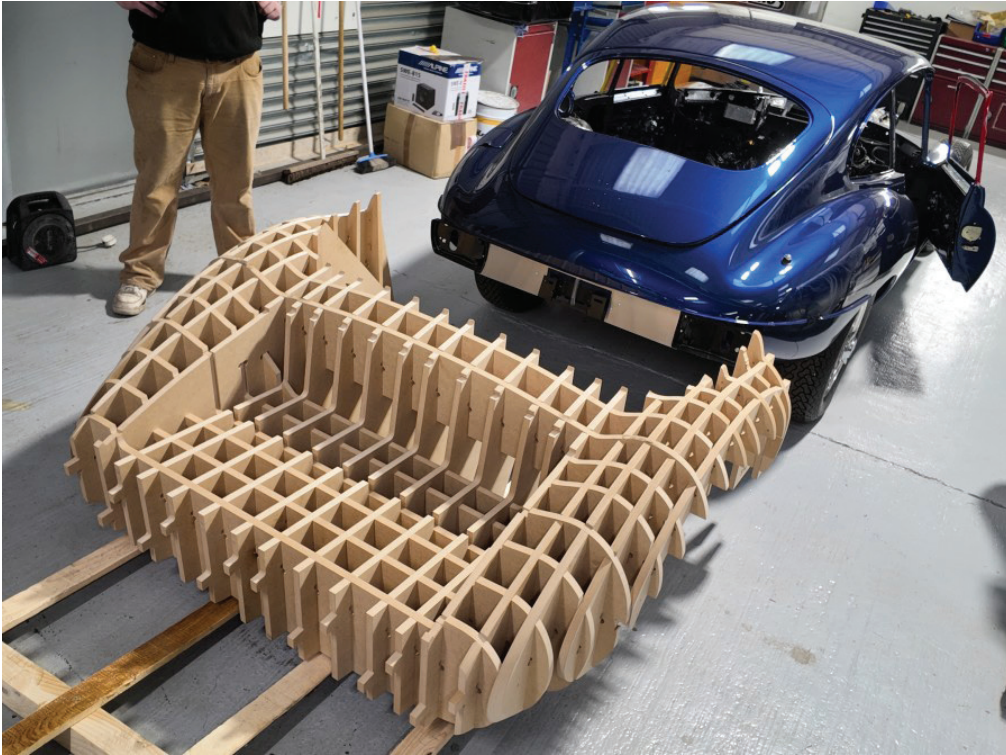


Retropower

[Retropower](#) are based between Leicester and Birmingham in the UK and have delivered an incredible range of restomod builds over the last few years. As their team and skill base has grown, so have their projects developed and in addition to all the usual engineering and metalwork they have a trim shop, CAD group with 3D printing and electrical including ECU programming and the creation of new wiring looms.

RESTOMODS & RECREATIONS

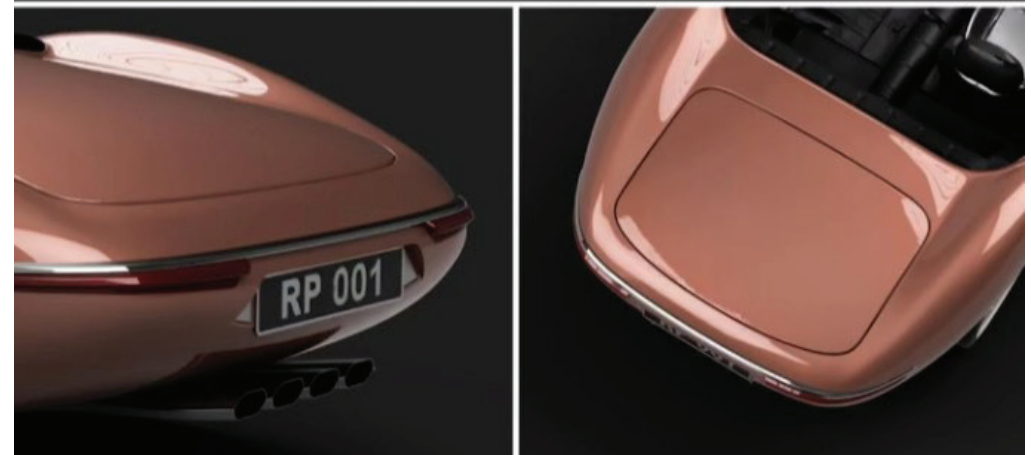
So when Retropower did their E Type called Project Geneva they were able to complete the design in CAD and then once signed off by the customer produced a wooden buck which was used to beat out the new body shape.



There are lots of shots of the build [here](#).



And there are some more renders below.



Check out some of their other projects including a fascinating 2 door Mk2 called [Project Churchill](#).

RESTOMODS & RECREATIONS

Chip Foose Design

Chip Foose is based at Huntington Beach in California and while most of their work is on American iron, they produced a stunning E Type restomod for this years SEMA show.

From their [website](#):

Revered in its stock form, the concept was to build upon that legacy of subtle elegance and create an understated, yet high-performing, two-seated gentleman's roadster.

There's no question this Foose-ified Jag is unique. The design, engineering, and fabrication process included a stretched trunklid, extended rocker panels, redesigned headlights with brass bezels, flattened taillights, as well as a bold-looking hood scoop, grille, louvers, bumpers, huge wire-look chrome wheels, and a brash Magnaflow quad exhaust. Inside, the Foose team kept it a little more restrained, but the presentation is totally fresh and the package includes a new dashboard and pedals. The analog gauges and wood-rimmed steering wheel remind you this is still, after all, a vintage Jag.

The soundtrack, however, is all-American. Instead of the original V-12, Foose dropped in a 6.2-liter LS3 Chevy V-8 making 525 hp and paired it with a GM 4L60-E four-speed automatic transmission. (If you think that's blasphemous, Chevy V-8 swaps into Jaguars are nothing new and can be lovely, indeed.) On top of the new powerplant, the Jaguar benefits from suspension and brake upgrades to lend some modern driving dynamics.



Check out the website link above for a full gallery on the build and see the SEMA reveal on [YouTube](#) which explains how those incredible wheels are made from billet!



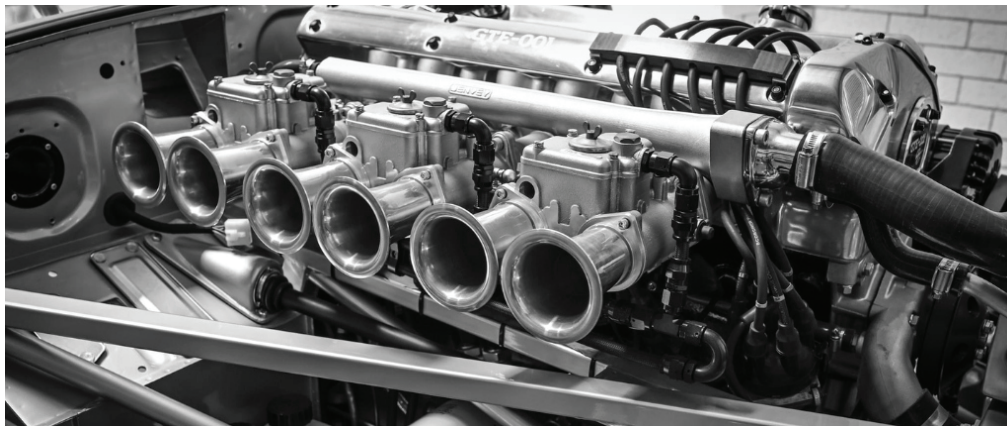
Concours Sports Car Restoration

Gavin King's Concours Sports Car Restoration business is located on the Central Coast at Tuggerah and has been the subject of a TSCC visit on more than one occasion.

His work is to a really high standard and while much of the business is devoted to straightforward restoration work, Gavin has also completed a number of interesting recreations.

The website only currently lists the GTE ... a series of 11 bespoke Lightweight E Types. The holding deposits are A\$300,000 and there are some pics on the next page ..

RESTOMODS & RECREATIONS



The balance of photos are of the Low Drag Coupe from our visit in 2017 ... the full gallery is on my photosite [here](#).



RESTOMODS & RECREATIONS



SILO ART TOUR PHOTO COMPETITION

Silo Art Photo Competition

by Jeremy Braithwaite

We announced the winners of the Photo Competition at the May General Meeting at the Carlingford Bowling Club. It was the best attended meeting that I can remember and lots of fun.

We received 1,800 photos in the competition and you can view them all on the TSCC photo site [here](#).

Our first job was to sift through them all and I extracted around 70 into a finalists list. Julie then added her choices and later we had Terry go through and add his ... we also dropped some ... and ended up with making a choice from 69 which you can see [here](#).

Now came the really hard part and we set up a video call with Terry and spent a couple of hours going through them all. We firstly agreed that we needed to recognise more than a single winner and a couple of runners-up. The effort that the members had put in to the competition and the extent of their artistic skills meant we would need at least a dozen prizes.

In the end we chose a Top 16 which we recognised with an award plus one winner and five Special Awards. All of these received an A1 sized print and we had quite a lot of processing to do to upscale the original photos so they could be printed at this scale. I used a combination of Topaz AI and Adobe Photoshop for this task.

The winner was Greg and Chee Mei Gibbons with their Lotus Emira in the foreground of the silo at Picola on Day 3 of the First Tour.

Terry had commissioned an aluminium frame in the shape of a silo for the winner and the picture wrapped perfectly around the frame as you can see in the photo on the right.



SILO ART TOUR PHOTO COMPETITION

We asked them for some comments:

We were very surprised to be the recipient of the prize for the Silo Tour Photo Competition. Chee-Mei took the photo and I recall having to move the car a few times, no numerous times to get it in the right position for the shot so I guess it was worth it. We thoroughly enjoyed the trip and taking the photos, great drives, great company and very well organised. Many thanks to Terry, Robyn, Julie and Jeremy.

The attached photo is of the prize hanging up in the shed with the car in the foreground. It looks great in that position and I am sure it will be a talking point. It would have looked better in the lounge room but I was told that it is not a car museum. A great and very thoughtful prize for which we are very grateful.
Greg Gibbons

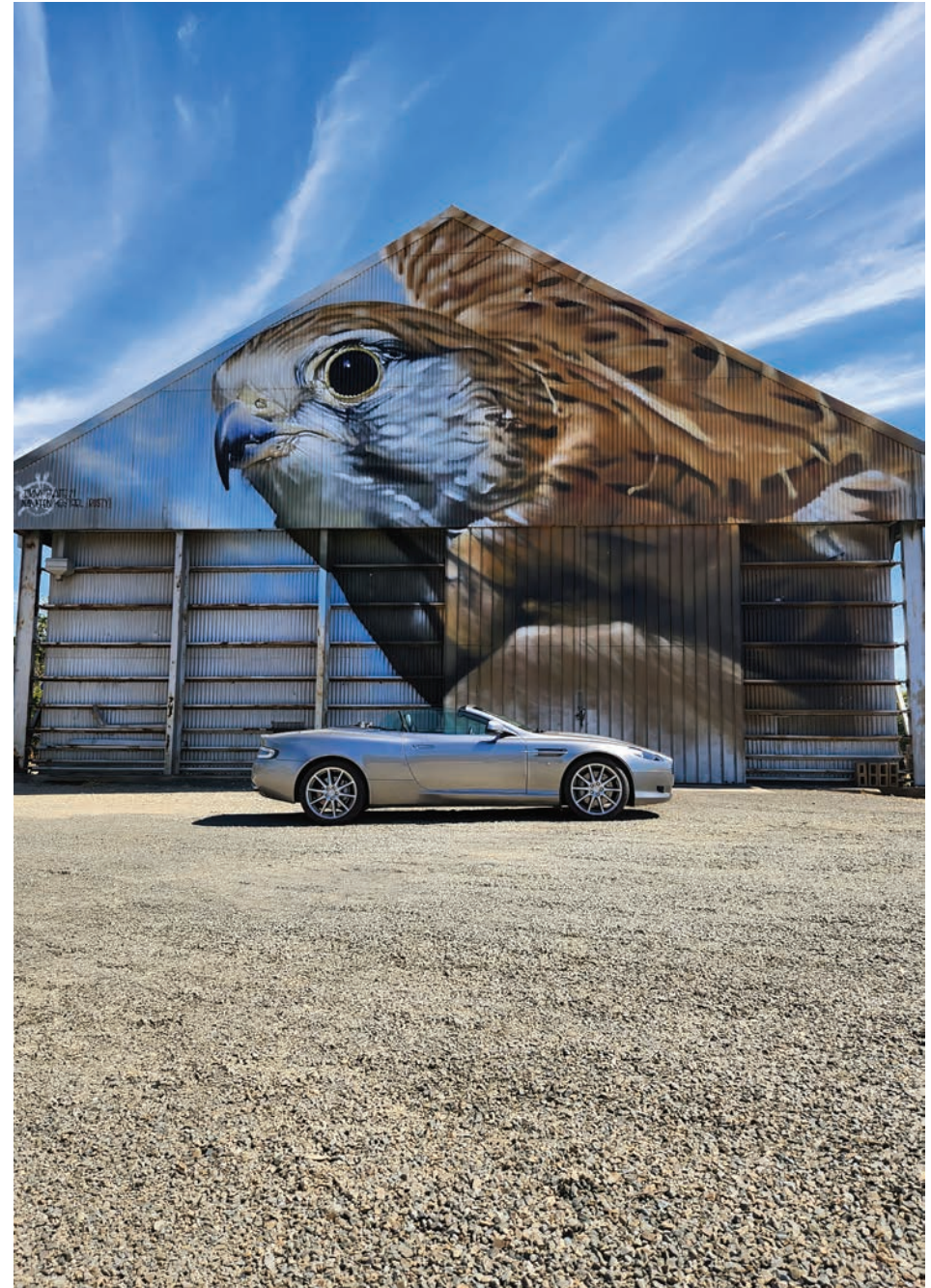
Indeed very surprised and must be a very difficult decision for the judges with all the great entries. What a very thoughtful prize and we have just the spot in the man shed for it.

Thanks again. I think my aim of achieving balance in the shot paid off.
Chee-Mei

I have shown all the winning photos on the following pages.

Big thanks to Terry & Robyn for having the great idea and then executing it so well. Julie and I led Tour 2 and our group had the benefit of having seen some of the results from the first tour. Ron Powell and Sue Harris' reflections shot was a standout and inspired some similar shots from our group, but they were only one of many outstanding efforts.

There is a new Silo Art app for Android and Apple users which can be downloaded on this [link](#).



Andrew & Gae Bristow

SILO ART TOUR PHOTO COMPETITION



46 Irene & Sergio Cariolato



Konrad & Caroline Dover

SILO ART TOUR PHOTO COMPETITION



Graham & Carol Edds



Lindsay & Ju Hannan 47

SILO ART TOUR PHOTO COMPETITION



SILO ART TOUR PHOTO COMPETITION



TOP GEAR WINTER 2025

Jim & Christine Baird 49

SILO ART TOUR PHOTO COMPETITION



50 Roger & Pat Korte

TOP GEAR WINTER 2025

SILO ART TOUR PHOTO COMPETITION



SILO ART TOUR PHOTO COMPETITION



52 Stan & Jenny Jodiekin



Michael Markiewicz

SILO ART TOUR PHOTO COMPETITION



Ron Powell & Sue Harris



Craig & Donna Shiel 53

SILO ART TOUR PHOTO COMPETITION



SILO ART TOUR PHOTO COMPETITION



TOP GEAR WINTER 2025

Vivienne McMahon 55

SILO ART TOUR PHOTO COMPETITION



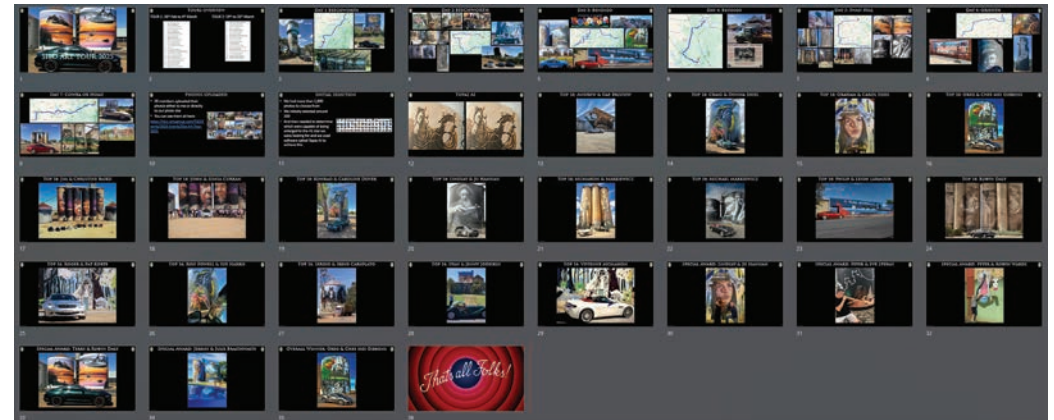
56 Vivienne McMahon & Michael Markiewicz

Silo Art Special Awards

We decided that the winning photos needed to have a car and a silo in the photograph and there were a number of others that we wanted to recognise:

- Terry & Robyn Daly's photo of the Mustang Bullitt at Lake Boga was the feature photo for our trip and deserved an award
- Terry asked Jeremy & Julie to choose one of their photos ... a reflection from the roof of the Grabber Blue Mustang
- Lindsay & Ju Hannan's photo in the church at Goorambat was just brilliant
- Peter & Eve Stefan produced a number of really original photographs. It was hard to choose from them, all but the didgeridoo blowing on the aboriginal camp fire was the worthy winner
- And our final special award was to Peter & Robyn Wards. Somehow Robyn taught Peter how to milk a cow!

The two tours were really good fun and the feedback from all involved was that we needed to do a repeat in 2026 but visiting some different locations.



SILO ART TOUR PHOTO COMPETITION



TOP GEAR WINTER 2025

Terry & Robyn Daly 57

SILO ART TOUR PHOTO COMPETITION



58 Jeremy & Julie Braithwaite



Lindsay & Ju Hannan

TOP GEAR WINTER 2025

SILO ART TOUR PHOTO COMPETITION



Peter & Eve Stefan



Peter & Robyn Wards 59

DE TOMASO AUTOMOBILI

The P72 De Tomaso

by Jeremy Braithwaite

Alejandro de Tomaso founded his company in 1959 and produced some landmark road cars. The first was the Vallalunga produced from 1963 followed by the Mangusta in 1966 and the Pantera in 1971.

We have both a Pantera and a Longchamps in the club ... see details of both cars later in this article.

The last road car of the 1990's was the Guarà which began sporadic production in 1993.

Prior to 1963 the company had made sports prototypes. They started with the Sports 1000 which sparked the interest of Carroll Shelby and the Ford Motor Company who were looking for a replacement chassis for the King Cobra.

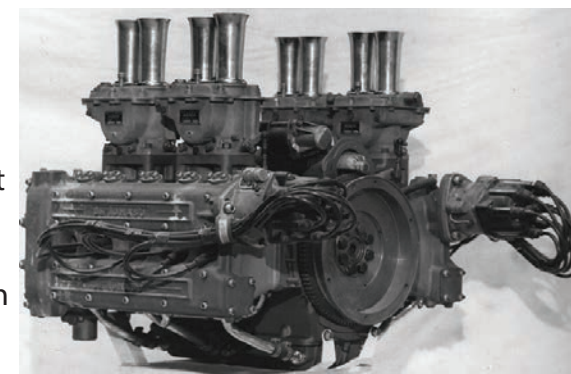


They collaborated with American designer Peter Brock and produced a mid-engined Sports 5000 for prototype sports car racing in Europe and the USA.

These cars looked fabulous but their competition history was minimal and without any real success.

The Competizione 2000 was another prototype shown at the Geneva Show in March 1966. It was equipped with a 1,831cc flat 8 engine.

The engine made 170 bhp which was about 10bhp less than Porsche's flat 8 F1 engine. The



DE TOMASO AUTOMOBILI

project was sadly abandoned.

De Tomaso must have made some money from the early road cars as he also went on to own Maserati as well as Moto Guzzi. Maserati's made under his ownership included the Biturbo, Quattroporte III and the Kyalami.

The company had made a number of unsuccessful attempts to create and run F1 cars in the early 1960's. In 1961 they made 4 cars with one entering the French GP and retiring and the other 3 entering the Italian GP and all retiring.

In 1962 and 1963 they entered cars in the Italian GP and both chassis failed to qualify.

The photo above was taken at Retromobile.



In 1970 the company made a chassis for Frank Williams for F1. The car was designed by Giampolo Dallara and designated the de Tomaso 505/38. Brewery heir Piers Courage drove the car initially and in five races the car either failed to qualify or finish.

In the last race the car flipped and caught fire killing Courage. Both Brian Redman and Tim Shenken also tried the car. Brian had a DNS and a DNQ and Tim was more successful suffering 3 retirements!

The Ford Motor Company had purchased an 84% stake in the company in 1971. This was subsequently sold back to de Tomaso in 1973 as a result of the oil crisis.

From 1972 to 1975 around 5,000 Panteras were manufactured and sold through Lincoln-Mercury dealerships in the USA. The firm retained the right to rest-of-world sales for the Pantera and continued to manufacture the car in tiny numbers for 20 years with over 7,000 cars being produced.

Alejandro de Tomaso died in 2003 and the company went into liquidation in 2004 although production of new cars continued after this date.

By 2008, a buyer was being sought for the De Tomaso factory and trademarks, and in 2009, Gian Mario Rossignolo bought the De Tomaso trademark and founded a new company named "De Tomaso Automobili SpA".



DE TOMASO AUTOMOBILI

Rossignolo planned to assemble chassis and bodies in one of Delphi Automotive's old production facilities in Livorno and to fit bodywork, paint and finish its cars in the former Pininfarina factory in Grugliasco.

In May 2012, De Tomaso was again for sale after their business plan failed to gather sufficient financial backing and in July 2012, Rossignolo was arrested following allegations that he misused 7.5 million Euro worth of government funds.

In April 2015, an Italian bankruptcy court approved the sale of the company to Norman Choi of Hong Kong-based Consolidated Ideal Team Ventures, for €1,050,000 with plans to move production to China.

The P72 is a retro-styled sports car introduced at the 2019 Goodwood Festival of Speed under the newly reformed De Tomaso brand. Designed by Jowyn Wong, the car is a homage to the P70, a race car built by Carroll Shelby and styled by Peter Brock for De Tomaso, introduced in the late 1960s.

The design of the car is meant to be hailing back to the Le Mans race cars of the 1960s. The interior of the car is meant to have a modern outlook with opulent instrumentation. The chassis built to LMP1 standards is shared with the sister company Apollo Automobil's Intensa Emozione.

In 2025 the company was acquired by NASDAQ listed ESGH Holdings Limited for \$1.03 billion. The address on their website is listed as Afflerbach which is better known as the home of AMG, but their T&C nominate an address at Kopernikusstrasse 31, D-85092 Kösching, Germany which is an anonymous factory unit down an unsealed track!

If you want to place an order for a P72 it might be a good idea to do some due diligence before parting with the hard earned but it is tempting!

The Johnson family own two De Tomaso's ... a Pantera and a Longchamps. Les has shared extensive history files of both cars and we'll complete a feature for the Spring edition of Top Gear.



DE TOMASO AUTOMOBILI



More incredible photos and a configurator on this link:
<https://www.detomaso-automobili.com/home#experiences-anchor>

JAGUAR XK120 - OUR FIRST 50 YEARS

50 Years in Our XK120

by Chris Hallam

September 2024 marked 50 years of our ownership of our 1953 XK120 (OTS, Chassis 661073). It was completed on 21 May 1953 and home delivered to Mr F Hammond, via Bryson's Sydney.

In 1962 the car was driven to Mackay, Queensland and bought by Fred McNichol, a cane farmer. His son Dave described the previous owner as a man who belonged to "some strange religion" who had driven to Queensland to meet his prospective bride, in an apparently arranged marriage.

Having decided to get married, he needed money, so the XK was sold to Fred. Under the ownership of Fred and Dave McNichol, it was drag raced on the Palmyra drag strip.

The engine and gearbox found their way into Dave's Mk V Jaguar. In 1969-70 they sold the car to Phil Hohnen in Canberra, who passed it onto John Henderson, who we bought it from.

At this stage the car was rough. Coincidentally, we sold a S1 E-type to Phil Hohnen soon after the XK arrived.

*XK on arrival ...
my E-type
in front*



Top: Interior



Right: Chris on Wedding day 1975

In 1974-76 I used the car in occasional CSCA events, replacing the windscreen with aeroscreens from my previous Morgan Supersports.

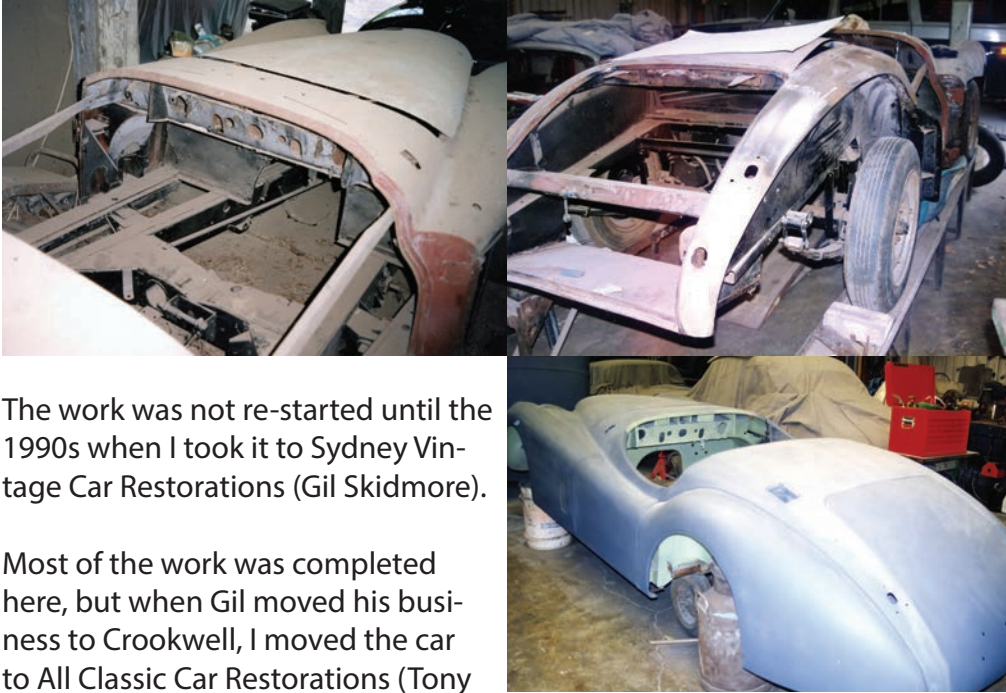
It was used at my wedding to Deborah in January 1975.

Between February 1975 and April 1976 Deb used it to commute to Fairfield Girls High, with weekend use varying between competition events, picnics and camping.

In April 1976 it was laid up in the barn of our 1809 property at Kurrajong, while we spent a year travelling overseas. On our return, there were higher priorities than the XK restoration.

Initial restoration work commenced in the early 1980s at Vintage Motor Garages (Max Houston), but when I established my consulting engineering practice in 1986, the car came home, since I did not have the means for an open-chequebook restoration.

JAGUAR XK120 - OUR FIRST 50 YEARS



The work was not re-started until the 1990s when I took it to Sydney Vintage Car Restorations (Gil Skidmore).

Most of the work was completed here, but when Gil moved his business to Crookwell, I moved the car to All Classic Car Restorations (Tony Pallas) who completed the work in 2007, with XKC120 being re-registered in December 2007.

Pics above: Slow stages of rebuilding the body

Pic below: Wakefield Park Sprint 2008

Pic opposite top: Winton Sprint & Race 2008



The first event in 2008 was a Super Sprint at Wakefield Park, followed by a Sprint +Race meeting at Winton.

A week later it was cleaned up for the 2008 JDCA Annual Concourse, where it scored 79%. The car featured in a two-page article in Australian Classic Car in March 2009. The 2010 JDCA Annual Concourse saw the XK part of the display of the main lines of Jaguar cars, starting with the SS100.

*Pic right:
JDCA Annual
Concourse 2010*



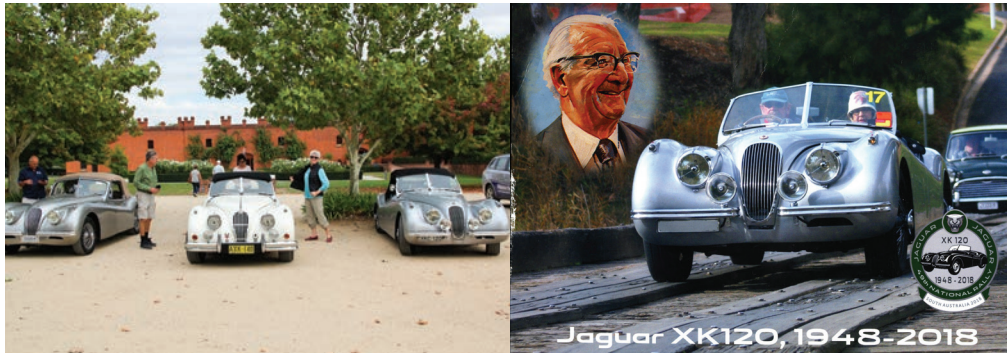
JAGUAR XK120 - OUR FIRST 50 YEARS



We took the XK to Jaguar Club National Rallies in Hobart (2009), Canberra (2011), Wollongong (2013), Barossa Valley (2018) and Albury (2019).

Pics above: The trip to Hobart 2009 via Tahbilk

Below: Pallas, Walker & Hallam XK's 2018 Rally 2018 Rally Poster with us



After competing in the 1995 Mountain Rally (in an E-type), this event became our main interest, starting in 2008. We competed in the "serious navigation" category while this category was offered.

While 47th in 2008, in 2009 we were 6th Outright, 1st Jaguar, in 2010 3rd Outright, 1st Jaguar, in 2011 5th Outright, 2nd Jaguar and in 2012 2nd Outright, 1st Jaguar. We also enjoyed the social Mountain Rallies in 2016 and 2022.



Pic above: 2008 Mountain Rally

Pic below: 2008 Pas de Deux Rally

The XK also competed in 11 Classic Rally Club navigation rallies, including three Alpine Rallies, three Pas de Deux Rallies and two South Coast Rallies, with the best result being First in Apprentice class in 2012, with friend Phil Stead navigating.



JAGUAR XK120 - OUR FIRST 50 YEARS

Pic Left:
2009 Alpine Rally
Motorkhana
Pic right:
2009 Alpine Rally



After that event our rally car switched to a 1970 Porsche 911.

*Our car has appeared
on several magazine
front covers*



Our XK provided transport at our wedding in January 1975. I proudly drove our daughter Kate to her wedding in August 2009.



Kate has subsequently found a new use for the XK as a prop for her 1950s themed Pin-up Pageants.

To get invited to her first major Pageant, Chromefest 2023 at The Entrance, she sent a portfolio of photos taken with her in the XK, in our Morgan +8, on our 1959 Chris Craft and outside our 1809 barn.

The organisers used her photo with the XK as the most appropriate. Consequently, we displayed the XK at the 2023 and 2024 Chromefest events. It provided variety to the wide range of 1950s American cars on display.

Pic right:
Kate with XK at 2024 Chromefest



So, after 50 years of ownership, do we still enjoy our XK120? Absolutely!

It is a fast and reliable tourer, certainly more comfortable than our 2002 Morgan +8. While in hot summer conditions the car does not overheat, the occupants certainly do.

The drive to the 2018 National Rally in the Barossa Valley saw our convoy of XK's (Pallas XK120, Walker XK140) all with their tops up. Rain is not much fun either, with the 2019 Albury National Rally seeing a lot of rain on the drive down, with the XK's small wipers working hard.

However, it remains a car we will never sell. Kate has insisted that the XK be available for our grand-daughters' weddings. Given they are currently 9 and 13, it will be around for a while. We look forward to our next 50 years driving our XK.

TAILPIECE

Tailpiece

Its tailpiece time ... and John Slater's M635 takes one back to the days when BMW made some outstandingly pretty cars.



However in recent years their slim kidney grille has morphed into something from a horror movie. Until the Speedtop ...

The new Speedtop limited edition shooting brake was released at this year's Villa D'Este Concorso d'Eleganza on the opposite shores of Lake Como to the Bristow's Villa. It's a pretty stunning looking BMW and sports a much more shapely grille.



More details on the official BMW site:

<https://www.bmw.com/en/freude/bmw-concept-speedtop.html>

TAILPIECE



TOP GEAR WINTER 2025