

top



gear

THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTSCAR CLUB INC

ISSN: 2207-9327



WINTER EDITION 2026

IN THIS MAGAZINE

Contents

- 2 Front & Back Covers
- 3 Club Information
- 4 President's Report Winter 2026
- 6 Editorial
- 10 Social Director's Report
- 12 Motorsport Report - July 2026
- 14 HSRCA 6-7 June Craig Shiel Report
- 15 HSRCA 6-7 June Jeremy Braithwaite Report
- 16 Wednesday Run to Mooney Mooney
- 18 Run to Robertson Pie Shop
- 20 Slow, Scenic, Hawkesbury Sojourn 20 May 2026
- 24 Hillbilly Cider Run
- 26 Drive and Lunch at Camden Valley Inn
- 28 TSCC Visit to AMHF
- 32 The Clive Palmer Motorama on the Gold Coast
- 42 Laurie Mason - An Introduction
- 46 35 Year Jaguar E-type Restoration
- 50 Dawn in Dubai
- 52 Fox Classic Car Collection
- 60 The Tale of Two Lagondas
- 66 Every One a Go-er

Front & Back Covers

The closest thing to a F1 car you can drive on the road ... the Mercedes AMG ONE.



Tailpiece - this Issue

The next chassis number to the famous James Dean 550 Spyder ...



ABOUT OUR CLUB

Club Information

Top Gear Magazine

The magazine was [first published](#) on 1st September 1981 by the Club.

The magazine is a registered publication ISSN: 2207-9327. All back copies can be found on the website [here](#).

There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993.

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 a Jaguar and an Aston Martin on the masthead ... two marques that are well represented in the Club.

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



President's Report Winter 2026

by Terry Daly

It seems like I've just finished a report, and the editor is asking for another. The older you get the quicker time flies by!

The motor industry is still all over the place with the Chinese cars rocking the established makes in just about every region. Headings from Europe stating that VW will close several plants, reduce production from 12m cars a year down to 9m cars per year and lay off 100,000 workers doesn't look good.

VW is the second largest producer of cars in the world and as well as making Volkswagen makes several other brands including Audi, Porsche, and Lamborghini. Jaguar is yet to produce any cars in 2026 and Aston Martin sales are well down. Of interest, Aston Martin will have to limit sales of their V12 engined cars to only a 1000 per year until 2035 to enable it to meet some form of emissions reduction target!

Meanwhile, BYD—the brand I seem to mention in every report—continues to surge, though not without problems. Reports of year-old cars being sold as new in Australia and rust appearing in vehicles sold in Europe have slowed its push to become the world's largest car maker.

In June, BYD became

Rank	Brand	YTD Volume (Jan–June)
1	Toyota	95,141
2	BYD	52,335
3	Ford	42,296
4	Kia	41,846
5	Mazda	40,502
6	Hyundai	39,590
7	GWM	30,359
8	Chery	24,964
9	Mitsubishi	24,802
10	Tesla	23,588

Australia's second-largest vehicle seller, just behind Toyota, as 140,058 new vehicles were sold nationally, driven heavily by Chinese-made cars. Subaru sales plunged 37%, while Porsche was down 33%, with its once-popular Macan falling by a massive 83%.

It seems the move to an all-electric platform has not appealed to traditional Porsche buyers. Of interest, Zeeker sales have rocketed moving from 111 last year to 1954 this year (with just a little help from the Braithwaite's). And keep an eye out for a potential release of the Denza sports car range, an upmarket model from the BYD establishment.

Will BYD enter F1? Seems to be the subject of a few articles and it mentions the old Red Bull manager, Christian Horner, as a potential player. While on F1 it seems Oscar won't be world champion in 2026. Mercedes Benz and Ferrari are leading with McLaren a distance third. Also, there is talk about Oscar going to Red Bull next year?



Christian Horner with BYD VP Stella Li. She's been a busy girl also announcing the Denza Z with Jensen Button & Lord March at Goodwood

TALES FROM TERRY



Whilst on Chinese car makers, Changan Automobile is the fastest automaker ever to reach 30m cars! I've never heard of it!

On the Club scene, we no longer have a membership wait list.

We have had a few resignations for various reasons with a few saying they weren't able to participate as much as they would like and therefore gave up their place so people on the waitlist could participate!

Try to get along to the Club meetings as we have some very interesting speakers over the next three months.

The Big Trip is charging ahead with a day of sailing organised for the Bay of Islands and it appears to be getting cheaper by the day as the NZ Dollar falls against the Australian dollar.



Again, for all the members who aren't in the best of health, all the best and we hope to see you at one of our club events in the foreseeable future.

Finally, the AGM is fast approaching and if you would like to join the Committee for next year, please let me know.

Terry

EDITORIAL



Editorial

by Jeremy Braithwaite

NEW EDITOR WANTED

The AGM is coming up in November and it's time to look for a new editor. Julie and I are planning to travel extensively again next year and if we're away for three months at a time it makes it almost impossible to produce a magazine.

So much better to stand down now, put somebody else into the role, and help them succeed. So, if you would like to put your hand up, I'd be more than happy to create templates for you and give you all the help you need to carry on with a publication that has been in production since 1981.

You can see all the back copies of Top Gear in our Library:

<https://tscc.asn.au/library/>

Over the time we have been in the club I've been Editor for 3 years, Webmaster for 9 years, Social Director for 2 years, Vice President for 3 years, and Pointscore for 1 year. Probably time to stop hogging the limelight!

Anyway, the spring Edition of Top Gear will be my last so feel free to bombard me with contributions!

USING AI IN TOP GEAR

AI is a very useful tool, and it is also absolutely terrifying!

It has infringed the copyright of every author, photographer and musician on the planet. It lies or omits facts. It is hard to determine what is right and what is wrong. If you use it for your business, it will likely steal your business's IP and charge you for the privilege.

It also has the potential to put the majority of human beings out of work and then potentially exterminate the human race or make us their pets.

So, I've been trying to work out how to use it safely. Which means only using the browser based versions and not downloading the desktop versions which can steal everything on your device and where the AI can then be tricked into doing costly things with your bank account!

If you are interested in learning some more on the subject check out the [@weareinsideAI](#) Youtube channel where a bloke called Sam ... for sure that is not his real name ... shows what life is like working with a robot and an AI Girlfriend. The robot sacks him from his AI business and does try to kill him in a Jaguar XKR selected by the girlfriend because it was rusty and cheap!

I've used AI for research only and have been enjoying conversations with Anthropic's Claude. Together we researched Clive Palmer's Motorama and the cars in his collection and I have credited Claude as co-author of the story.



Couldn't have done it without him ... and most of the story may be correct!

Also used Claude for research on the Fox Museum and he was able to dig up some interesting facts about how the Museum came into being.

Again, some of the story may well be factual and hopefully entertaining.



IN THIS ISSUE

Lots of good winter reading in this edition so put another log on the fire and out with the tablet:

- All the usual reports from the President, Social Director and Motorsport Director
- An introduction to Laurie Mason – our Sheila replacement taking over Secretary and Public Officer duties
- All the recent events:
 - Robertson Pie Shop
 - Mooney Mooney
 - Hillbilly Cider
 - Hawkesbury Sojourn
 - Camden Valley Inn
 - Wisemans Ferry
- Our visit to Clive Palmer's Motorama on the Gold Coast
- A visit with Dominic Truelove to the Fox Museum in Melbourne
- A really interesting morning spent at the AMHF organised by their chief barista Colin Piper
- We also paid a visit to the HSRCA meeting at Eastern Creek (well that is what it was called when I was still racing) and great to see Craig Shiel out in that gorgeous Chevron
- Two more tales from Terry ... one about early mornings in Dubai and another on his two Lagondas
- Tailpiece ... you'll have to take a peek

9,000KM IN THE EV

Our Zeekr has travelled as far West as Griffith, as far South as Wilson's Promontory, and as far North as Hervey Bay doing 9,000 kilometres in the three months that we've had her.

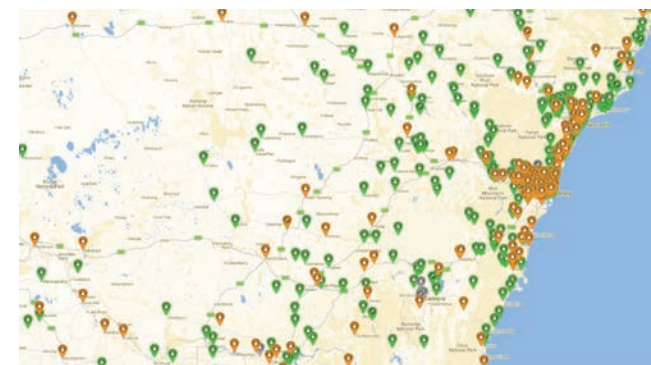
Only very occasionally have we had to wait while the car charged. In most instances we were able to coincide topping up the car with a visit to a shopping centre or a cafe for coffee or a meal. The majority of chargers are conveniently located in places that you'd want to stop at, and on our recent

trip to Hervey Bay our first charge was at the Hollydene Winery in the Hunter Valley. Lunch was delicious and at last we've found somewhere nice to eat in the Singleton area.



You can easily see all the EV charging stations using Google Maps or in this instance the PlugShare app:

You can click on any charging station and see which chargers are available, how quick they are, and what they cost.



We had to wait once for 1 minute to get on a Tesla charger in a bank of 10 on the Pacific Motorway.

Tesla are the cheapest around ... 42c to 49c vs 70c to 79c per Kw ... and we just pay the \$10/month membership when we're doing a trip.

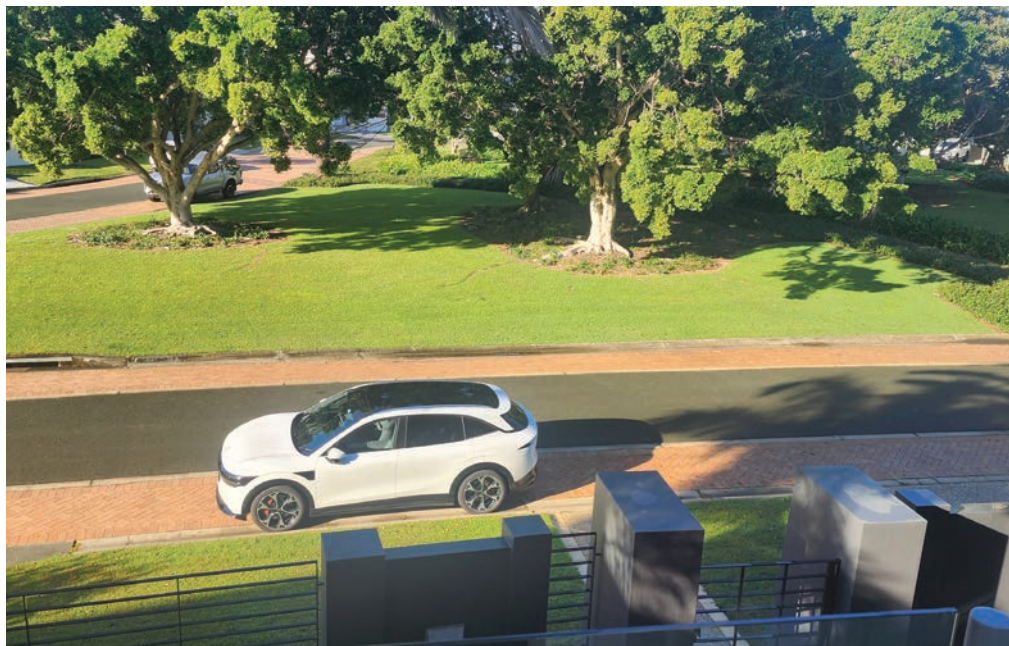
The fast ones are 300kW/h and faster. Beware the 500kw Shell chargers do not deliver the advertised speed with the 500kWh being shared amongst all users.



The fuel cost at home is free as we have a battery and solar. When we are away from home and using public chargers, it is around 9c per km. By comparison the Mustang does around 11l/100 which according to my calculator means around 21c per km. The Mustang is manual, is more fun to drive, has better feedback through the steering and makes a great sound.

Conversely, it's slower than the Zeekr, noisier, less comfortable and much less refined for the passengers.

Luckily, we live at the top of Bellbird Hill which used to be a hillclimb used by the NRMA and other motoring organisations around a century ago, so we do have a decent driving road close to home. This is becoming an increasing problem in the Sydney area with lower and lower speed limits and more and more traffic. Maybe they should be Minimum Speed Limits?



The Zeekr looks good parked outside our pal's house in Sovereign Island

EV'S TAKE 2 OF THE 3 TOP SPOTS AT GOODWOOD

EV's came first and second at Goodwood with a Ford Mustang Mach E quickest at 41.98, a Formula E came second at 42.46 and an old Shadow DN4 came third at 46.31.

If the McMurtry had done a shootout run it would have won easily with a reported 38.47 and they would have had EVs 1,2 and 3.



Think for next year they need the public to vote for the best noise award and it won't be whoosh!

KEEP ON HAVING FUN!

It's a pretty unsettled world these days and time to focus on our friends and having fun ... see you on the road somewhere!



SOCIAL DIRECTOR



Social Director's Report

Roger Korte

Regular monthly events with a flyer :-

- 1st Sun. Autobrunch at St Ives Showground. Neil Mason. 3 attendees.
- 1st Wed. Plates Run & Lunch, Lynwood Country Club, Pitt Town. The Braithwaites. 13 attendees.
- 2nd Sun. Kurrajong Cars N Coffee N Breakfast. Village Kitchen, Kurrajong Village. The Braithwaites.

Past Events

- Wed 17 June. Wed Run to Mooney Mooney Club, organised by Robyn & Terry Daly, Met at MacDonalds, Vineyard/ McGraths Hill. Traveled via Berowra Ferry to Mooney Mooney, although some avoided the ferry (cheated!) and went a quicker way! 45 attendees. No points allocated for Classic Cars as I was not informed!
- Sun 5 July. Robertson Pie Run. Organised by Frank Kinnas.. Started at Hungry Jacks, Eastern Creek. Made our own way to Robertson Pie Shop for a pie lunch. 21 attendees.
- Sat 18 July. Sat Run to Hillbilly Cider, Bilpin. Organised by John Tourish.. Meet at McDonalds, McGraths Hill 1.00pm. Leave at 1.30pm thru South Maroota, Lower Portland and Kurrajong. Arr Hillbilly Cider about 3.30pm for late lunch. Limited spots available. Details on Flyer.
- Wed 22 July. Wed Run to Camden Valley Inn. Phil & Leigh Larmour. Meet MacDonalds Heathcote 10.00am for 10.30am departure. Scenic drive thru Stanwell Tops via route instructions on the day. A la Carte lunch at Camden Valley Inn. Please contact Phil or Leigh by July 17th, details on the Website Flyer.

Coming Events

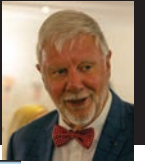
- Sun 9 Aug. POO Day, Chapel Hill Retreat, 36 Berambing Crescent, Berambing. Jeremy & Julie Braithwaite. If you wish, breakfast is available at Kurrajong Kitchen in Kurrajong Village before heading up to Chapel Hill. RSVP Julie by July 24th.... Lots of detail on the Website Flyer.

- August 12, General Meeting. Guest speaker, Carol Edds AM. First female in Aust to graduate with a degree in building & quantity surveying.
- Sun 16 Aug. Shannon's Display Day. SMSP. Neil Mason. Limited to 20 cars. More information on the Flyer
- Wed 19 Aug. Wed Run. Laurie and Fran Bromley. Details TBA.
- Thurs 10 – Sun 13 Sept. Harrington Weekend. Jack Jones. Details on flyer on website. 3 spots left.
- Wed 16 Sept. No Wed Run owing to Harrington Weekend.
- Wed 30 Sept. Leura Garden Festival. Ron Powell. TBC.
- Sat 17 Oct. Berry Car Show. Berry Showground. Neil Mason. Flyer on website.
- Wed 21 Oct – Sun 1 Nov- Big Trip to NZ North Island. Terry & Robyn Daly... Flyer on website.
- Wed 21 Oct. No Wed Run owing to NZ Big Trip unless someone would like to organise one for those staying in Oz.



NZ NORTH ISLAND BIG TRIP 2026





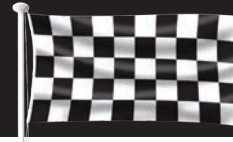
HARRINGTON WEEKEND

10 – 13 SEPTEMBER 2026



It's a four day three night trip to Tea Gardens for the first night and then to Harrington River Lodge for the next two nights. We have been invited to display our cars on Saturday 12th September as part of Harrington Rotary Club's 'Bazaar Beats' event and our display area is on the grass right beside the car park at the Lodge.

MOTORSPORT REPORT



Motorsport Report - July 2026

Philip Larmour

Two rounds of the Combined Sports Car Association Championship have been held since the last report in Top Gear.



Lindsay Day Triumph 2.5PI

Round 3 of the CSCA championship was held on 3 May at Sydney Motorsport Park's Amaroo Circuit. Four CSCA members entered the event-

- Jeff Breen -Triumph TR6
- Lindsay Day- Triumph 2.5 Pi saloon
- Philip Larmour- Triumph dolomite Sprint
- Lionel; Walker- Jaguar Mk2

My day was over before it started with a concerning engine noise whilst warming the engine up in the dummy grid, and discretion overruled the desire to compete for the rest of the day.



Jeff Breen Triumph TR6

The other three TSCC drivers all had an enjoyable day.

Round 4 was held at OneRaceway on 14 June with four TSCC members entered and enjoyed the experience of racing two directions of the circuit on the one day. The morning session was run clockwise on the modified Wakefield Circuit and the afternoon sessions run on the anticlockwise Shelley circuit.

Those entered were

- Jeff Breen- Triumph TR6-
- Lindsay Day- Triumph 2.5PI-
- Philip Larmour Triumph- Dolomite Sprint
- Lionel Walker- Jaguar Mk2

I raced many laps at Wakefield Park in its original configuration and this event was my first experience since new owner Steve Shelley purchased the circuit and reportedly spent \$30M upgrading the venue.

MOTORSPORT REPORT



The reprofiling of Turn 2, introduction of a mini “speed bowl” leading onto the start/finish straight and resurfacing of the entire track has completely changed the circuit and the racing line through a number of corners is different to those previously used.



Philip Larmour Triumph Dolomite Sprint Broadspeed



Joshua Clapp McLaren 570S GT4

The anti-clockwise Shelley circuit is a great track for a Supersprint event, however it appears to be a very difficult circuit on which to overtake as a race track, but I am sure some will succeed albeit with potential panel damage. The new surface is smooth and has plenty of grip in either direction. Interestingly most drivers were 1.5-2 seconds a lap slower on the Shelley circuit.

The year to date TSCC Competition Pointscore is:

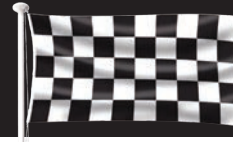
SURNAME	FIRST NAME	Car	Total
Breen	Jeff	Triumph TR6	2
Day	Lindsay	Triumph 2.5PI MK2	4
Larmour	Philip	Triumph Dolomite Sprint	1
Maher	Gary	Escort	5
Payne	Les	MG Midget	2
Walker	Lionel	Jaguar 3.8	4

Below are the events remaining for 2026

1. Round 5- 15 August
Sydney Motorsport Park Gardner (full) circuit Hosted by Club Lotus
2. Round 6- 27 September
Sydney Motorsport Park Druitt (north) circuit hosted by Jaguar Drivers Club

Philip Larmour

MOTORSPORT REPORT

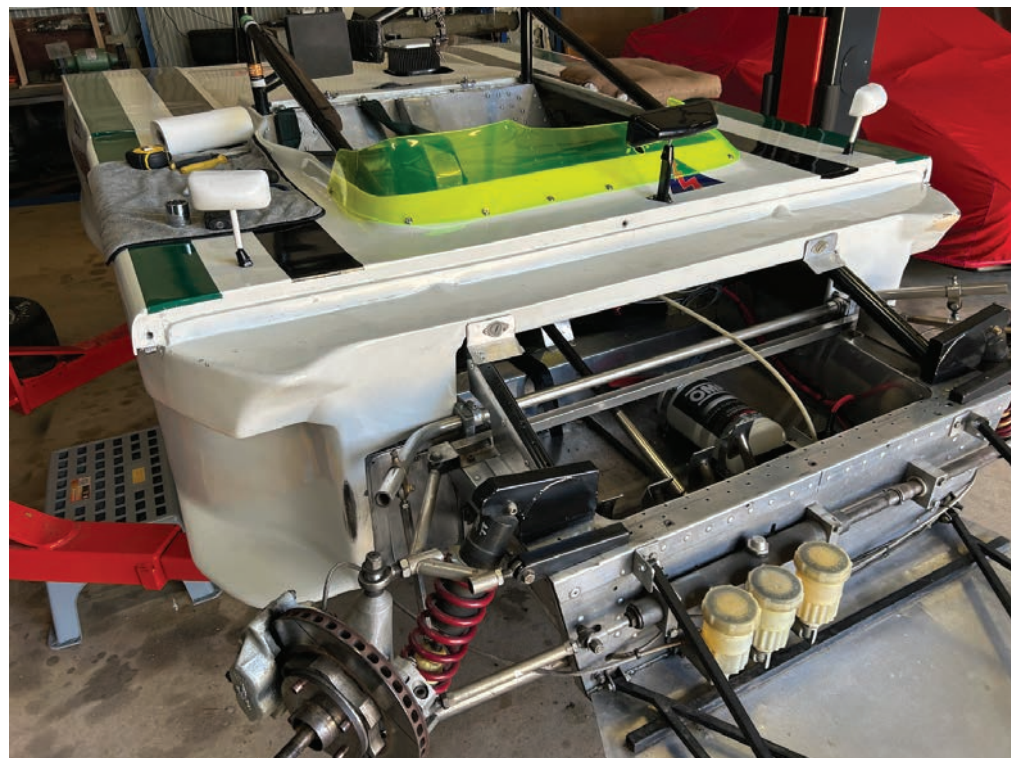


HSRCA 6-7 June Craig Shiel Report

I had a successful weekend at the HSRCA event at SMP on 6-7 June. Over the four regularity events, I won two and went OK in the other two, and finished as overall winner of Regularity.

Target for the weekend was to improve my lap times by 5 seconds. Which I did manage to do by the fourth event. Still need to find another 5 seconds to be on the pace of the faster S2000 guys. Plan is to move back to the Group Q&R races at future meetings.

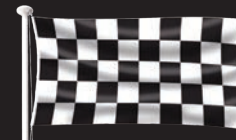
The Chevron is a 1982 model B60. Built in Scotland. It raced in the S2000 class in the USA. Brought to Australia and restored by Gerry Duyvestyn. I bought it from Gerry in 2025. Great car to drive. Feels like a big go-kart.



All pics from Craig



MOTORSPORT REPORT



HSRCA 6-7 June Jeremy Braithwaite Report

Armed with a Photographers Pass I had a most enjoyable day at Eastern Creek for the HSRCA Sydney Classic seeing lots of interesting machinery and catching up with old friends.

Tim Berryman had the ex-Alan Jones Lola T332 F5000 out for the first time in three years. The car looked magnificent in its Teddy Yip Theodore Racing livery and Tim was untroubled all weekend.



Good to see Colin Wilson-Browne out in his Alfa Romeo ... see photo in RH column. For years he ran an Aston Martin DB6 and you can read the story of this ownership on page 50 of the Top Gear Aston Martin special Edition which I worked with Les Johnson on in 2013:

https://tscc.asn.au/TG/2013/AstonMartinSpecialEdition_Proof.pdf

Incidentally this is one of the most read items on our website.



Below is Aaron Lewis in the Jaguar XJ13 Replica:



All my pics are here:

<https://jbraithwaite.smugmug.com/MotorsportHistorics/EAST-ERN-CREEK-HISTORICS/HSRCA-JUNE-2026>

CLUB EVENTS

Wednesday Run to Mooney Mooney

By Terry Daly

After days of rain, TSCC members welcomed the sun for this Wednesday run. Starting at MacDonald's Vineyard it headed north along the beautiful Wiseman's Ferry Road, then turning right onto Old Northern Road, through Glenorie and turning left at Wylde Road and then onto Acarida Road to Berowra Waters Ferry.



After a brief river cruise, the group headed up to Berowra and onto the old Pacific Highway to the Mooney Mooney Club at Brooklyn. A total of just on 70k on great driving roads. Quite surprisingly, very few members had driven this route before, especially the Acarida Road and Berowra Ferry drive.

Over forty members enjoyed the day, but one member, Michael Markerwicz had a lousy start to the day. His beautiful Aston Martin DB4C was damaged in the MacDonalds carpark by a woman in an old uninsured Mazda. Damage was confined to front lefthand guard and Michael, in his layback style, took the incident in his stride. Shit happens!



Terry had sent out a last-minute e-mail asking members to bring along cash to along to pay for their lunch as the Restaurant manager had set up four tables of ten and insisted on "one bill per table". The General Manager said that members could order and pay for their lunch at the counter, but what ended up happening was the waiter took your order and then before they processed that order you had to pay at the counter. Confusing, eh? But everyone had a very good substantial lunch, and members were still sitting around chatting well after 3.00pm.

It was great to catch up with John Bailey and his family. John hasn't been in the best of health lately, so it was good to see John enjoying his day out with the family and his TSCC friends.

And again, it was great to see so many members out in their classic cars, especially Konrad Dover whose Jaguar XKR looked stunning with it's new paint job!



CLUB EVENTS



CLUB EVENTS

Run to Robertson Pie Shop

by Frank Kinnas

On Sunday the 5 July 2026 I had the pleasure of accompanying 10 other cars to an outing to the famous Robertson Pie Shop.

The weather was good to us travelling to and from the venue but we had some light rain during our lunch break. We started from Hungry Jacks on the M4 (heading west) the travel time was about an hour and 45 minutes in each direction. A good drive to allow our cars injectors/ carbs. to have a good clean out it's an enjoyable drive.

I would like to thank all the friendly TSCC Inc. members for the company and enjoyable day. I took a few photos and apologies for missing to take photos of a few people and some cars.



CLUB EVENTS



CLUB EVENTS

Slow, Scenic, Hawkesbury Sojourn

20 May 2026

By Konrad Dover

After some miserable weather the previous few days, we woke to beautiful clear blue skies on Wednesday the 20th. Vern Kelly was planning to join us on the run, (he and Wendy had to pull out at the last minute due to another commitment), but judging by the weather, he was certainly with us in spirit!

Thirty four members joined us at the start (McDonalds McGraths Hill) with an additional five members joining us directly at the Wisemans Ferry Bowling Club lunch venue. The drive there took us through Pitt Town, towards Sackville North. We then took the very scenic River Road through Lower Portland and Leets Vale onto Wisemans Ferry.

Most of the River Road follows the Hawkesbury River, and is a lovely winding scenic road with many visual attractions. The speed limit along this road is restricted to 50 KPH (and 40 KPH in some places) so you have plenty of time to observe the scenery.

The lunch was good, the company excellent, and based on feedback given to me, the morning was thoroughly enjoyed by all.

All probably except by Jack Scholte and Ineke Sol. Their Golf R unfortunately hit a rock lying in the road which turned out to be larger than it looked.



CLUB EVENTS

Jack stopped immediately to inspect his car, but could see no apparent damage, so after moving the rock off the road, proceeded the last few kilometres to the lunch venue.

As soon as he turned his engine off there, a flood of engine oil poured out of his cracked sump which is apparently made of plastic (not metal).

Jack and Ineke's trip back home was much slower in the back of a tow truck with their car!

Two other members ahead of Jack and Ineke hit the same rock, but with no/minimal damage.

The good weather meant that most of the six convertibles present did the run with their roofs down.

We had five classic cars on the run – Stan Jo-deikin's Morgan; Peter Fuller's Lotus Cortina; Chris Hallam's Jaguar XK140; John Slater's Alfa Giulia; and Norm Johnson's E-Type.

Konrad Dover



CLUB EVENTS



CLUB EVENTS



CLUB EVENTS

Hillbilly Cider Run

by John Tourish

Saturday, 18 July 2026 provided perfect weather for an afternoon drive through the Hawkesbury Basin. The usual suspects put their names down, with a group of 17 cars and 31 people gathering at McGrath's Hill McDonald's for a 1.30 pm departure.

While John Tourish coordinated the entries and finalised the arrangements, it was his son, Luke, who planned the route, selected the destination and encouraged a couple of younger, non-member enthusiasts to join us. Luke's local knowledge delivered an enjoyable 100 km drive over a mix of scenic and challenging roads, eventually leading us across the Lower Portland Ferry before following the familiar roads of Blaxland's Ridge and Comleroy Road to our destination, Hillbilly Cider at Bilpin.



The glorious winter weather meant Hillbilly Cider was extremely busy, even when we arrived around 3.30 pm. Despite the crowds, the staff did a fantastic job accommodating our group, seating us together around the indoor open fire. It provided the perfect setting to enjoy good food, refreshing beverages and, as always, the great company that TSCC members do so well.

Not everything went entirely to plan. Two crews managed to become geographically challenged, enjoying the eastern side of the Hawkesbury River—and the ferries—more than once before unfortunately missing out on Bilpin altogether. Meanwhile, one of the beautiful Aston Martins that had started the run developed a transmission warning light. Although disappointed, the owners wisely chose to err on the side of caution and headed home to have the car checked by the experts.

President Terry and Robyn also had an adventure of their own. At the last minute they were asked to take their granddaughter along for the afternoon, so they drove directly to the venue. Well... almost.

They arrived at Bilpin Cider instead of Hillbilly Cider! Their granddaughter was delighted to discover the donkeys and alpacas, and as dutiful grandparents, they happily spent time visiting the animals before eventually making their way to Hillbilly Cider once their young passenger was thoroughly worn out.

Overall, it was a thoroughly enjoyable Saturday afternoon run, combining great driving roads, beautiful winter weather and, most importantly, the friendship and camaraderie of TSCC members and friends. Thank you to Luke and John Tourish for organising another successful run, to the winter weather gods for turning on such a magnificent day, and to everyone who came along and made it another memorable TSCC outing.

CLUB EVENTS



TOP GEAR WINTER 2026

CLUB EVENTS

Drive and Lunch at Camden Valley Inn By Philip Larmour

Wednesday 22 July 2026

Ten TSCC members met at McDonalds Heathcote at 1000 hours for a “starter” coffee before departing at 1030. We were extremely fortunate that the weather was a superb winters day with clear blue skies full of winter sunshine like only Sydney can deliver.

Cars present represented six decades of thoroughbreds from my classic Triumph Stag to contemporary BMWs, Mercedes and Mustangs. The route started with a transport stage along the Princes Highway to Waterfall where we branched off for the scenic route through the Royal National Park.



Unfortunately, the driving experience was dulled somewhat by being caught up behind a white nondescript hatchback that seemed to have an issue exceeding 50kph!

The upside was we did have more time to experience the beauty of the National Park and the seascape to Austinmer. This has to be one of the greatest scenic drives of anywhere in Australia.



A right turn after Thirroul presented us with the solid climb of Bulli Pass to the top of the escarpment.

It is hard to imagine that this particular piece of road was part of the Princes Highway until well into the 1960s.

At the top of Bulli Pass there are three diverging routes and needless to say a couple of our travelling companions made



CLUB EVENTS

the wrong choice and headed back towards Sydney before finding a suitable place to turn around.



Once back on track the route passed through Appin before reaching the winding Broughton Pass and crossing of the Cataract River on the low level causeway.

After Broughton Pass we proceeded onto Douglas Park Road to Douglas Park via the narrow, winding road down to the crossing of the Nepean River in yet another low level bridge.

From Douglas Park it was a straightforward drive to Remembrance Driveway south of Camden and to our lunch venue at the Camden Valley Inn.



Ten additional TSCC members and their thoroughbreds, joined us at the Camden Valley Inn where we enjoyed an extensive selection of meals that were both plentiful and tasty.

Lunch was a typical TSCC affair with lots of problems of the world solving discussions and friendship with most departing around 1430 hours.

If you missed the day you missed what some of the participants described as some of the best driving roads south of Sydney.



CLUB EVENTS

TSCC Visit to AMHF

By Jeremy Braithwaite

Colin Piper organised an excellent visit to the Australian Motor Heritage Foundation which is housed in the old ARDC Clubhouse at Eastern Creek a.k.a. Sydney Motorsport Park.

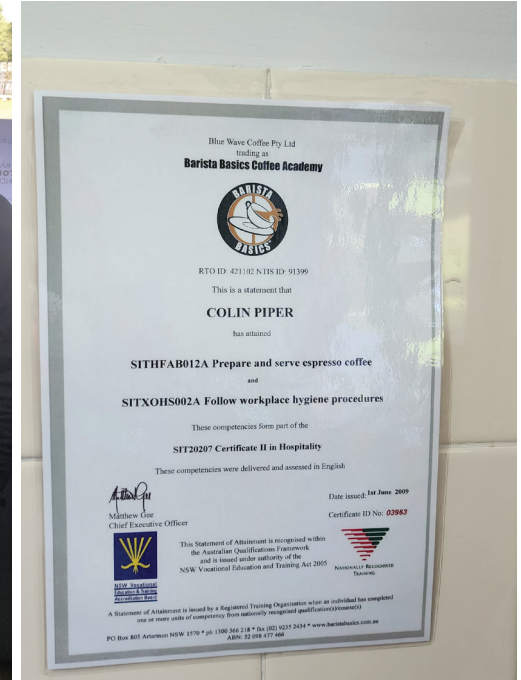
AMHF is the brainchild of TSCC member Hugh King. When I first met Hugh at the opening of Will Hagon's Kew Pit Stop (another story) he told me about this problem he had ... 140 linear meters of bookshelf under the house in Clifton Gardens filled with all the books that Fred Vogel had sold him over the years, and a spouse talking about downsizing.

Its a problem many of us will sympathise with!



Colin Piper with Peter Robinson and Glen Bryon

We worked through some concepts together on the need for a proper motororing archive to capture all the history we have all lived through and how to go about it. But the issue always came back to how to reliably fund it as you cannot depend on governments or corporations.



Colin Piper ... Chief Barista with a certificate to prove it

Our lineup



CLUB EVENTS

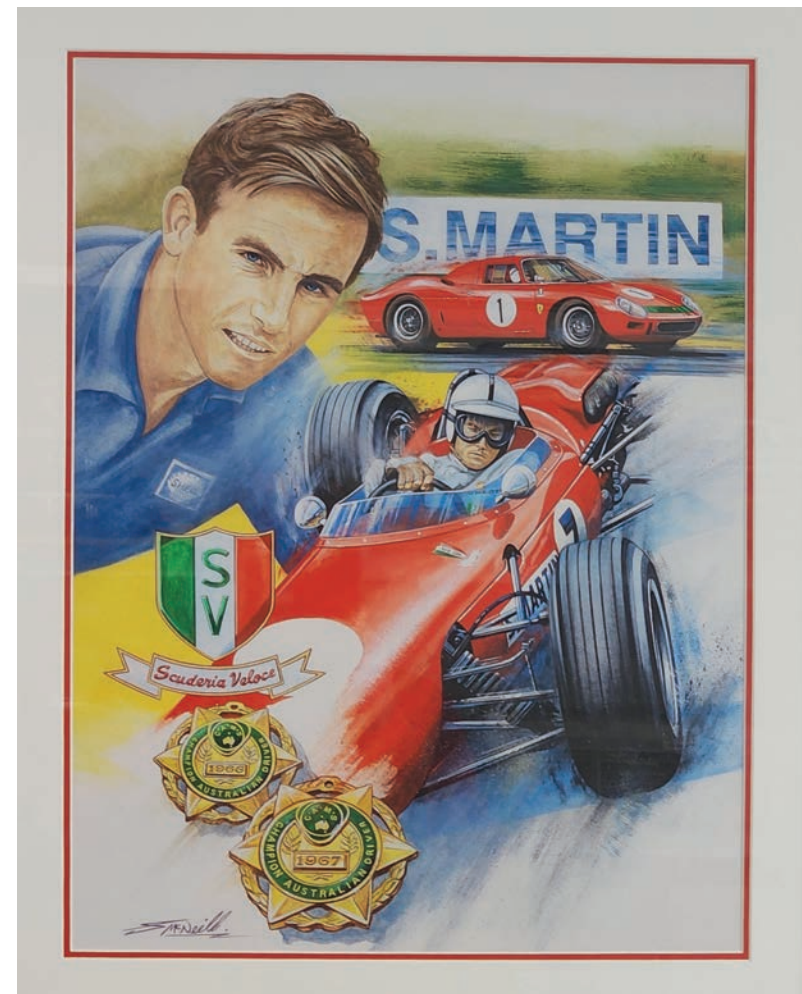
The issue remains and while Hugh has done an impressive job in building an incredible archive he still needs volunteers to help manage the material they have already amassed and funds to keep it all going.

More of that later. Lets look at what he has achieved and the easiest way is to identify the volunteers who were there to greet us on the visit:

- In the Mellor Collection room ... Peter Robinson and John O'Farrell, two of the original Directors in 2016. Peter is the father of the incoming Director of News at the ABC, Simon Robinson ex-Reuters London. Peter was for many years the mainstay at Wheels Magazine and spend a part of his life living in Italy and sending reports back to Australia on all the mouthwatering machinery he had been driving.
- In the Ron Tauranac room Hugh King with Andrew Taurins, both talking about the new database to launch after July 1.
- The Frank Gardner room ... Tony O'Donnell (vice President of CMC NSW) and Alan Page.
- The Kel Carruthers room ... bikes, that is ... John Murn.



- The Phil Irving room ... compactus: magazines, photographs ... Dave Williamson, John Ellacott, Ken Moore, Brian Whitford.
- The Graham Howard room TSCC members Colin Piper and Andrew Moore, with guardians.
- The Arthur Bishop room.... Hugh King.
- The Spencer Martin room Rod Chivas (race records) and Brian Goulding (race and competition programs).
- The Administration and media room Brian Caldersmith, Peter Tomlinson



CLUB EVENTS

Talk about a talent pool!

Hugh also showed us through a separate building housing his collection of aviation material and I was able to share with him the New England Airways material that family member Bruce Robinson had amassed. All the pics are on my photosite:

<https://jbraithwaite.smugmug.com/Aviation/AVIATION-HISTOR>



He later shared with me a listing of what he had amassed ... a total of over 900 publications going back to Major WA Bishop's Winged Warfare which was published in 1913.



Jan Piper thought she should check out where Colin was spending his Wednesday's!

To better understand the extent of the AMHF Collection its a good idea to start at the website: <https://motorheritage.org.au/>

Have a surf through the site ... there's lots to see including an online [database](#) which you can search for some of the 4,000 books.

Similarly the race results archive is also online and is separated into Race and Hillclimb. The Race Programs are all housed in the Spencer Martin Room and can be viewed [here](#).

The Peter Robinson material is all shown in [Robbo's Archives](#) and has some fascinating stuff! He told me he is trying to finish his memoirs which will be an interesting read.

Not there on the day was David Burrell who many members will know from his incredible publication [Retroautos](#) which is now hosted by Shannons.

Nor was Chief Curator Peter Eppel who we have known since Club Lotus in the 1980s.





**AUSTRALIAN
MOTOR HERITAGE
FOUNDATION**



Motor vehicles have always played a key role in the physical, economic, and social development of Australia.

We are dedicated to protecting that heritage.

The objectives of the AMHF focus on preserving and highlighting the rich history of motoring in Australia.

The records, files, books, photos, programmes, magazines, oral history and information in the archives will become the hub for all those wanting information on our motoring legacy.

Our Heritage Centre, will benefit and support universities, TAFE colleges, schools, researchers, academics, corporate and community groups, car clubs and motor sport enthusiasts.

To join us, visit the website.

www.motorheritage.org.au



CLUB EVENTS



Also check out Colin Piper's excellent article on AMHF in the [Summer Edition](#) of Top Gear.

Above:
We all had a great lunch at the Royal Cricketers Arms just up the road.

So back to what AMHF needs to keep going:

- Volunteers
If you would like to join Colin Piper and Henry Moore talk to either of them at our next event or visit the [Volunteer](#) page for more info.
- Funds
You can become an AMHF Supporter with an annual \$30 sub to the AMHF or make a one off donation. All on the [Join Us](#) page.

PALMER MOTORAMA

The Clive Palmer Motorama on the Gold Coast By Jeremy Braithwaite and his assistant Claude

We just happened to be on the Gold Coast on Friday 26 June for the opening day of the Palmer Motorama at the Gold Coast Convention & Exhibition Centre in Broadbeach.

Around 75 vehicles had been selected from the private collection of mining magnate and former federal MP Clive Palmer and put on display for three days.

The exhibition offered a rare public glimpse of part of the 1,000 car collection that is normally kept in storage. It featured three marques, Bugatti, Rolls-Royce and Mercedes-Benz.

Palmer's collection is regularly described as the largest private accumulation of vintage cars, motorcycles and motoring memorabilia in the world, running to more than a thousand pieces gathered over several decades.

Beyond Bugatti, Rolls-Royce and Mercedes, it takes in Jaguar, Fiat, BMW, Studebaker and Ferrari, plus genuine automotive antiques: a 1905 Eugène Brillié 20/24hp believed to be the last surviving example of its kind, a 1900 Decauville, a 1903 De Dion-Bouton.

Palmer's business interests run largely through mining — coal, iron ore and nickel — alongside resort and resource ventures, and a political career that took in the Palmer United Party and, more recently, the Trumpet of Patriots party.



His car collecting predates most of that public profile; the original Palmer Motorama museum opened at his Coolum resort on the Sunshine Coast in 2013 with around 100 cars, before closing to the public as plans shifted toward a larger, purpose-built museum.

That new museum, on Patrick Estate near Lake Wivenhoe west of Brisbane, is now under construction after an earlier proposal to house the collection at a redeveloped Sunshine Coast resort was abandoned following local opposition.



In the meantime, Palmer has kept pieces of the collection in public view through touring displays like the Gold Coast show and, increasingly, through motoring events. He has exhibited and competed at the Noosa Concours d'Elegance on Hastings Street in each of the past two years, taking Best in Show honours both times — with the 1938 Bugatti Aravis Special in 2024, and the 1935 Bugatti Atalante in 2025, when his 1905 Eugène Brillié also won the Best Preservation award and a 1935 BMW 315/1 Roadster took out its class.

PALMER MOTORAMA

Several of his veteran-era cars, including a Rolls-Royce Silver Ghost and a 1900 Decauville, have also been prepared and shipped to England to compete in the London to Brighton Veteran Car Run, the world's oldest motor-ing event, restricted to cars built before 1905.

Maintaining a collection at this scale is its own operation. During the Coolum years, the museum ran with a small dedicated workshop — at one point a curator overseeing a team of three mechanics and a panel beater, responsible for everything from routine mechanical upkeep to full ground-up restorations.

According to Dylan Higgins, who held the curator role for a period before moving on to work on other major private collections internationally, the job went well beyond parts-fitting: engines, chassis and bodywork were stripped down and rebuilt rather than simply patched, with the aim of returning each car to a condition as good as, or better than, when it left the factory. Specialist trades outside the workshop's own skillset — trimming and upholstery in particular — were sent to outside specialists, while everything mechanical and most bodywork was handled in-house.

Higgins also recalled travelling to Europe to source and prepare cars for the collection, including a buying trip to Denmark that brought back nineteen vehicles and a penny-farthing bicycle for a reported spend north of \$20 million. See the comments below on the Aalholm Museum collection. At the Gold Coast there were 9 'hero cars' and we have tried to trace the known history of each.

Bugatti Type 57C Aravis Special Cabriolet (1938)

Purchase price: \$6,605,000 (world record for the model), Gooding & Company, "Selections from the Mullin Collection," 26 April 2024, Oxnard, California. Ownership history: Chassis 57768. Ordered new by Avignon Bugatti agent Granat & Fils for factory racing driver Maurice Trintignant; one of only three surviving Gangloff-bodied Aravis examples, and one of just two built on the supercharged chassis. Trintignant kept the car until 1947.



It passed through several owners before landing with California collector Rudi van Daalen Wetters, who held it until his death in 1999. Peter Mullin acquired it in 2002 and had it restored in 2005 by Sargent Metal Works, with Trintignant himself consulting on the restoration. It was raced by Trintignant at the 1939 Grand Prix du Comminges.

Bugatti Type 46 "Semi-Profilée" Coupe (1930)

Purchase price: \$1,105,000 (world record for the model), at the same Gooding & Co./Mullin sale, 26 April 2024. Ordered new by Bugatti agent Vladimir Gut in Prague, spending part of its early life with Czech owners — consistent with the brochure's note that it was rebodied by Czech coachbuilder Oldřich Uhlík.



PALMER MOTORAMA

Restored in the early 2000s with a recreated “Semi-Profilée” body by Harry Kouwen. The Type 46 is considered a follow-up to the ill-fated, enormous Type 41 Royale.

Rolls-Royce Phantom IV Limousine “Princess Margaret” (1954)

Purchase price: CHF 2,255,000 (≈€2.08M), RM Sotheby’s [“A Passion for Elegance”](#), 19 June 2021, Eschen, Liechtenstein — a world record at auction for a Phantom IV. Chassis 4BP7 was the 15th of only 18 Phantom IVs built. Ordered under the alias “Baron Montaigne” for security, delivered to Clarence House in July 1954 with coachwork by H.J. Mulliner.

Princess Margaret kept and used it for 13 years (27,000 miles), including being photographed in it leaving a Downing Street dinner with Winston Churchill in 1955. Retired in 1967, it later spent decades as a rentable limousine in Essex before being reunited with its royal identity by American collector Robert Shaffner (who owned three of the 18 Phantom IVs) and eventually joining Liechtenstein-based collector Norbert Seeger’s single-marque Rolls-Royce/Bentley collection, from which it was sold in 2021.



Rolls-Royce Phantom VI Special Limousine (1990)

This goergous car was offered at the same RM Sotheby’s “A Passion for Elegance” sale (19 June 2021, est. CHF310,000–350,000) but did not sell at that auction, so it was likely acquired afterward via private treaty from the Norbert Seeger collection.



The very last Phantom VI limousine built for a private owner, commissioned by retired furniture manufacturer and philanthropist George Moore CBE.

Delivered in 1990 at a cost of £600,000 — the most lavishly equipped Phantom VI ever built, with 118 special options requiring 4,300 extra build hours.



PALMER MOTORAMA

Moore used it daily, racking up 100,000 miles over five years with his chauffeur. It was his second Phantom VI (he'd ordered an earlier one in 1983). Sold in 2007 into the Seeger collection. Only one more Phantom VI was ever built after it — a State Landaulet originally earmarked for Rolls-Royce's own heritage collection but ultimately sold to the Sultan of Brunei.



Mercedes-Benz 770K Pullman Cabriolet 1930

King Faisal I of Iraq

The car (chassis 83807) sold via Bring a Trailer in February 2022 for \$2,555,555 (a BaT record at the time) from the Indianapolis Motor Speedway Museum. It was then offered by "the present owner" at RM Sotheby's Miami sale in March 2024, but passed in unsold at a hammer bid of \$2,150,000 against a \$2.5–3M estimate — so any Palmer acquisition would be a subsequent private deal.

One of only 117 W07 770K chassis built; bodied as a Pullman Cabriolet by Voll & Ruhrbeck of Berlin. Ordered by King Faisal I of Iraq in December 1930 with help from T.E. Lawrence in Faisal's rise to power and delivered 1931.

Remained Iraq's state car through the reigns of King Ghazi and King Faisal II until the 1958 revolution. Refurbished in Beirut in 1958, sat idle in Baghdad for a decade, then bought by Indianapolis Motor Speedway founder Tony Hulman in 1967 and displayed at the IMS Museum for 55 years. The car participated in F1 U.S. Grand Prix vintage parades (2002–2007) and Indy 500 Festival parades while at the Speedway Museum.



Bugatti Type 57 Atalante 1935

This car won Best of Show at Noosa in 2025. This from the [Noosa Concours](#) website:

PALMER MOTORAMA

This rare Bugatti Type 57 began life as one of 10 Grand Raid two-seater roadster chassis but was completed at the factory with Atalante coachwork.

Delivered new on 18 May 1935 to a client in Lyon, France, it's one of only three such examples ever built worldwide. The fate of the other two Atalante-bodied cars remains unknown.

Retaining its original chassis, engine, gearbox, and coachwork, all factory-numbered and matching, the car has passed through the hands of several prominent American and European collectors.

The car has undergone an extensive restoration, carried out with an uncompromising focus on originality and conservation. Today, it stands as a superbly presented example of the iconic Jean Bugatti-inspired, Joseph Walter design, and remains one of the most significant coach built Bugattis of the pre-war era.



Mercedes-Benz 540K Cabriolet B 1938

The early history of this car does not appear to be publicly available. It has taken out top honors such as the Grand Prize Judges' Choice Award and the Veteran/Vintage Classic Pre-1960 category at events like the RACQ Motor-Fest and the Mercedes-Benz Concours d'Elegance.



Mercedes-Benz 300 SL Gullwing 1955

300SL Gullwing values vary enormously by chassis history from roughly \$1M driver-quality cars to a record \$9.35M example.

Rolls-Royce Silver Ghost "Roi des Belges" Tourer 1911

Chassis 1677 — the very first car acquired for the Aaholm Museum, and its most famous piece. See details of the acquisition at the Aaholm auction below.

The Aaholm Museum Auction

RM Auctions sold the entire Aaholm Automobil Museum collection at a single-day, on-site sale in Nysted, Denmark, on 12 August 2012 — 181 lots, €10.4 million total, 100% sold. The results are here.

PALMER MOTORAMA

The Aalholm Museum (founded 1964 by Baron J.O. Raben-Levetzau on the grounds of Aalholm Castle) was one of Europe's largest private collections before closing in 2007.

This matches, almost word for word, an anecdote from former Palmer Motorama curator Dylan Higgins in an earlier interview: a buying trip to Denmark that brought back nineteen vehicles (plus a penny-farthing) for a reported spend north of \$20 million. Cross-referencing the brochure against the actual Aalholm sale catalogue, at least these lots line up exactly or near-exactly:

1911 Rolls-Royce Silver Ghost "Roi des Belges" Tourer

Chassis 1677 — the very first car acquired for the Aalholm Museum, and its most famous piece. €708,008 (almost 3x estimate; 2nd-highest sale of the day)

1931 Bugatti Type 40A

Chassis 40905, one of only 32 built — brochure explicitly cites "Chassis 40905" Sold as part of the sale.

1939 Bugatti Type 57C Stelvio Cabriolet

Almost certainly the "1938 Bugatti Type 57C Stelvio Drophead Coupé," chassis 57716, in the Aalholm collection since 1965. €542,304 (3rd-highest sale of the day)

1929 Rolls-Royce Sedan de Ville by Barker (Mountbatten)

Chassis 133WJ — a coachbuilding historian notes it was later "sold to an Australian... collection by RM Sotheby's". Sold at Aalholm 2012

1937 Rolls-Royce Phantom III Limousine

Chassis 3BU124 (Barker, first owner E.R. Makower) — offered in the same Aalholm sale. Sold at Aalholm 2012

Given the collection also included veteran-era cars like a 1900 Decauville — which appears in Palmer's brochure among the "other marques" — it looks

like a substantial fraction of Palmer's brass-era and pre-war Rolls-Royce/Bugatti holdings were bought as a single lot purchase at Aalholm in 2012, rather than assembled piecemeal.

OTHER NOTABLE CARS

1897 Daimler 4hp Twin-Cylinder Tonneau

Nicknamed "The Owl" by its first owner, coachbuilder Arthur Mulliner, it is the second car built by the Daimler Motor Company in Coventry and is the oldest surviving Daimler. The nickname became a piece of motoring lore, honoring a highly significant vehicle that was demonstrated to the Prince of Wales at Buckingham Palace in November 1897.



PALMER MOTORAMA

Mercedes-Benz 600 Pullman Limousine 1966

Chassis 100014-12-000603 matches the brochure's mileage detail (37,724 miles) and "once owned by Robert E. Petersen" almost exactly.

Petersen (founder of Hot Rod and Motor Trend magazines) sold his publishing empire for \$450 million in 1996 but kept the car; it was later registered under the vanity plate "SCANDIA," sold in 2004/2005, exported to the Netherlands in 2006, and passed to a German owner by 2013 before eventually reaching Palmer's collection.



PALMER MOTORAMA

List of all Cars on Display:

MERCEDES-BENZ

- 1911 Mercedes 50hp Tourer
- 1933 Mercedes 200N Kurtz W21
- 1930 Mercedes 770K Pullman Cabriolet
- 1935 Mercedes 230B Cabriolet
- 1935 Mercedes 500K
- 1937 Mercedes 320N Special Roadster
- 1938 Mercedes 540K Cabriolet B
- 1952 Mercedes 300 Cabriolet Adenauer
- 1953 Mercedes 300 Cabriolet Adenauer
- 1954 Mercedes 300B
- 1957 Mercedes 220S
- 1960 Mercedes 220S
- 1937 Mercedes 320N Cabriolet A
- 1937 Mercedes 540K Cabriolet B
- 1938 Mercedes 320N Cabriolet A
- 1952 Mercedes 300S
- 1953 Mercedes 170S
- 1955 Mercedes 300 SL Gull-wing
- 1959 Mercedes 180S
- 1960 Mercedes 220SE
- 1960 Mercedes 190SL R121 Roadster
- 1966 Mercedes 600 Pullman



PALMER MOTORAMA

- 1967 Mercedes 600 Grosser
- 1968 Mercedes 280S
- 1971 Mercedes 280SL Pagoda
- 2004 Mercedes Maybach 57
- 2011 Mercedes SLS Roadster
- 1886 Benz Motorwagen
- 1963 Mercedes 220S

ROLLS ROYCE

- 1911 Rolls Royce 40/50hp Silver Ghost Roi Des Belges Tourer
- 1923 Rolls Royce 20hp
- 1924 Rolls Royce 20hp
- 1927 Rolls Royce 20hp 3 position drophead
- 1929 Rolls Royce 40/50hp Phantom I
- 1930 Rolls Royce Phantom II Drop Head Coupe
- 1934 Rolls Royce Phantom II Hooper D Back Limousine
- 1914 Rolls Royce 40/50hp Silver Ghost Salamanca
- 1923 Rolls Royce 20hp Tourer
- 1926 Rolls Royce 20hp
- 1929 Rolls Royce Sedan De Ville by Barker
- 1929 Rolls Royce 20hp 'Prince of Wales' Three-Position Cabriolet
- 1932 Rolls Royce 20/25hp Saloon
- 1934 Rolls Royce 20/25hp Goshawk
- 1937 Rolls Royce Phantom III Limousine
- 1950 Rolls Royce Silver Wraith
- 1955 Rolls Royce Silver Wraith LWB
- 1967 Rolls Royce Phantom V touring Limousine
- 1990 Rolls Royce Phantom VI Special Limousine
- 1897 Daimler 4hp Twin-Cylinder Tonneau
- 1947 Rolls Royce Silver Wraith Touring Limou-



PALMER MOTORAMA

sine

- 1954 Rolls Royce Phantom IV Limousine Princess Margaret
- 1957 Rolls Royce Silver Cloud 1
- 1969 Rolls Royce Silver Shadow Coupe
- 1999 Rolls Royce Silver Seraph
- 2009 Rolls Royce Phantom Drophead

BUGATTI

- 1914 Bugatti Type 23 Tourer
- 1922 Bugatti Type 13 Brescia Sports
- 1925 Bugatti T23 Brescia
- 1930 Bugatti Carriage
- 1930 Bugatti Type 46 Semi Profilee Coupe
- 1934 Bugatti Type 57 Stelvio
- 1936 Bugatti Type 57 Berline
- 1937 Bugatti Type 57 Ventoux
- 1938 Bugatti Type 57C Aravis Special Cabriolet
- 1928 Bugatti Type 40 Grand Sport
- 1930 Bugatti Type 46 Cabriolet
- 1931 Bugatti Type 40A
- 1935 Bugatti Type 57 Atalante
- 1936 Bugatti Type 57 Maltby
- 1938 Bugatti Type 57 Gangloff Berline
- 1939 Bugatti Type 57C Stelvio Cabriolet



LAURIE MASON TSCC SECRETARY

Laurie Mason - An Introduction

by Laurie Mason

I asked Laurie to write few words about himself by way of introduction to those members who did not yet know him. This is what he sent me.

Ed.

Married to Mira and we have two sons, Michael married to Kelly who have two beautiful children Billie and Brooks, and Matthew with partner Gaia. Gaia recently became an Australian Citizen but was born in Australia. I will leave you to figure that one out.

We live in a home we built in West Pennant Hills and have been here for 38 years.

In my youth I played Junior Pennants and Eric Apperly Shield competition golf for Muirfield Golf Club with Jack Newton when he had two arms. My parents joined Muirfield in 1963 and my brother and I learned to play golf with a single club each, a 3 iron for me and a 5 iron for my brother carrying a bucket around Muirfield picking up sticks and stones to clear the fairways.

My parents were close personal friends with the Wearn's who owned, built and named Muirfield Golf Club. A bit of useless information for you.

My working life I was involved in technology development and support, I began in banking, firstly with the ANZ, then I moved to the CBA.

I then spent time in the Travel Industry working for BA (British Airways) during a period of major systems upheaval in the industry that has subsequently seen a massive decline in the number of Travel Agents.

I then joined a Media Communications company part owned by KODAK in HPA where President Terry Daly was CEO. I left HPA after 5 years and joined the opposition which subsequently purchased HPA, but I had already moved on to a Chief Information Officer role for Australia with Swiss based Global Engineering Company Asea Brown Boveri or ABB.

I then decided that I wanted to go back and work for an Australian company, so I joined the ABC. I spent the last 8 years of my working life prior to retirement at the ABC.

As you can probably tell, I am right into three letter acronyms or as they say "TLA's".

My motor sport "career" began in the 70's with Thornleigh Car Club and AROCA in lap dashes, rallies and gymkhana's in my vehicle of choice at the time Torana XU-1's.

Over my lifetime I ended up owning 18 different XU-1's (LC's and LJ's) so I probably know a bit about them. In the late 70's I owned a MKIII Triumph GT6 which was a rare thing at the time. I ran two Targa Tasmania's in 1995 and 1996 in an LC XU-1 and won Class and Targa Plates.

LAURIE MASON TSCC SECRETARY



I joined the Classic Rally Club in the 1990's, participating in events such as the 1994 Jaguar Mountain Rally and other Club rallies.

In 2003 I participated in the 50th Anniversary of the 1953 RedEX Round Australia, we again won our Category and Class.

In 2008 we entered the Red Centre Rally and we won our Category and Class.

In 2022 I directed the Perth to Sydney Marathon that some may remember to celebrate the 1968 London to Sydney Marathon. A number of TSCC Members participated and by the reports in TOP GEAR they seemed to enjoy themselves.

I am a Jaguar C-Type tragic, I think they are one of the most beautiful vehicles ever designed. I was lucky enough to be the passenger in XKC-053 in 1983 driven across the Yorkshire Dales by its then owner whose name escapes me, at up to 100mph. When we returned to his farm I noticed cracks in the tyres, they were the originals from the 1953 Le Mans event where the car came second driven by Stirling Moss and Peter Walker.

The current vehicle occupying space in my garage is Car 40, a factory supported and owned Vauxhall Ventora entered in the 1968 London to Sydney Marathon by the Jim Russell International Racing Drivers School in Norfolk UK.

The car was driven in the event by Australian David Walker who later became UK and European Formula 3 Champion and in 1972

LAURIE MASON TSCC SECRETARY

drove for Team Lotus F1 with teammate Emerson Fittipaldi who became World Champion.

Mira and I joined the TSCC in 2023 and I am currently keeping the Club Secretary's and Public Officer seat warm until the AGM at the end of the year.

My focus while in the role will be to try not to upset the apple-cart too much, while I work to ensure that we as a Club are fully compliant with our Associations obligations to you the Members and the requirements issued by NSW Fair Trading considering the various Acts of the law.

Car 40 in the PENRITE Museum in Melbourne - opposite

Mira and I look forward to meeting all Members at some time soon. You know where to reach me.

Cheers,

Laurie.

Secretary.tsc1981@gmail.com



LAURIE MASON TSCC SECRETARY

Top Right:

Les Payne, John Croft and Laurie at the gala dinner at Warwick Farm after the Perth Sydney Marathon

Bottom:

Les & Rick Johnson and Terry Daly & Roger Korte in their Mustangs ... both of which have LSM history and Les Payne & John Croft in the BMW

My pics of the event are [here](#) and my pics of the London Sydney Marathons including the start of the 1968 event at Crystal Palace are [here](#). Ed



MARATHON E TYPE RESTORATION

35 Year Jaguar E-type Restoration

by Terry Daly

Approximately fifteen years ago I wrote an article for the Jaguar magazine, and the title was something like "World's Toughest E-Type".

This article featured a paddock bashing Series 1.5 FHC with over 400,000 miles on the clock. Mechanically it was in excellent condition and a quick drive up a local dirt road confirmed it had much more than the advertised 265BHP.



However, the body was starting to show a little rust, the paintwork was well past it's best, and the seats were covered with a canvas material. This E-type was primarily used as a rural work vehicle. It sat at least 2 inches higher than a normal E-Type and had plenty of other modifications.



Bernie, the owner, of a farm in the Ovens Valley in Northeast Victoria had a few projects underway including the odd Jaguar and a bike or two. A few donor Jaguars were scattered near the main working shed.

Sitting near the FHC in one farm shed was another Series 1.5 convertible under an extensive restoration. Back then, I asked Bernie what the timeframe for completion of the E-type convertible was? Answer was simply: when I get the time. And that time has now come and I was invited to the E-type's completion launch in November 2025.

However, due to other commitments, I couldn't get to Beechworth until May 2026, so the launch was postponed until then. Not an issue for Bernie as he had purchased this E-type way back in August 1989 and was never in a rush to complete the restoration.

MARATHON E TYPE RESTORATION



So, what's the early history of this E-type? It's a very early Series 1 ½ LHD convertible that was despatched from the UK to Hollywood, California in 1967. Did it have a famous first owner? Not sure as any record of its USA ownership is long gone!

The E-type was imported into Australia by Bryam White from Victoria in 1981 and was purchased by another party who dismantled it and commenced a restoration "of sorts".



About nine years later Bernie purchased the E-Type in a dismantled condition. Its condition was best described as "average", the body was rust free but showed signs of some nose damage. Original colour was Primrose, but it had had two poor resprays whilst living in California. This information was discovered during the restoration process.

MARATHON E TYPE RESTORATION

Upon taking the E-type to his farm, the first task was a complete strip down of the car to establish what was required. Like all restorations, mechanicals and the body/interior were separated and each part worked on when time permitted. No real timeframe and it became a rolling project.



Other restorations of a few motorbikes and other cars, including the fitment of a Jaguar V12 engine with 5 speed gearbox into a Jaguar Mark 2, managed to waylay Bernie. And this project is still ongoing but the workmanship on this conversion is first class and what a car this Mark 2 will be when finished!

What was the state of this E-type restoration when I wrote the article on "World's toughest E-Type", those fifteen years ago. Luckily, I took a few photos which show its status. To the average observer it looked like the restoration was only a few years away with the E-Type having received an undercoat. In fact, the E-Type was assembled in this condition and taken for a test drive!

The engine was subjected to a partial rebuild, the gearbox and differential were in good order and only required seals. The diff ratio was changed from

3.54 to 2.88. All the suspension and brakes were overhauled. And the final colour chosen was a Silver and the interior was completed in black. Wheels were painted in a darker shade of grey which can be seen in the photos. A factory hardtop is to be fitted and that will either be in the body silver or will match the grey on the wheels.

Now the E-type is best described as just about finished with a few final modifications to the convertible roof, the fitting of seat belts, and a few minor adjustments to the lights and panels.

So, what is the future of this fabulous E-type, Bernie isn't quite sure. He's halfway through restoring the Series 1.5 FHC, (painted in a lovely shade of light grey), and his passion is more in the restoration work verses the actual driving of the cars. So, if time allows, the Series 1.5 convertible will probably go for the occasional run to Beechworth and back!



MARATHON E TYPE RESTORATION

He has a Mark 2 3.8 Saloon he occasionally drives and uses his Jaguar XJR whenever he goes any distance. Parked in the back of his garage is a 1928 Dodge in excellent condition that has been in the family from new. When time permits, he intends to return this Dodge to its original colour scheme.



Also, in the shed I noticed several very desirable motorbikes from the late forties through to the seventies, being a 1978 BMW R100S, a 1971 Norton Commando 750, a 1967 Velocette Thruxton, a 1948 Vincent HRD Rapide, and a 1971 Triumph Trophy 650 to name a few. I also noticed a Jap Twin motor sitting in the house.

After being off the road since 1981, this beautifully restored E-type, will once again grace the roads, this time in country Victoria, a far cry from the hustle of downtown Hollywood.



DAWN IN DUBAI



Dawn in Dubai

by Terry Daly

In 2012 I was staying in a new apartment development in Dubai not that far from the new tourist attraction, the Atlantis, the Palm.

As we all know Dubai can be very hot during the day with temperatures often in the forties, so any exercise and running really has to be just on sunrise.



DAWN IN DUBAI



This particular morning, I ran along one of the Palms in what can only be described as an exclusive estate and to my surprise I came across approximately ten cars parked on the road and in a driveway of a beautiful house, all covered with expensive car covers.



Being somewhat inquisitive I lifted a few covers and to my surprise I found some very nice Ferrari's, a Bentley, a few Porches, a couple of Lamborghini's and a new Bugatti Veyron.

Next morning I came back armed with a camera as I didn't believe that so many beautiful cars could be exposed to the Dubai heat. To my surprise the neighbour, an American, was up dusting off his car, a Bentley Continental.

I politely asked him about his neighbour's car collection and all he said is something like this "you should see what he keeps inside in the twenty-car garage!"

On further questioning, I found out the owner was a single Italian male who had several Marble mines and factories back in Italy. He said he had been in Dubai from the start of the building boom and had cornered the market in marble for the many high-rises.

He went on to say he drove a different car each day and if I hung around for a few hours, he would be sure to come out. Unfortunately, I didn't have the time but took the attached photos as evidence.

Looked like a "Marbleous" collection of Undercover Cars!



THE FOX MUSEUM



Fox Classic Car Collection

by Jeremy Braithwaite with some help from Claude

Julie and I with Dominic Truelove enjoyed an interesting day out in downtown Melbourne visiting the Fox Museum.



The collection is housed in the Queen's Warehouse Building which was built in 1890 as a Customs Bonded Store, designed by Victorian Public Works architect Alexander James Macdonald in the American Romanesque style.

Between 1908 and 1924, the building served as Australia's first postage stamp and banknote printing works — a "Strong Room" built to secure contraband, printed notes and gold can still be seen inside today.



From 1946 to 1951 it returned to customs use as a goods distribution point for wharf and rail traffic.

Then in 1995, the Victorian Government handed the building over for use as a car museum to the Fox Family Trust and it opened to the public in 1997. It is held under a 99-year lease at a peppercorn rent of \$1 per year.

This special lease arrangement was granted in 1995 by then Prime Minister Paul Keating and then Victorian Premier Jeff Kennett, on the condition that the site be used to establish a public car museum and for purposes consistent with that goal.



The track only Mercedes-Benz SLR McLaren 722 GT is flanked by a Jim Richard Mark Skaife Group A Nissan R32 GTR and a Peter Brock Allan Moffat Commodore

THE FOX MUSEUM



Most car museums have a life of the owner with McFeeters in Forbes being a good example. This arrangement with the 99 year lease and the Fox family trust ownership would look to likely extend the life of this museum and ensure it is available to future generations.

The museum has always operated on a rotating basis with around half of Lindsay Fox's total collection on display at any one time. From what we understood the rotation is not happening as frequently as it once did and the display is more static these days.

Closed for remediation works in 2019, the museum reopened in 2021 and featured the museum's acquisition of the "Sapphire Blue" Porsche collection, a set of modern Porsches all finished in a unique metallic sapphire blue, originally built for Gregor Piëch, grandson of Porsche founder Ferdinand Piëch.



The colour was reportedly inspired by a birthday gift from Ferdinand Piëch to his grandson Gregor.

The centrepiece is a 2017 Porsche 911 R — itself a special gift from Gregor's mother, given fifty years after the original 1967 lightweight Porsche 911 R was created.



Beyond the 911 R, the Sapphire Blue set reportedly included a 2018 911 GT3 Touring, a 2018 911 GT3 RS, a 2018 911 GT2 RS, a 2018 911 Targa 4 GTS, a 2019 911 Turbo S Exclusive Series, a 2019 911 Turbo S Exclusive Series Cabriolet, a 2020 911 Speedster, three Porsche 935s (one being a one-of-one Sapphire Blue example, of only 77 ever built), and a 918 Spyder (chassis 135 of 918 built, the last to leave the factory in 2020).

Lindsay and David Fox reportedly travelled to Germany at the invitation of the Piëch/Porsche family to view the cars, which led to the purchase of the entire set — described as the only complete collection of its kind in the world.

THE FOX MUSEUM



There is a good amount of parking in the Museum grounds and the display covers two floors with a lift between them so it is wheel chair friendly. There were a number of knowledgeable volunteers on each floor and one kindly allowed me to step over the rope barrier to get some better photos of the AMG ONE.

Its an impressive collection ... all my photos are [here](#).



Above & Top Right:
Mercedes Benz 540K Cabriolet B



2008 Mercedes-Benz SLR McLaren 722 GT ...one of 21



THE FOX MUSEUM


Fox Collection



2022 Mercedes-AMG GT ... a track-only supercar built by Mercedes-AMG to commemorate the brand's 55th anniversary

Below: Track only Porsche 935 is a tribute to the legendary 1978 "Moby Dick" racer and is based on the 991.2 Porsche 911 GT2 R



*Above: Jaguar Mk V Below: Jaguar XK120
Following pages Ferrari F40 and F50
Lexus LFA, Ford GT and AMG ONE*



THE FOX MUSEUM


Fox Collection



THE FOX MUSEUM


Fox Collection



1995 FERRARI F50
0-100 in just 3.8 seconds
Top speed 199 mph
3.0 litre V12
and with
one

THE FOX MUSEUM


Fox Collection



THE FOX MUSEUM


Fox Collection



TALE OF TWO LAGONDAS

The Tale of Two Lagondas

By Terry Daly

"Excuse me, what kind of car is that?"

That is the question heard at every petrol station, every traffic light and at just about any car show. Is that really a Lagonda? I only saw them in Magazines and now I've seen one in the flesh!

There are a few people who love it, but the majority will be reserved in their judgement. Time Magazine had the Lagonda as one of "the 50 worst cars of all time"

Aston Martin built a total of 645 Lagonda's of which 631 were sold. There were four different variants of the Lagonda:

- Series 1 was built between 1974 and 1975 and there were 7 built.



- There were 458 Series 2 which commenced production in 1978 and went through to 1984
- There were 75 Series 3 which were produced from 1985 to 1987
- The final Series 4 were produced from 1988 to 1990 with 105 cars made

Incidentally, the last Lagonda made was Chassis 645 on 18th May 1990 and it was sold to Drambuie Liqueur Company and now sits in a museum with just 3700 miles on the clock. Just in case you're interested, Chassis 1 was the first of seven prototypes and was the car displayed at the Lagonda's release at the 1976 Earl's Court Show.

Chassis 2 was another display car and was the car that was crash tested at the MIRA facility at Nuneaton and written off by the factory on the 13th of March 1978. Later it inexplicably resurfaced and found it's way to Australia and the writer saw the car at a warehouse in Marrickville. It was in a poor state but drivable, so it would be the oldest Lagonda on the road.

Of interest, the first new Lagonda sold was Chassis 8 and that was delivered to The Marquess of Tavistock on the 24th of April 1978, red exterior with a black interior.



TALE OF TWO LAGONDAS

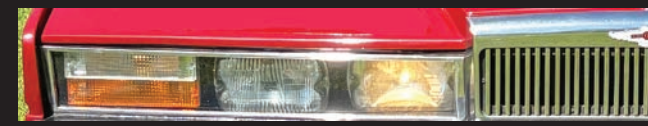


Each Aston Martin Lagonda was hand built in either left hand or right hand drive and were designed for the personal hands-on sporting/driver, rather than the Chauffeur-driven company Chairman. The largest market for the Lagonda was the Middle East which took 187 deliveries, UK took 161 deliveries, the USA took 159 cars, Europe 89, Japan 16, Hong Kong 12, South Africa 8, Australia 6 and other counties (including Malaysia) took 9.

The six that came to Australia had a sticker price of \$235,000 which was substantially dearer than the Rolls Royce and Bentley.

So, on to my two cars ... which of the 631 Lagonda's sold are we talking about?

TALE OF TWO LAGONDAS



- Chassis LOOR13064, the Kentucky blue Lagonda, build date 05/12/1980, with the Engine stamped by the builder Frank Matthews, and
- Chassis LOOR13066, the Bordeaux red Lagonda, build date 12/12/1980, with the Engine stamped by the builder Fred Waters
- The Chassis in-between, LOOR13065 was sold to His Royal Highness Mohammed bin Zayed bin Sultan Al-Nahyan who is the Crown Prince of Abu Dhabi. Records show the Crown Prince still owns the car.

As you can see, they went down the Production line together but neither retain their original paint colour. Chassis 64 left the factory in Scarborough Blue whilst Chassis 66 left the factory in Telford Grey. Both cars were resprayed by Gavin King at Concours Sportscar Restorations. One of the common meeting places for the two cars.

Firstly, I should give you a few statistics on the Lagonda's:

- Four door luxury salon, length 17 feet 4 inches, height 4 feet 3 inches (remember the Ford GT40 was name "40" as it was only 4ft tall) curb weight 33.9cwt.
- Quad Cam V8, 4 IDF Twin Choke downdraft Weber Carburettors producing 296 BHP. Each engine was individually built by one from a team of eight engine builders.
- Transmission: 3 speed Torqueflite Automatic
- Fuel tank capacity 128 litres.
- 0-100 in 8.8 secs, top speed 145mph (The Press Release claimed 155 mph!)

Let's start with LOOR13064, Chassis 64.

Chassis 64 was first sold to Yow Chuan Low of Kuala Lumpur, Malaysia in 1981. Mr Low had the factory engrave a special label in the engine bay with his name on it! Sometime over the next 12 years Mr Low moved to the Eastern Suburbs of Sydney and in January 1994 he traded the Lagonda in on a Bentley at York Motors, William St Sydney. In the Sydney Morning Herald, dated 15th January 1994, it was offered by York Motors for sale at \$65,000 with only 14,000miles on the odometer.

York Motors took a record of those interested in the car and the second





TALE OF TWO LAGONDAS

person on that list was none other than Terry Daly. The car was sold to Peter Wise who drove it sparingly for the next ten years, however, the blemishes finally got to Peter, so the car was sent to Concours Sports car restorations for a full body restoration. While the body was being restored the entire dash was sent back to Aston Martin UK for an overhaul.

At the same time, the decision was made to change the colour to another original Aston Martin Colour, Kentucky Blue with a new Magnolia leather interior. BBS Mag wheels replaced the special colour coded wheels.

The Lagonda looked stunning when it returned to the road in November 2006 and it soon won the Outright Trophy at the Annual Aston Martin Owners Club Concours.



Several years later when the Concours was held at Middle Dural, Chassis 64 and Chassis 66 went head-to-head in a category with Chassis 66 winning.

The detail in the engine bay was the deciding factor! Of interest, Peter's car was road tested in Unique car issue 290 September 2008 with Peter made the following comment.

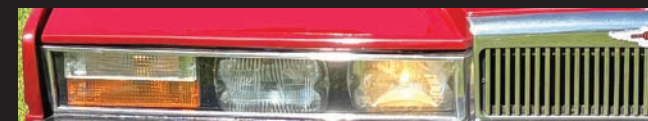
"When I'm not on this planet, the kids aren't allowed to sell it" he said. "I don't want anyone to know how much I've lost on it."

During Peter's ownership the car did just over 5,000 miles with the current recorded mileage being 19,600. Peter sold his pride and joy to Terry Daly in July 2025.

Let's now go with LOOR13066, Chassis 66.

Chassis 66 was the first Lagonda imported into Australia in 1981 by Izzy Hertzog of Melbourne. The original colour was Telford Grey and a few photos from Les Johnson has this very car at his container shipping depot for reasons unknown. Registration at the time was NUR 660.

TALE OF TWO LAGONDAS



However, the early history of this car in Australia is somewhat uncertain with the car changing hands several times. It was offered for sale by Rowley Motors Artarmon in 1989 for \$120,000. In approx. 1993 the Lagonda was owned by Ken Graham from the Gold Coast, and he authorised Gavin King from Concours Sportscar Restorations to respray the Lagonda to Bordeaux Red. The interior remained untouched. As Ken hardly drove the Lagonda it was again sold through the trade.

It then passed through a few dealers before ending up with Lawyer, Robert Bryden in February 2000 with the mileage now showing 20,827. He sold it two years later to prominent barrister and car collector, Andrew Lidden to add to his collection of hundreds of cars housed around the Mittagong area. In November 2005, Andrew auctioned off many of his cars including this Lagonda.

Successful bidder was none other than AMOC's own Arnie Schimmelfeder who then spent considerable time bringing the car back to a safe driveable state. Then in March 2007 Arnie put the Lagonda up for sale and the lucky buyer was Terry Daly. Mileage at this stage was just over 24,000 and it's now 29,430.

Over the next 19 years the Lagonda has been the subject of many many hours of polishing and upkeep with yearly grease and oil changes. It uses nearly 14 litres of Penrite 30W-60W Mineral oil and a Z9 Ryco oil filter.

And in that same period, it has had a new water pump, a new distributor and coil and it's associated wiring and has had its Coolant and Brake Fluid changed every three years. Of interest, the electric dashboard only played up once and HWM in the UK had brand new replacement parts.

Besides beating Chassis 64 in a category Concours around 2010, Chassis 66 has won many more AMOC trophies over the next ten years. And like Chassis 64, Chassis 66 was featured in a six-page article in Unique cars issue 371 January 2015 written by Dave Berthon, and to quote:

"Getting behind the wheel reveals what is essentially the first production use of a computer-managed digital instruments display with touch switches. Light years ahead of it's time, the development costs for the electronics alone was as much as four times the budget allocated for the entire car. Unfortunately, breaking new ground came at a huge price and the system was plagued by gremlins, giving the car a bad name."

And he finishes the article with:

"It was Oscar Wilde who once remarked that ambition is the last refuge of failure. I'll side with Aston on that Philosophical Point"



TALE OF TWO LAGONDAS

So, after forty-five years, Chassis 64 and Chassis 66 are again together under the one roof and besides a colour change are they much different to when they were built in 1980? The answer is basically no.

Acceleration is adequate, they handle like a Cooper S, the interior is opulent and extremely comfortable, and they are a real pleasure to drive. It's the Saloon car variant of the Aston Martin DBS V8 of the era.

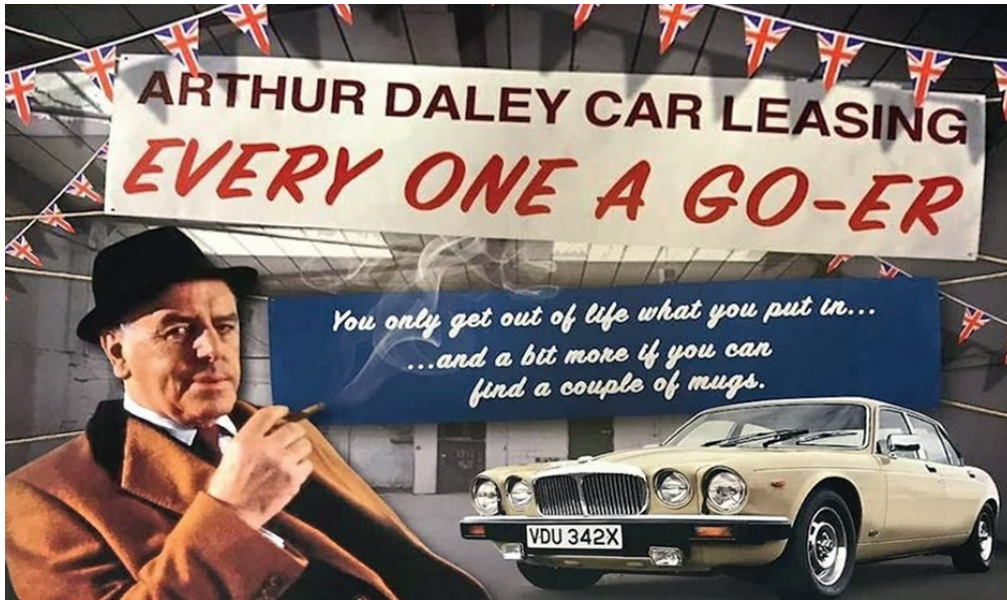
It's a lovely morning outside, I'll take both for a drive with the expectation that I'll hear:

"Excuse me, what kind of car is that?"



CARS FOR SALE

Every One a Go-er



We introduce a new section to Top Gear and I've taken the mug shot of the best known car salesman in history ... Arthur Daley ... for the pages artwork. I hasten to add that there is no relationship between Arthur and Terry even though the names do sound a bit similar. Lots of interesting cars to choose from! Ed

FOR SALE: 1995 Honda NSX-T

Targa 5 speed manual Australian Delivery. I have owned this special car for 22 years and I believe I am the second owner. Some facts and highlights about the car:

- Car was Featured in Wheels Magazine
- Genuine Honda upgrades to suspension (have all original parts)
- Standard and aftermarket cat back exhausts
- Additional set of rims (Simmons)
- PPF on bonnet , front bar and front wheel archers
- Extensive maintenance and replacement of parts in recent years in line with its age



- Refreshed engine has approx. 100K km on it and is currently in car. Car has 314,000 km from new
- Original engine has approx. 295,000 km on it and is out of car due to cam sensor failure.
- Plus much more ... too much to list!

\$116,000.00

Call Simon on 0418 116 197.

simonmitrovich5@gmail.com



CARS FOR SALE



FOR SALE: 2018 Porsche Cayman 718

Excellent condition. Jet Black with grey Interior and recently restored Aurum (gold) wheels. The paint has ceramic coating and the front of the car has PPF.

Mileage is around 33,000 KLM (<5K KLM per year) and I am the second owner for six years as I purchased it in 2020. The car is a delight to drive and has always been garaged.

It has been serviced annually by Porsche Dealerships which is evidenced in the logbook. Registration to June 2027. Please Contact Bruce Duncan on 0419 229 585.



CARS FOR SALE



FOR SALE: 1975 Peugeot 504 Safari Rally Car

Built in the style of the iconic Australian Peugeot Team London to Sydney Marathon cars and finished in the classic Eurocars/Australian Peugeot Team livery, this is a genuine endurance rally car with an impressive competition history.

Unlike many tribute cars, this one has actually proven itself in international and Australian endurance events.

Competition History

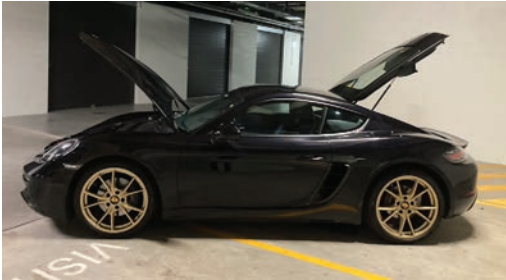
- Successfully completed the 2012 Bangkok to Finland Safari
- Successfully completed the 2022 Perth to Sydney Marathon

Features

- Full roll cage
- Cibie Super Oscar driving lights
- Auxiliary fuel tank
- UHF radio
- SAAS rally seats
- New Sparco racing harnesses
- Underbody protection
- Limited Slip Differential (LSD)
- Peugeot 505 5-speed gearbox
- Hydraulic handbrake
- ARB onboard air compressor
- Rally accessory switch panel
- Heavy-duty mud flaps
- Steel rally wheels

Included

- 6 rally tyres & steel wheels
- 4 road tyres & steel wheels
- Pallet of spare parts



CARS FOR SALE

The car presents exceptionally well and is reliable, capable and ready for its next adventure. Whether you're looking to compete in endurance rallies, historic events, or simply own a unique piece of Peugeot rally history, this car is ready to go.

Currently registered on non-transferable NSW Historic (Classic) Registration. Only selling to fund another purchase.

\$16,000 ONO

Luke Tourish 0418 445 724 or john@tourish.com.



CARS FOR SALE

FOR SALE: 1983 Porsche 911 SC LHD

Left hand drive. The vehicle has undergone a full bare metal rebuild. Gear-box and engine have been rebuilt by top Porsche specialist Michael Newton with dyno sheets available.

The vehicle is finished in carmine red with ducktail rear wing and RS style front bumper. Suspension has been upgraded to bilstein coil over shocks all round with the common turbo brake upgrade.

The vehicle is registered under CVS and will be sold without registration.

A very affordable sporting 911. Asking \$165,000.

Sale comes with some spare parts and wheels surplus to rebuild.

Contact Sharon Bickford 0438 170 259



CARS FOR SALE



TOP GEAR WINTER 2026

TAILPIECE

