top gear

THE OFFICIAL MAGAZINE OF THE THOROUGHBRED SPORTSCAR CLUB INC ISSN: 2207-9327

TRIBUTE TO TERRY DALY



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Front Cover

We thought it would be nice to dedicate this issue to Terry Daly who stands down as President at the end of this year. Here he is with Roger Korte on the Perth to Sydney Marathon.



Tailpiece - this Issue

The Lotus Elan of Peter Simms nears completion. The car is just beautiful and a credit to Peter's craftmanship:



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, and on Trove 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.tscc.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.tscc1981@gmail.com

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 Spring 2026
by Terry Daly

This is the twelfth and final report from me under this Presidency, and a quick look through those past eleven issues I can see a trend emerging.

Three years ago, Electric Vehicles (EV) were just emerging as a variable alternative to the Internal Combustion Engine (ICE). Tesla was the dominant player and by all accounts were making a great car. The role out of EV charging stations was slow and country motoring, without a lot of preparation, was not recommended.

Fast forward three years and we have Chinese EV car makers making all the headlines. I personally took a little interest in BYD as some of their cars were attractive.

Their push to be the number one car marker in the World within ten years is well and truly on track!

They recently introduced an EV for $20000 with a seven-year warranty and, yes, after seven years they would probably go straight to the scrap yard. That looks like pretty cheap motoring to me!

However, on the other end of the spectrum, and sticking with EV's we see the Ferrari SF90 and the Rolls Royce Spectre losing 40% of their value in just a couple of years.

I also noted that the Government is spending another $500 million rolling out more charging stations and that money is coming from the excise tax that the ICE cars pay when they fill up with petrol. And still no firm statement on how the EV's are going to be taxed for road usage!

Another point of interest, I noted there are 51 different Chinese EV's for sale in the UK and with the current price of petrol, they would be running out the door.

Let's hope the UK doesn't end up having any electricity shortages.



TALES FROM TERRY



Whilst on the EV's, Jaguar finally released the new Jaguar EV called the 01. Most of the comments I've seen on it are negative and I tend to agree. The way the rear pillar has been redesigned to incorporate extra doors has spoilt the flowing lines. When they originally released the concept, some two years ago, I thought it was very different but liked it to the extent I enquired about timings and pricing. No information was available then and I'm not sure any Jaguar representative in Australia has the answers to those questions even now.

On the motorsport front, Oscar Piastri seems to be struggling and is no longer a chance of winning this years F1 Championship. Maybe 2027 will be his year. It looks like Kimi Antonelli will win this year's championship with a few races to spare.

Locally, the Bathurst 1000 has been run and won by the DJR Mustang, although the outcome could have been very different after the DeWalt Camaro ran out of petrol on the final lap. Zach Bates might also have won had the Safety Car not been deployed—an outstanding achievement for the 22-year-old.



By the way, members John Sullivan and Michelle Murphy, have known Zach most of his life and have personally sponsored him through the Toyota 86 series and the Super2 Series. I think Michelle is still crying in happiness after he secured pole position for the big race. Looks like the kid has a great future in Supercars.

On the Club scene, plenty going on with at least two events a month. Not all have been fully subscribed so keep an eye on the TSCC website for what's happening. The BIG Trip to the North Island of New Zealand, the Rocks walking tour, and the Annual Christmas Party and Presentation Day are just a few. Please book for the last two ASAP.

Our last two club meetings have had two excellent presentations, one from Stan Jodeikin (dressed up in his race official suit) on his experience as a volunteer flag marshal at the British F1 Grand Prix and the October Club meeting had the Gibbons giving an 007 inspired presentation on their recent drive from Olympia in UK to Olympia in Greece.

They included an excellent video of some of the scenes from the various movies and some of the great car chases. It was great to see Stephen Knox in attendance.

The AGM is in November and at this stage we have nominations for all positions except that of Secretary. As Neil Mason, who is currently acting Secretary, said at the October meeting: It's all automated and is a lot easier than he expected. Please consider!

Again, to all those not feeling great, all the best.

Terry

Editorial

by Jeremy Braithwaite

This is my last issue as Editor and I have used the edition to look back on some of the fun we have had over the years and particularly the time we have spent with the Daly's.

Julie and I joined the club in 2010. A small group of us based in Kurrajong were looking for a car club to join and a couple of years before we'd caught up with Terry Daly at the Club Lotus Concours at Bowral ... we were staying with Paul Samuels and arrived in his lovely Bentley Continental.



This was Terry's totally original Series 1 Elise with less than 10,000km on the clock.

We had a sit in it to make certain we could fit before buying our own Series 2 and fitting a Honda VTEC using a Sunspeed kit from California.

So a couple of years later Julie and I were back in Club Lotus and organising the Concours at Chapel Hill. Here is Anne Blackwood giving Terry a prize for the lovely Elise:

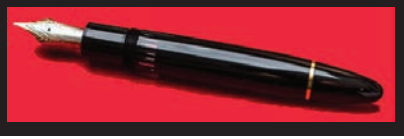


So when we needed to find a multi marque club for our small group, we decided to call Terry and ask if he would have us. After consulting the then committee he said 'Yes ... but you can't call yourselves a chapter'. So over the years quite a few of us from the Hawkesbury have joined the club and today we are around a quarter of the membership.

Terry is stepping down as President at the end of this year and this marks the 8th year he has occupied the role since joining the club in 2001. Five of my eleven years on the Committee have been with Terry and he has been really good to work with, keeping things focused and simple, and putting together some wonderful events.

Julie has put together her thoughts on some of the Memorable Trips we've done as a club, and I've done a story on some of the fun we've had with Terry and Robyn over the years. See the Tribute to Terry on page 38.

EDITORIAL



He's also helped maintain our links to AMOC, which goes back to the foundation of our club, and he and Robyn have organised some incredible events including lots of Big Trips and the Silo Art Tour, which has to go down as one of our best ever events as a club.

And let's not forget all those incredible shed tours!

IN THIS ISSUE

Also in this issue there is lots of good reading including :

- POO Day - Julie Braithwaite
- Shannons Day - Neil Mason
- The Insular Peninsular - Laurie & Fran Bromley
- Harrington weekend - Smiths, Edds and Kellys
- Berry Car Show - Ed
- Motorlife Museum - Ed
- Club Night Presentations 2026 - Ed
- Classic Automobile Tour - Keith Brodie

LEURA GARDEN FESTIVAL

The Leura Garden Festival has been a signature event of this club since we started going there in 2019 and our report on this years event will be incorporated into a Special Edition looking back on all our visits.

WONDERFUL SENDOFF FOR TIM BICKFORD

We were having dinner with Tim in 2023 when he realised that something was wrong and he was subsequently diagnosed with a brain tumour. There are different types of tumour and some are treatable and others are not. Tim had the worst one and we initially did not expect him to get through the year.

Lots of our local members and others from Tim's branch of Rotary helped put together a schedule to transport him to and from the station, and once there he could get himself to RNS for treatment.

His treatment paralleled that of Australian of the Year, Richard Scolyer and the two were to meet at the RNS.



Tim really hung in there. We have a monthly boys lunch in the district and the Lynwood club one and he'd come to both ... also our regular breakfasts and dinner in Kurrajong. So we'd see him once or twice a week . And in all that time he never lost his enthusiasm or his sense of humour. He never once complained ... and the disease was completely unfair!

He went through a long period where he was pretty stable. Memory & speech were difficult and then he lost all the vision on the right side. It was easy to run into things ... but he still kept going ... and smiling.

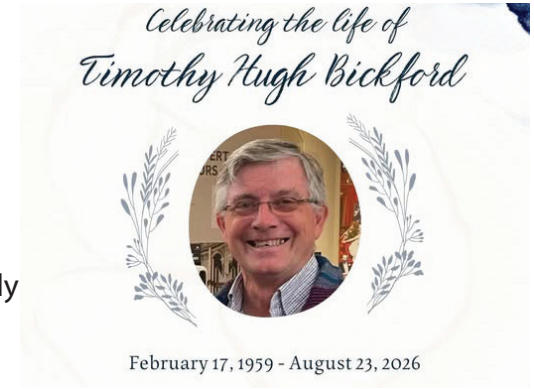
The last few weeks were pretty bad and the family had to mount a 24/7 vigil by his hospital bedside as he could not feed himself and slowly he just slipped away.

There was a huge turnout for the service at Castlebrook with a lot of Porsche and TSCC members ... he had been President of Porsche NSW for 3 years Motorsport Director for 5 years and served another 2 years as Historical Director.

EDITORIAL

The family asked that people not wear black and also bring flowers. The flowers were all placed on the coffin and they made an incredible display.

Tim had been a piper and the coffin was piped into the chapel. The family all spoke beautifully about life with Tim and we all went over to the Fiddler for the wake.

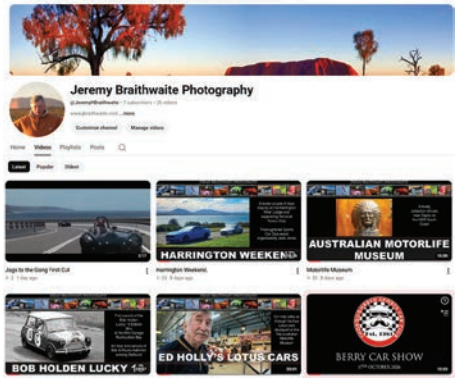


We'll miss you Tim!



MY YOUTUBE CHANNEL

I've taken lots of videos over the years and never really done anything with them, so I have decided to start my own YouTube channel:
Jeremy Braithwaite Photography



If you go there you'll find a Playlist for Thoroughbred Sports Car Club with videos for:

- Harrington Weekend
- Motorlife Museum
- Bob Holden Lucky 13
- Ed Holly at Motorlife
- Berry Car Show
- Stan Flags Silverstone
- Carol Edds TSCC Aug 2026
- Pride of Ownership Day 2026
- Whitey V8 Starts

There's lots more videos to come as I learn new editing skills and get a better handle on how to use the new DJI Osmo Pocket 4 camera and the Canon R6 mirrorless.

The DJI has a gymbal head and a f2 aperture making it incredible at night. Check out the Sky Symphony and Vivid Sydney 2026 videos to get a feeling for what the camera can do.

There is a small stand and a remote microphone which I've been using for club meetings and it all seems to work really well.

The R6 is a hybrid camera meaning it is designed to be good at still photos as well as video. I have a 24 - 240mm lens with it and the whole package makes for a great travel combination.

I've also started to learn how to create my own music using an AI tool called Suno. It is incredibly sophisticated in what it can do ... and I'm right at the bottom of the learning curve ... but at its simplest you can just tell it to give you an instrumental of this length to accompany this type of a video and hey presto.

You can try it for free but Suno own the rights to any royalties you earn. If you pay for the licensed version you get to own the copyright too.

EDITORIAL

Finally our photo site has over 400,000 photos and there are lots more on my computer that need to be uploaded. So lots to do!



NEW EDITOR

I'd like to welcome Luke Tourish to the role. He and John have just returned from Goodwood and I am sure he will regale us with some great stories in the Summer Edition of Top Gear.

The stories of Terry and Robyn's Big Trip to NZ and the Xmas Party will feature in this issue.

KEEP ON HAVING FUN!

I might be stepping down from the TSCC Committee, but life isn't getting any slower.

Julie and I are both involved with the RFS where we are Community Engagement Officers for the Kurrajong Heights Brigade.

And we are planning to get back on the road again next year and do a lot of travel. Best wishes to Neil Mason and his new committee in 2027. Jeremy

SOCIAL DIRECTOR



Social Director's Report

Roger Korte

The Club has had a busy social calendar since our Winter Edition.

Our regular monthly events are:-

- 1st Sun. St Ives Autobrunch at St Ives Showground. Neil Mason organiser. The early 8.00am start attracts up to 12 members/cars.

- 1st Wed. Lynwood Country Club. Pitt Town. Organisers Julie & Jeremy Braithwaite. Generally 20 to 30 attendees.

- 2nd Sun . Kurrajong Breakfast. Village Kitchen, Kurrajong Village. Organisers Julie & Jeremy Braithwaite. A non-pointscore event, usually attracts about 30 Members.

The other Social Events have been, generally, well attended, often filling the maximum number of positions available.

- Sun 9 Aug. – Pride of Ownership (POO) Day. Organised by Julie Braithwaite. This was a fabulous day, as usual, with lovely cars to drool over! Congratulations to the award winners.

- Sun 16 Aug. – Shannon's Display Day. Neil Mason was the organiser. Another of our annual well supported "show" events, held at SMSP, Eastern Creek.

- Wed 19 Aug. – Wed Run. The Insular Peninsula Explorer. Laurie & Fran Bromley organised this lunch run to Sydney's Northern Beaches.

- Thurs 10 – Sun 13 Sept. Harrington Weekend. This very popular annual event organised by Jack Jones, once again, had very good attendance.

- Wed 30 Sept. Leura Garden Festival. Organisers Ron Powell and Sue Harris. Lovely gardens and fabulous cars.

- Sat 17 Oct. Berry Car Show. Berry Showground. Organiser Neil Mason. Small contingent in attendance, but I believe they had a great time. An extra day was an "add on" to attend the Aust Motorlife Museum near Dapto.

The Club has several events to see us out until year's end:

- Wed 21 Oct – Sun 1 Nov- Big Trip to NZ North Island. Terry & Robyn Daly have spent many hours and kilometers organising this fabulous trip, visiting some of the tourist attractions of New Zealand's North Island. This trip is well underway as we go to press.



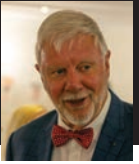
  Wed 11 Nov. TSCC Annual General Meeting. Maybe some new Committee faces?

- Wed 18 Nov. Walking the Rocks Tour. Organised by Stan Jodeikin. Join Stan for some Sydney history, which he will certainly give some added interest.

- Fri 27 Nov. Xmas Lunch & Presentation. To be held once again at Muirfield Golf Club, organised by Michael Markiewicz. Please contact Michael if you wish to attend. Details are on the flyer, to be found on TSCC website.

Our reports on the Big Trip and the Xmas Party will appear in the Summer Edition of Top Gear. Ed

SOCIAL DIRECTOR



THOROUGHBRED SPORTS CAR CLUB

WALKING THE ROCKS TOUR

Wednesday 18 November 2026 | 10:30am

STARTING POINT

Wharf 6, Circular Quay, Sydney

Tour guide: Stan Jodeikin

FOLLOWED BY LUNCH AT 1:00pm

The Lord Nelson Brewery

19 Kent Street, The Rocks

PRE-BOOKED ONLINE PARKING — TO DO YOURSELF — IF NOT ARRIVING BY TRAIN

Wilson car parks, estimated rates between $20 and $40:

- The Gateway, 25 Reiby Place
- 155 George Street
- Clock Tower car park, 55 Harrington Street
- Quay West car park, 111 Harrington Street

CONTACT

Stan: 0408 60 80 02

ozmogman@bigpond.com

LIMITED TO 30 PERSONS

RSVP BY MONDAY 16 NOVEMBER 2026





Motorsport Report - October 2026

Philip Larmour

The final round of the Combined Sports Car Championship supersprint series was held at Sydney Motorsport Park on 27 September hosted by the Jaguar Drivers Club. The official number of entrants was only 65, however some degree of financial viability was achieved by accommodating a request from the ARDC to include first time participants as a driver instruction day. By all accounts this worked well for all concerned.

I was unable to attend the event as I was racing at the Historic Sports Car Association historic meeting at One Raceway on this weekend- more on that event later in the report.

Three hardy TSCC members (Jeff Breen, Gary Maher and Les Payne) braved some ordinary weather conditions on the day with most being fortunate to complete one session on dry/damp track before the rain set in and most decided to call it a day.

As the Jaguar event at SMSP was the last round for 2026 the final pointscore for TSCC members is:

SURNAME	FIRST NAME	Car	Total
Breen	Jeff	Triumph TR6	4
Day	Lindsay	Triumph 2.5PI MK2	4
Larmour	Philip	Triumph Dolomite Sprint	3
Maher	Gary	Escort	12
Payne	Les	MG Midget	4
Walker	Lionel	Jaguar 3.8	6

So a clear winner in Gary Maher in the mighty Escort, who apart from being competitive in his class, also competed in more rounds in 2026 than the other regular TSCC entrants.

Below are the proposed events remaining for 2027-

1. Round 1: 14 March
   Sydney Motorsport Park Amaroo circuit. Hosted by Sprite Car Club
   (this date is in doubt as I write this report)

2. Round 2: 18 April
   One Raceway. Hosted by MG CAR Club Newcastle

3. Round 3: 16 May
   Sydney Motorsport Park Amaroo Circuit Hosted by MX5 Club

4. Round 4: 18 July
   Sydney Motorsport Park Druitt circuit. Hosted by Jaguar Drivers Club

5. Round 5: 21 August
   Sydney Motorsport Park Gardner circuit
   Hosted by Club Lotus
   (this coincides with the Shannons display weekend)

6. Round 6- TBA (Date is yet to be confirmed by venue)
   One Raceway.
   Hosted by Triumph Sports Owners Assn.

As I mentioned above I competed at the HSRCA Spring Festival Historic event at One Raceway on 26-27 September. I was fortunate to be accepted as an invited car together with my brother, Mark, in our ex- Ron Hodgson Group C Triumph Dolomite Sprints.

MOTORSPORT REPORT

The race was for Under 3 litre Group C and Group A race cars and what a great cross section of cars were entered. Top of the pecking order was an ex DTM Group A Mercedes Cosworth 2.3 worth an estimated $1m but the field also included Group A BMWs, Group C Escorts. RX7, Capri, Alfa Romeos.



The weather on Saturday was good for Goulburn, 21 degrees but with a cold wind,. However Sunday was bitterly cold (it didn't get over 10 degrees all day) with intermittent showers!

I suffered a series of electrical gremlins in qualifying and both races 1 and 2 which were frustrating but easily fixed once the diagnosis was completed and the results were not what I was anticipating.

Race 3 was a great race in the dry which I enjoyed, but by Race 4 the rain had arrived at Goulburn and the track conditions were challenging. All in all an enjoyable weekend's racing with like minded historic car owners and their valued cars.

Craig Shiel also competed at the event in his Chevron B60 in the Group Q &R Sports Racing category.

Craig appeared to have good day on Saturday, however his Sunday racing was a non event as the track was declared wet and Craig did not have any wet weather tyres available.



2026 Pride of Ownership Day

Sunday 9th August

By Julie Braithwaite

After a week of mainly beautiful weather in the mountains we had a windy and cloudy day for our Pride of Ownership day held at Chapel Hill Retreat at Berambing.

There were 78 members and guest attendees with a total of 38 cars on display. Ford was the most represented marque, followed by Porsche, Aston-Martin, Audi and Mercedes:

Ford Mustang & Dark Horse	8
Porsche	5
Aston-Martin	3
Audi	3
Mercedes	3
Ferrari	2
Jaguar	2
BMW	1
Daimler SP250	1
Ford Mainline	1
HSV GTS	1
Lotus Emira	1
MGB Mk 2	1
Morgan Plus Four	1
Rolls Royce Silver Cloud 3	1
Singer Shelby Special	1
Triumph Stag	1
Volvo PS1800S	1
VW Golf R	1

(Sorry if I missed a marque or model – some of your writing was a little hard to interpret!)

Jeremy's pics are here and the video of lunch is here.

Jim & Jenny Catts Porsche 911 Targa was voted as Car of the Year by the Members and John Tourish & Lee Portelli's Daimler SP250 was 2nd and Lawrence & Jane Bonello's 1965 Ford Mustang was 3rd.





CLUB EVENTS





Jim had obtained the last roll of the original material used for the seats and his shoes and socks were a pretty close match.



We had Terry Daly, Frank Kinnas and Peter Dempsey as judges to choose the cars in the Modern and the Historic categories who will be awarded a Gold Certificate at the Christmas function in November.

Once again, the food at Chapel Hill was delicious. The room was large enough for people to shelter from the wind to enjoy either a tea or coffee, or the welcome drink, before lunch.

A big thank you to all the members who helped out on the day and to the judges who had an unenviable task of judging so many beautiful cars.

I'm bowing out of organising POO Day - next year it will be organised by John and Luke Tourish, so stay tuned for details!





CLUB EVENTS



This is a montage of the Classic Gold Certificate winners:





And these are the Modern winners:





Shannon's Sydney Classic 2026

By Neil Mason

Overview

Sydney's winter rains certainly had the owners of our 20 car contingent a little skeptical about whether their car detailing effort was worthwhile or even, would the event go ahead. Luckily for us all, whilst the rain clouds dropped their misty rains on our cars as we arrived, they soon cleared and like almost all of the other participating clubs, we had a full contingent of cars with all of the usual Shannon's Day enthusiasm obvious.

The Shannon's Sydney Classic, run by the CMC, truly maintains itself as the absolute largest gathering of car enthusiast clubs and their cars anywhere in Australia. It's operated at the Sydney Motor Sport Park now for 34 years. Many of us have joined in at all or most of those events.

The atmosphere is pure cars, cars, cars, with an incredibly diverse range of cherished cars and their owners passionate about everything from a "sit up n beg" Ford Prefect to a modern-day Aston Martin or Chevrolet Corvette. With (I counted) 117 car clubs participating.

With a day starting at 7.00am, it's about walking around the amazing displayed cars, meeting up with fellow enthusiasts to hear about their experiences and car specs, then taking our turn as a club to line up on the dummy grid and drive the track circuit together. Later in the day, to inspect the impressive line of Concours Entrants, which this year had some amazingly well prepared and unique cars competing.

The TSCC Crew

This year was a fantastic inclusion of many of our newer members, mixing with our regular longer term attendees, which added a new enthusiasm, social chats and even a different mix of cars from past years. Prominent by numbers, the Mustang boys certainly won, with the mix of Mercedes Benz convertibles and coupes of John Slater, Roger Korte, Peter Stefan and the











CLUB EVENTS





prestigious Aston Martins of Liz Kornhaber, Bruce Duncan and Chris Mackertish and BMWs of Ian Norman and the purple beast of Malcolm Stephen showing the largest numbers.



But we still managed to project our Thoroughbred Sports Car profile with a few older classics including Les Johnson's unique De Tomaso, Rick Johnson's Aston Martin V8, Konrad Dover's Jaguar XK8 and my Jaguar Mk 2.



A new and interesting addition to our Shannon's Day lineup was new member Zen Wijeysinghe's Ferrari.





The Mustang boys (and lady) came well prepared with their chairs, table and refreshments and set up the social centre of our zone.



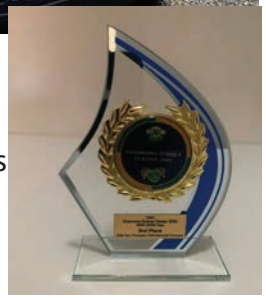
Highlight

Lawrie & Jane Bonello took up the challenge of preparing and entering their 2004 Mini Cooper into the post 1990 Concours segment, against some serious competition, winning a very admirable 2nd place.



My Hot Points

For me, the Shannon's Day has always been a day of immense pride in displaying my car to such an enormous car mad audience. Chatting with so many people who stop to admire or photograph.



CLUB EVENTS



Helping to project the Thoroughbred theme of our Club, when so often passers-by mention how interesting our group of cars always is each year because of its diversity and quality.

Walking around the 117 car club groups, it's the amazing rare cars that jump out at me, including the Blower Bentley, superbly restored US classics such as the Packards of the '30s, the amazing early Thunderbirds and Corvettes, the line of early R and S Valiants, Jaguar saloons and sports cars of the '50s, the mouth-watering modern Aston Martins and Porsches . The list goes on and the array is superb.

Great also to catch up with our own Lester Gough in his golf cart doing his CMC marshalling role as he has over so many years.

Overall .. a superb motoring enthusiast' day that's not to be missed.

Hope to see you there next year!!!







CLUB EVENTS




89
TEAM PARTY HOUSE
B.Trinder


MF-861




10
63593 H


Motoring Enthusiasts Group
65061 H

CLUB EVENTS







The Insular Peninsular
Wednesday 19th August 2026
by Laurie & Fran Bromley

Twenty-three intrepid travelers assembled at the Black Night Café St Ives Showground at 11 am on a fine sunny day.





After coffee, we set off on some obscure local roads driving through unexpected pristine bushland along Morgan Road towards Narrabeen Lake.



Morgan Rd has a large boulder the shape of a Goanna head partially hanging over the road, which has been decorated with teeth.

This area was given to the Aboriginal Land council thirty years ago and the 67-hectare site is subject to a proposal to redevelop with 450 housing lots, preserving only 19 hectares for bushland. This proposal is strongly resisted by residents and MPs.

Continuing along Morgan Rd, we pass a surreal nest of satellite dishes, this is the Telstra Earth Station an important satellite communication centre. We then arrived at a ford, can't be too many in the Sydney Metropolitan area

Coming on to Wakehurst Parkway and a scenic drive around the northern edge of Narrabeen Lake before emerging at Pittwater Rd.

A divergence up Powderworks Rd takes us to back roads leading to Bayview. Powderworks Rd is named after an attempt in the 1880s to build a powderworks factory to produce gunpowder and dynamite. See separate story.





Continuing through Bayview to join Barrenjoey Rd for the drive along the peninsular to Palm Beach.

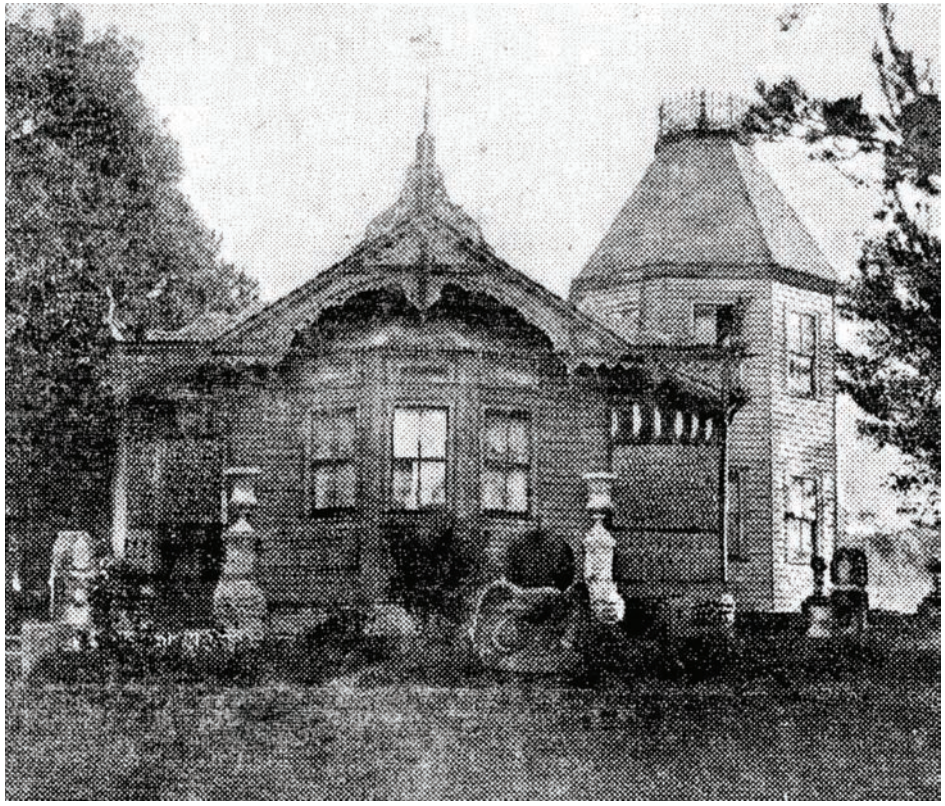
The drive through Governor Phillip Park gives you views of Pittwater, Barrenjoey Light House and then back to Palm Beach. A feature of the drive was twenty speed bumps!



Finally, back to The Palm Beach Club for club lunch.

The Powder Works
A mansion called Ingleside was also built (after which the suburb was named) by the so-called Carl von Bieren.

His explosives venture collapsed and he went bankrupt in 1885. He then attempted to abscond to Britain to escape his mounting debts and the unravelling of his fraudulent schemes.



Australian authorities issued a warrant for his arrest. Detective Murphy was sent halfway around the world in pursuit and travelling on a faster ship successfully caught up with Von Bieren's ship as it was sailing up the English Channel.

He was extradited back to Australia to stand trial. He was found guilty of fraudulent insolvency (specifically embezzling a bank draft) and was sentenced to two years and ten months of hard labour at Goulburn Gaol.

After completing his prison sentence in 1888, he permanently left Australia for America and disappeared from local records.

There is a full account on Facebook here.

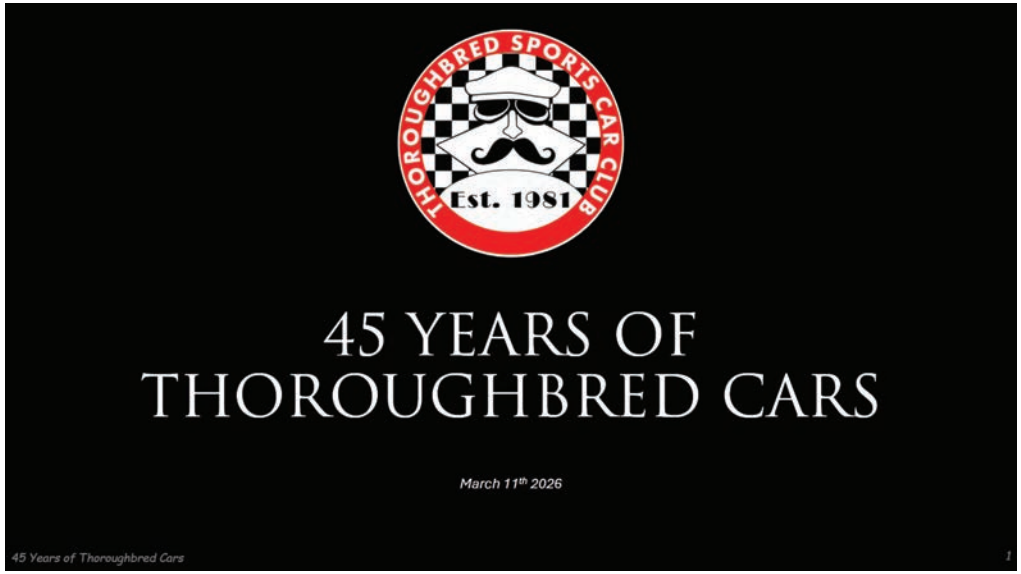


Club Night Presentation
by Jeremy Braithwaite

We've had some really great presentations by club Members this year and I've put the ones that I had a copy of on the website here.

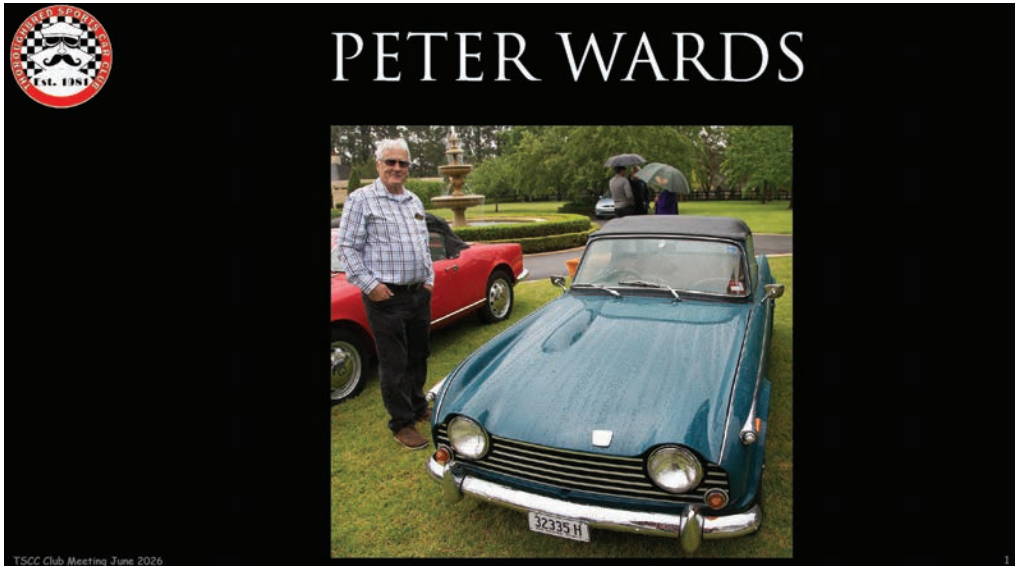
Click the pictures in this story to go straight to each presentation.

45 Years of Thoroughbred Cars - Jeremy & Terry



This was the presentation that we had prepared for the 45th showcasing all the incredible cars that have been owned by members of this club.

The room at the hotel in Bowral made it difficult to hear and we decided to use the April meeting to do the job properly.



Peter Wards - Some of his Cars

Peter Wards is an incredibly talented panel beater and has been involved in the Triumph Sports Owners Association for many years. What a number of members didn't know was that he and Robyn had owned a T Model Ford or that he had supported Chris Amon in the Ferrari during the Tasman Series.

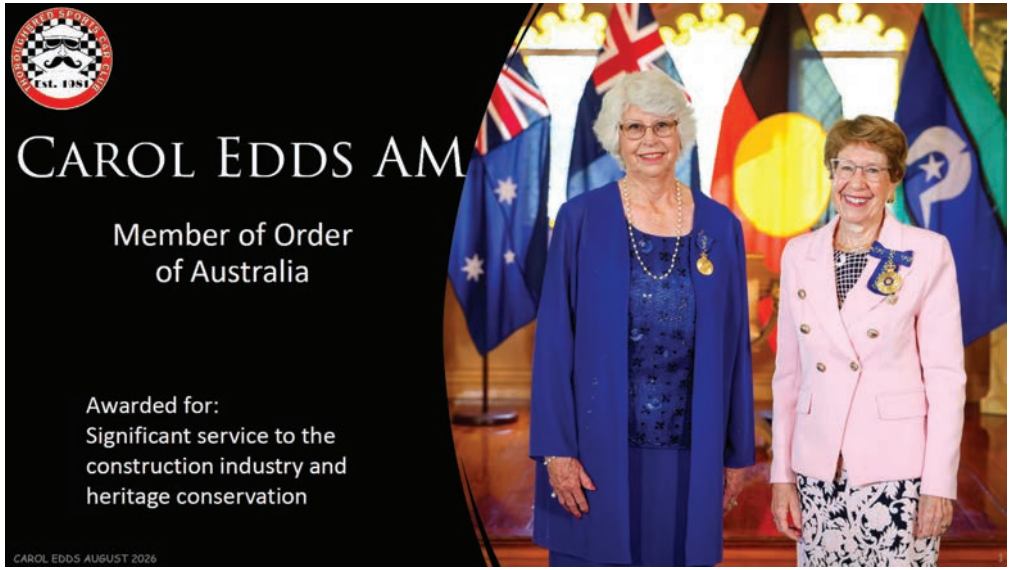
Carol Edds AM

Carol Edds story as a female in the totally male dominated building industry really resonated with members when she told us all about it at the August Club meeting.

She talked about growing up with her Quantity Surveyor father, her first experiences on building sites, meeting Graham and marrying him in 1971, her academic career as Head of the School of Construction and Building Sciences, and then later working alongside Graham in Heritage Conservation and chairing the Hawkesbury branch of the National Trust.

The video is here.





Once there he gave us a wonderful insight into a weekend with half a million Poms!

The video is here.

The 007 Bond Trail by Greg & Chee-Mei Gibbons

This was a great presentation and covered the trip from Olympia in London to Olympia in Greece visiting the set locations of a number of 007 movies.

The presentation included a video of all the chase scenes in the 007 Movie locations they visited.

I've extracted some stills from the video

Six Days at Silverstone with Stan Jodiekin

Stan told us about all the bureaucracy he had to overcome to 'work' as a volunteer at the British F1 GP.







Harrington Weekend

It was another great few days away organised by Jack Jones and the Top Gear reporters were Bob & Jeni Smith, Vern & Wendy Kelly and Graham & Carol Edds with a few words from me at the end.
Ed

HARRINGTON WEEKEND FIRST DAY THURSDAY 10TH SEPTEMBER Bob & Jeni Smith

Classic meeting place - McDonald's Mt.Colah - does every run north by all car clubs start here - I think so!

Only a select number of TSCC members having coffee on arrival around 10-00. I gather the 'Kurrajong Gang' were heading north on the Putty Road, to link up with us at the Tea Gardens Hotel for lunch.

I didn't fancy a run up the M 1 all the way there, so Tony South, Jeni and I slipped off at Peats Ridge, to have a run through the Wollombi Valley. What a great bit of tarmac -apart from the mandatory potholes, it's a lovely, curving piece of real estate.



Tony had his 997, and I began to wish I had brought the Evo, as the old Merc is a bit of a handful on the twisty bits - suits my status as a Senior though!

We stopped for the slowest brewed coffee at the Laguna Trading post- a good half hour between ordering and drinking it. Still, weren't particularly in a rush, and it is a nice stop in the valley to pull over.

We decided on the Enzo Cafe for lunch, on Broke Road, Pokolbin. Weather was nice and sunny, but all tables outside were taken - on a Thursday! Great lunch though, and a great name for a cafe - no Ferraris sighted in the car park, however.

Cut across country from lunch, missing the newly opened Hexham Bridge by-pass, which the non - outlier group, following the route instructions, enjoyed.

We arrived in Tea Gardens at our overnight stay-the Boathouse Resort. Quirky layout to the rooms -very large, and very expensive!

Customary drinks around 17-00 in Jack & Rob's waterfront suite for wine and nibbles. The Boathouse is at 23 Marine Drive, and dinner was at Mumm's Restaurant, 46, which you would think was close, but turned out to be over a kilometre apart!

Guess I needed the exercise (not). Food was excellent, with alternate drops which I think suited most couples. Joe bought a bottle of Tyrell's Chardy, so I felt compelled to reciprocate, though Bev doesn't drink, and Jeni had a glass only.



Vicki & Julie brought Wilson and Willie along ... they are great friends!



Bit dusty next morning, though the walk home with a 'wobbly boot' probably helped.

Great start to a great trip.

HARRINGTON WEEKEND SECOND DAY
FRIDAY 11TH SEPTEMBER
Vern & Wendy Kelly

This day started fine but cool, & for brekky many of us walked from our accommodation, The Boathouse Resort, Tea Gardens, to The Bakery which was close to the Tea Gardens Hotel, where we had lunch the day before. The bacon & egg rolls were popular, with nice coffee. Several more members joined as appetites & the needs for coffee took hold.

John Slater & Kevin Leggott finished their morning walk there. John & Kevin have set the standard in going for a morning walk on TSCC Runs for many years.

We then drove the (allegedly) 100km's to Forster for lunch. Allegedly because there were so many potholes on The Lakes Way that we spent extra distances dodging them !!!

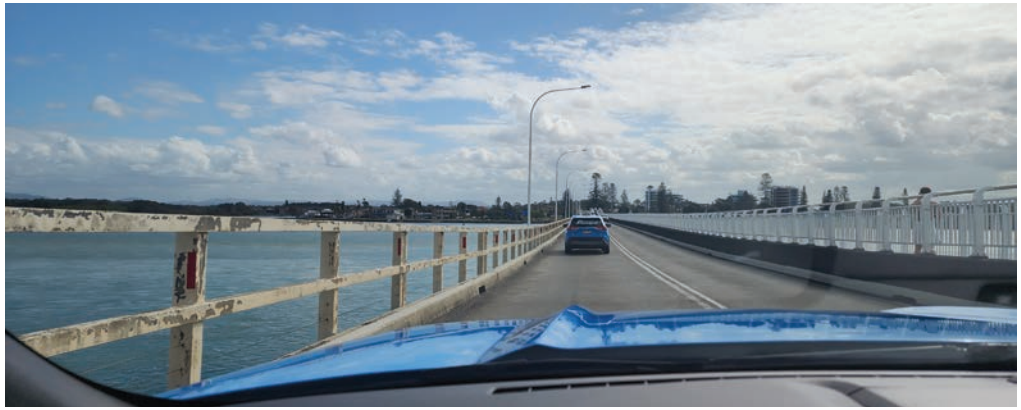
Lunch in Forster was at Lakes & Ocean Hotel, a lovely pub right on the water. A great menu & lovely ambiance was enjoyed by all.

From lunch, we drove the leisurely 60 Km to our accommodation for the evening, The Harrington River Lodge in Harrington.

We had enjoyed this location so much last year so it was a popular decision to return there again. Many of us were placed in the same rooms as last year.

Dinner was at the attached Tavern, where many of us chose the half-lobster special. As usual, a good time was had by all in this lovely location.









Lastly, a great thank you to Jack Jones for his great organisational efforts in arranging this Run this year, & I am taking responsibility for the lovely weather which we all enjoyed !!!!

HARRINGTON WEEKEND THIRD DAY SATURDAY 12TH SEPTEMBER
Graham & Carol Edds

We looked around the displayed vehicles and as our Disco D4 was not on display we opted to take a drive into the nearby Lansdowne State Forest area and beyond.

After seeking local advice from Council's tourism officer who had a display at the Harrington Resort event about our suggested journey. She advised that some of the National Park roads were still either closed or under repair so based on this we chose to go only as far as Newbys lookout for our forest drive rather than the round trip we had planned.

We initially started towards Crowdy Head but were worried that we might not return back in time before the seafood shop's closure at 3pm to purchase our prawns and oyster meal for dinner.

Jack had suggested this seafood outlet was worth a visit. So we returned to Harrington to purchase a dozen oysters and a kilo of prawns and stored these in our car fridge.

Our journey started toward the Pacific Highway toward Coopernook and the tarred road toward Lansdowne turning right into the Coopernook State Forest and the Lansdowne State Forest. A pleasant country drive quickly turned to gravel and started to rise into the mountain escarpment and a steep climb to Vincent Lookout following Forrest lake Drive.

A very pleasant outlook within the Coorabakh National Park from this vantage point with 360 degree views. We ventured with lots of dirt and potholes but no traffic on a Saturday.

Although promoted by National Parks as a 2WD road, it was certainly not really suitable for the TSCC cars. More dirt to Newbys Lookout also via the Forest Lake Drive.





CLUB EVENTS





We drove back trying to take a slightly different route to go to Moorland for lunch but a road closure meant we were diverted so we simply did a return trip to Coopernook. As it was past lunch time we decided the Cattai wetlands would be closer and worth a visit. Disappointingly they were closed. Lunch beside a rural property near the entrance to the wetlands. Not the picnic lunch spot we had hoped for.

Back on to the Pacific Highway then turning towards Johns River State Forest with some rather sandy/gravel roads between the highway and Diamond Head. Back on tar on the Diamond Head Road culminating with a pit stop at Crowdy Bay where we met other TSCC members, Jeremy and Julie and Keith and Louise.

The Crowdy Head lighthouse was an essential visit with headland views both north and south. A great vantage viewing location for whales and a sea eagle took our attention. Tried to photograph the whales but too far away.

Then back on the tar to the Harrington Resort after a short diversion shopping for bread and seafood dressing for our dinner.

Saturday at Harrington
Jeremy Braithwaite

The local Rotary Club organise an annual Spring Fair which they call Bazaar Beats and their organiser, Monika Hansen, invited us to join them with our cars when we were there on Jack's run in 2025.





It was hardly an inconvenience as the display was right beside the car park at the Harrington Lodge, and we were joined by a good display of locals.

We had planned to have breakfasts at the nearby Tavern but the breakfast chef had a medical mishap and the Golf Club quickly stepped up to the plate (!) serving tea and coffee and delicious bacon and egg rolls.

After the display we took a drive to Crowdy Head and the lighthouse where we caught up with Keith and Louise Brodie and Graham and Carol Edds. The pic below shows the view from the lighthouse back over the bay.

Another excellent meal at the Tavern and Harrington was done for another year.

We headed back via the Entrance to catch up with Julie's brother and saw a contingent of Sunbean Alpines and Tigers on the motorway ... a rare sight these days. My video of the weekend is here.







Berry Car Show

by Jeremy Braithwaite

The Berry Car Show took place on 17th October and was organised brilliantly as usual by Neil Mason.

The weather forecast looked to be pretty dismal with up to 15mm rain being forecast by the BOM. Vern Kelly must have said a quick prayer for us as the day only had an occasional shower and the grass at the Showground remained in good condition.

Julie and I went down on the Friday afternoon to stay with Keith & Louise Brodie and help prepare for the dinner at the next night. Julie making her signature cinnamon ice cream and getting it in the freezer.

We had a relatively leisurely departure after 8 a.m. to go the couple of kilometers up the road to Berry. Every one else had been up before sparrows to meet Neil at 7 at Heathcote for the drive down.





They were all there before us including our friend Richard Carter who lives at Berry Mountain and joined our group in his delightful red Honda NSX.

So our group comprised:

- Neil Mason
- Vic Andrews
- Mark & Caroline Beckett
- Laurence & Jane Bonello
- Jeremy & Julie Braithwaite
- Keith & Louise Brodie
- Colin & Cathy Buttigieg
- Jeffrey & Joanne Gatt
- Frank & Adriana Kinnas

Bruce Duncan was a non-starter with back issues.

There were some interesting cars on display. The Mustangs were the dominant marque in our group. Vic Andrews brought his P1800 Volvo down and right behind it was a P1800 ES. The car had fitted luggage to match the blue leather upholstery and looked very smart indeed.





There was an BMW 850 near it in red, and in the centre of the showground was the Triad.



It was designed in the 1980's by Cliff Trefry and built by Wally and Bobby Hadley through the Hi-Tech Car Company in Smithfield.

It featuring a Kevlar-honeycomb and fibreglass body on a steel backbone chassis. ... essentially an Aussie Esprit. Powered by a mid-mounted Volvo B28E (PRV) V6 engine paired with a Citroën SM 5-speed manual gearbox, the car looked really good.

Current owner is Nowra resident Geoff Mills. He and Trish also own the Austin 1800 London Sydney Marathon replica which was parked beside the Triad. We saw this car on the Perth Sydney Marathon and I have lots of photos of it here.



Also nearby was another local car, a rare Maserati 450S in white with twin blue racing stripes.



I don't know anything about the history of the car, or whether it was a factory build or a replica.

There was a factory chassis plate on the dash, but there was also one on the replica built by Historic and Vintage Restoration (HVR) in Melbourne in 2014.

Anyway it looked lovely!

CLUB EVENTS





A pre-war Blower Bentley was parked near a McLaren. Overall lots to look at and all well presentted.



The Showground is very close to the town so we were able to walk into the main street for breakfast and Julie and Caroline Beckett enjoyed doing some shopping. Berry is a lovely town!



There was also a Garden Festival on and we visited one of the gardens near the Showground.







It was really more of a horse place with a huge dressage arena. Think we get spoilt by our annual visits to Leura!

So back to the Brodie's for drinks and dinner. A lovely evening. We were joined by Peter Finlay who many will remember for his advanced driving school.

He had an incredible career in Formula Ford placing 3rd in the EFDA/European FF Championship in 1973 and 2nd in the 1975 Australian Championship. Richard Carter was to win the series the following year.

Peter was NSW Hillclimb Champion in 1994, 1995 and 1996.

The next day we headed off to Bangalay Dining at Shoalhaven Heads for breakfast before heading up the main road to the Motorlife Museum for a visit.

I'm not sure we have had an official visit there as a club, but its a great museum with a lot of earlier cars. It was great to catch up with historic racer Ed Holly and I got him to talk us through the four Lotus cars he had on display there.

This video is here, the Museum is here and the one at Berry is here.

All Julie's pics are here.

I later had a call from Melinda Sexton who saw the video to say the Lotus 7 had originally belonged to her husband John. He's no longer with us but for years was editor of the HSRCA Oily Rag.



TRIBUTE TO TERRY



Tribute to Terry Daly

by Jeremy Braithwaite

I first met Terry Daly in the 1970's. We were both racing Ford Escorts and doing events like the Sun 7 Series at Amaroo which offered 2 litre and 3 litre classes. Very close racing and great fun.

The car was a pretty two tone blue and was sponsored by CAS or Computer Accounting Services who was also Terry's employer (the ultimate dream job) and while the business over the years became Mayne Nickless Computer Services, Endata, and then HPA, this was the only job that Terry ever had.



He'd run a Mini and a Torana as a member of the Sydney University car club in the mid 60's. The pic opposite of the Mini was Hampden Halfway House and he and navigator Barry Lake won.

He and Robyn had attempted to do rallies together with Robyn navigating but Terry's selective hearing caused a few issues and Robyn recalled her left being interpreted as a right and they ended up in Lake Macquarie. Robyn did the sensible thing and threw the instructions into the lake and that was the end of the evening's entertainment and Robyn's career as a navigator.

Terry took the Escort to Bathurst for the Hardie Ferodo 1000 and ran the



event with Barry Jones as co-driver. They finished 21st out of 55 starters and there were 26 DNF's so an excellent result first time up at the mountain, particularly as they bent a pushrod in practice, straightened it out as they had no spare, and had to keep the revs below 5,000.



Its hard to remember what Bathurst was like in those days. There were no pit garages like today. The ARDC camp ground was at the back of the pits and there was a line of wash basins in the paddock to wake you up with freezing water. There was no armco and just a fence to maybe contain an errant car. The crowd was tiny ... but the whole of Australia watched the race on TV!

TRIBUTE TO TERRY



Terry and Barry returned in 1977 and finished one place better in 20th.



1978 saw them return with a Mk1 Ford Capri and now with Eric Boord as co-driver. They finished 13th with Fury Ford sponsorship and were 3rd in class, after blowing a tyre on the first lap.





The next year they upgraded the Capri to a Mk2 and finished in 16th out-right and 2nd in class behind the Mazda RX3 of Barry Lee. Here with Peter Williamson in the racecam Celica behind.. Go to 15.30 on the video from Peter's car to see a lap at Bathurst with Terry!



TRIBUTE TO TERRY



Pic above shows Terry in Mk 2 Capri at Amaroo in 1981 with Colin Bond and Steve Masterton behind him in Capris and Allan Grice in the JPS BMW.

Peter Hopwood joined Terry for the 1980 race and Trend Windows sponsored the car. A 17th outright result and 3rd in class was the result with Barry Seton taking the class win in a new Capri Mk3.

They had ta distributor issue in 1981 and lost too many laps to be classified when the race was stopped. That was the end of Terry's circuit career.

So lets finish up this part of the tribute to Terry with a pic of him chasing Phil McDonnell in the Alfa at Amaroo. All Phil's cars were black, and he raced a selection of BMWs over the years. He owned Quick-Fit spares in Artarmon.



Working Career

Terry was appointed Managing Director of Hermes Precisa Australia in November 1990 and built a substantial business in the management of computer output securing contracts with organisations like Telstra to process and mail their monthly bills.

They processed COM - Computer Output to Microfilm - for the major banks and also provided large volume document digitising services including all CBA 53m legal documents, all Vic Land Titles, NZ Land Titles, etc.

And they pioneered the use of computer generated large volume high quality laser printing using Xerox equipment. Roger Morgan was their dedicated account manager.

In 1990 I had left IBM and started a letter quality laser printing bureau business in North Sydney called Axiom Marketing Services with Hong Kong Bank subsidiary Wardley Australia as a shareholder. We used to run 3 Art Unions a year with Porsches as a prize to raise funds for the Sydney Maritime Museum and the James Craig restoration. I only recently discovered that Darryl Pike won one of the Porsches! This business was later sold to HPA.

HPA floated in 2000 and Kodak increased its stake to 51%. Terry had new bosses in Rochester to contend with!

In 2007 direct mail giant Salmat acquired the business from Kodak for $318 million. The business had been started by Phil Salter and Peter Mattick - hence Sal - Mat, and post acquisition Terry was appointed CEO of the BPO (Business Process Outsourcing) Division for the year before retiring to focus on motoring!

Interestingly Salmat was to sell the BPO business to Fuji Xerox in 2012 for $375 million.

TRIBUTE TO TERRY



The Marathons

Terry acquired a 1966 Ford Mustang in the early 1990's and Bob Brill built the car into a very competitive machine for international marathon events. They competed together in a number of events:

1993 London Sydney Marathon

They made it to the finish ... only just ... in 72nd place. They had been running in the top 6 when they broke an axle in Simula, India. A 911 won with Frances Tuthill and Anthony Showell.



Julie and I just happened to be at the start ... and the finish! All our photos are here. Terry's are here.

Club member Les Johnson was also in the event in his Mustang fitted with the NSW registration 'Hooroo' and met Terry.



Terry did not join TSCC until 2001 but they were both to do the Panama Alaska.

1995 London Mexico

The pair finished 9th with Hannu Mikkola and Gunnar Palm winning.



I converted an old Kodak CD that Terry had with over 100 photos of the event and have the thumbnails on the next couple of pages. The pics are on the Smugmug site here.

Organiser Nick Brittan produced a book of the event and each of the contenders was invited to share their memories of the event. Terry recounted:

To first re-acquaint myself with the mighty Mustang which I'd hardly driven since the London to Sydney. Bob had found yet more horsepower, better brakes, a rock solid rear end and at the same time, managed to remove over 150 kilos in weight.

To renew friendships and make new ones.

To arrive at the first stage in Wilton on semi slick tyres only to find mud, mud and more mud ! The realisation that our tyre choice was wrong.

The running out of fuel in Brazil 20 kilometres from the next petrol station only to have a friendly local on his Harley Davidson give me a lift at 160kph back to a petrol station that was only serving diesel.

Getting lost in the desert on the "rubbish tip stage" in Peru and then trying to back-track through the maze of tracks and sandhills to find the Mexicans in their Mustang somewhat lost too.

Having the luck to have the front shock absorber pierce the bonnet 400 metres from the only village we had seen for nearly 100 kilometres and then to find a master craftsman who welded the shock tower in record time.

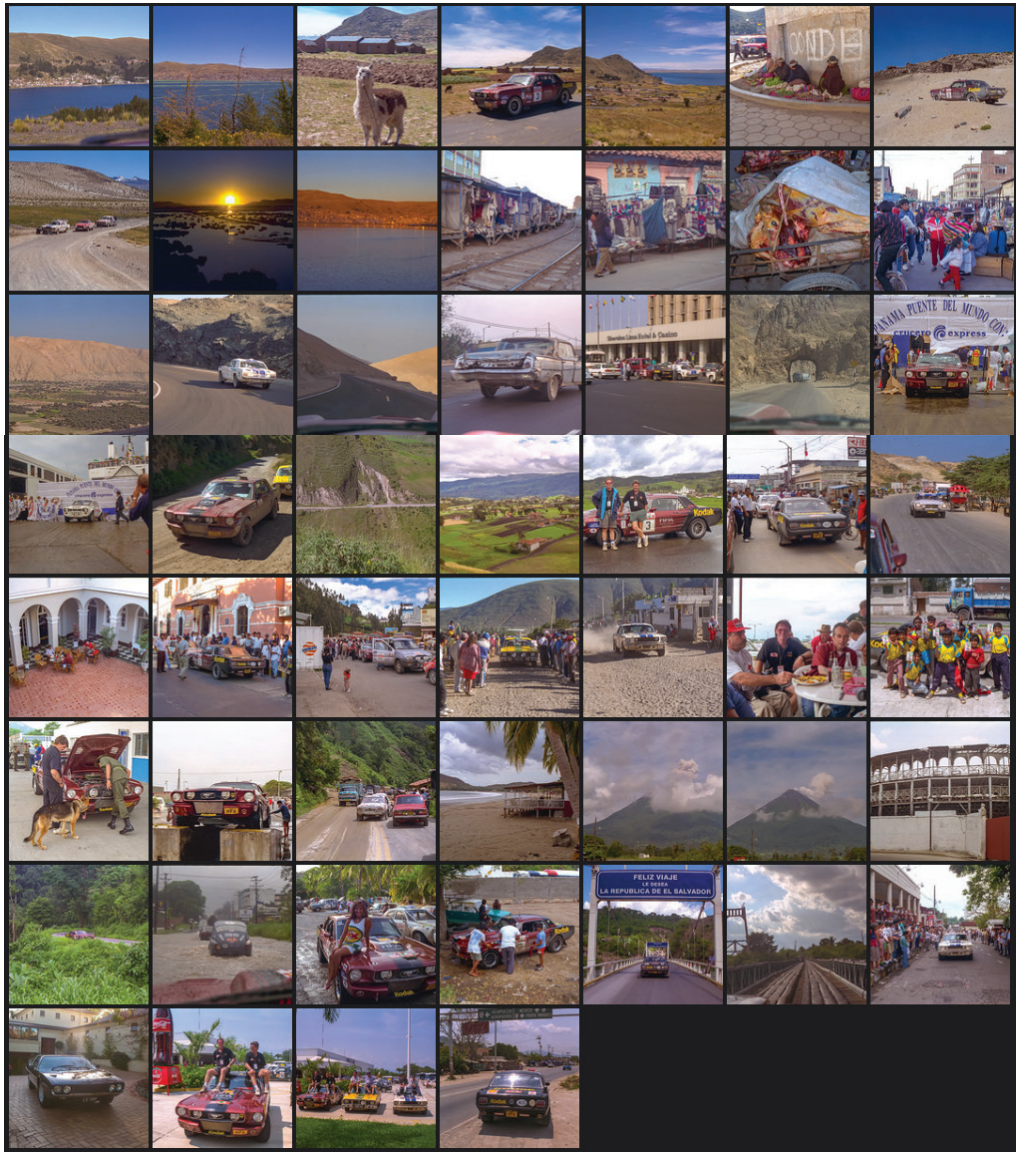
The bewilderment of the amazing scenery and countries through which the rally passed. It was a far cry from the bad press there countries often receive.

The lack of oxygen at the high altitudes which made the V8 pull like a 4 cylinder. We just took pity on those little cars as we powered past.

TRIBUTE TO TERRY







TRIBUTE TO TERRY

1997 Panama Alaska

Rick Bates and Kenny Brittan won with Terry and Robert 4th. They had tyre troubles compared to the leading three who all had service crews. This was Terry's attempt to save tyre wear!





CAR 3
Ford Mustang



Bob Brill
Sydney,
Australia

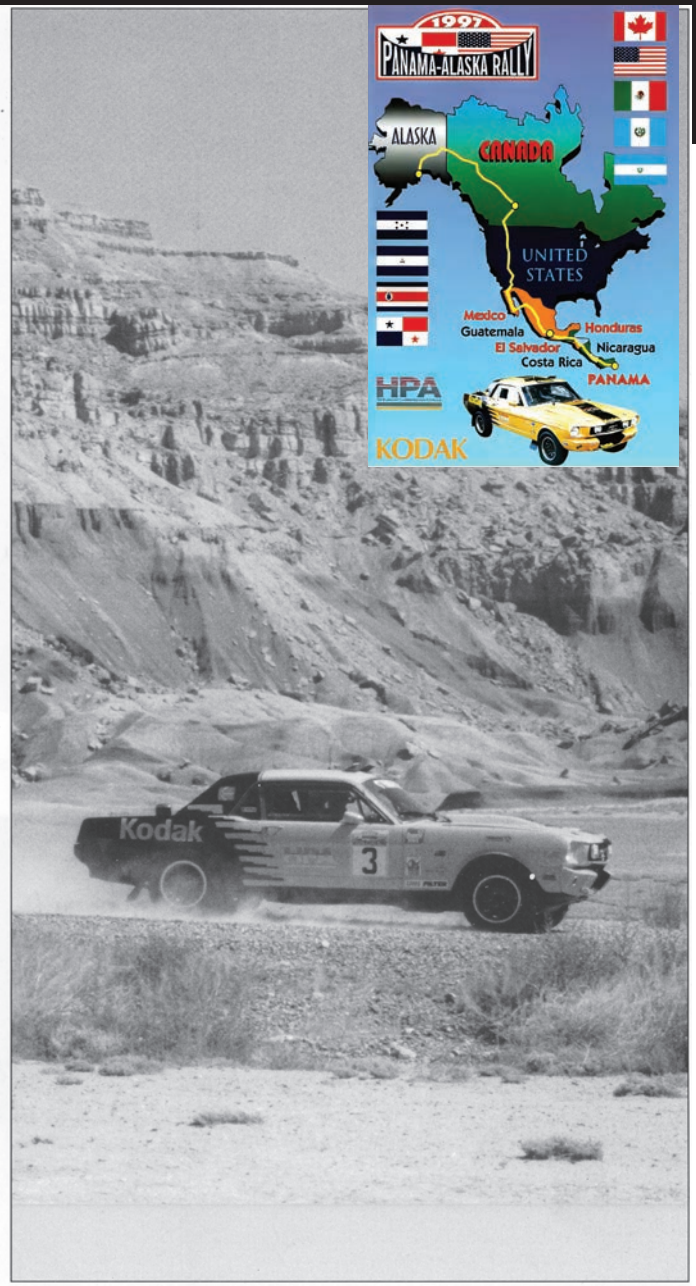
Terry Daly
Sydney,
Australia

Same car, same driver, same co-driver. You would think this would give us some form of advantage on our third TWE rally. But the rules changed to allow the participation of service crews. So, although these crews were great people, their expertise and endless supplies of spare parts and tyres changed the nature of the rally. Was it a good move or did it detract from the spirit of the marathon ?

The mighty Mustang, Car 3, had only two problems during its entire 25 days; a broken front shock as the result of hitting an unmarked dip in the road into San Felipe and Bob falling asleep while navigating as the result of some late night carousing with errant Redshirts. This trouble-free run made the event much less demanding than the London-Sydney or the London-Mexico.

Tyres were our biggest headache. Having to run radials to Mazatlan, cast off rally tyres (courtesy of Gary Fitzgerald) to Calgary and then re-cycled London-Sydney tyres to Anchorage was a bit of a handicap. New tyres every three days would have been bliss.

We were happy to finish fourth even though, as the end approached, we had secret hopes that one of the top three might fall by the wayside. We reckoned that Jeff Zwart's car was ready to die any minute, that the Hungarians were likely to have an 'off' and Rick might just bow under the pressure of leading. However, all three proved us wrong and they put in great competitive performances to hold onto their top three places.



Special congratulations to Rick and Jenny who thoroughly deserved their win.

Both the beginning and the end of the rally were interesting but the middle section through America and Canada was memorable for its boredom. The long tarmac sections and their law enforced speed limits were not exactly adrenalin-producing experiences.

Thanks to Nick and the Redshirts for yet another great event. Thanks to Kodak and HPA for providing the film and financial support. And finally a special thanks to Bob for providing a trouble-free car.

TRIBUTE TO TERRY

2000 London Sydney where they finished 10th

Stig Blomqvist and Aussie Ben Rainsford won the event in a Perana V8 Capri from Michele Mouton and Francis Tuthill and Rick Bates & Jenny Brittan in 911s. They suffered some mechanical and tyre problems.

Again Nick Brittan did a book and this is an extract from it ... see opposite column.

And YouTube has a very grainy video of the event. Click on the picture below to view it:



TSCC members Gordon and Kim Ketelbey also took part in the 2000 event.

They finished 65th out of 78 starters and were pictured on the cover of Top Gear magazine in 2000 (even though the pics is taken in 1994!

CAR 2 **Ford Mustang**



Terry Daly Australia

Bob Brill Australia

Four Marathons in eight years helps you prepare the car and yourself for the rigours of another global expedition. Our car had a complete rebuild, bumper to bumper and we both went on a diet and fitness programme to ensure the body and mind were up to 32 days of rallying.

Our strategy was to run in the top 10 through Europe and Asia and then with the expected carnage in Australia, move up the field. Spares carried were limited to suspension and brakes.

Our first problem outside Prague was a snapped pushrod and a search amongst our fellow V8 competitors failed to turn up a spare, but fortunately Chip Johns had a set from an early Porsche Speedster. A little modification to one enabled us to fit it and run it until a proper replacement could be obtained in Darwin. We reduced our revs from 5500 to 5000.

Challenge number two was keeping tyres on the Mustang. A wild spin on cow dung in Greece flat spotted the tyres and by Pamukkale we were down to the canvas. We picked up cast offs from Gunther Stamm and had just enough tread for the rest of Turkey.

Turkey was fascinating and Thailand was much as expected with some great stages intermingled with some that really didn't suit the Mustang. My biggest challenge in Thailand was to get 'Party Bob' to bed each night.

In Australia the Mustang was in great shape and running seventh. The early stages out of Darwin reminded us how bad the dust can be and it was the dust that would eventually become out undoing.

We thought the ground clearance of the Mustang would keep us from bogging in the sandy stages. We were wrong ! On the famous sandy creek stage our rear end dug in and a quick look revealed that we would need more than a few shovels to dig us out. Willi drove past and he bogged 5 metres further on. The chain reaction began with cars arriving every two minutes to join us in the bog. Eventually there were 11 of us - where were the rest ? Further back.

Then on the long Boola Boolka stage out of Broken Hill the swirling dust fogged my sunglasses and in an attempt to pass Ernst Harrach I put a wheel up a bank and bogged the other one. A two km jog to the farm house to persuade the farmer to bring his 4wd and tow us out cost us 23 minutes and dropped us back to 12th.

The rest of the event was drama free and apart from a minor indiscretion with a tree in Wagga.

And we achieved our top 10 finish, thoroughly enjoying the event with only one mechanical problem.

Our thanks to the Redshirts and all the competitors who made the event so enjoyable.



TRIBUTE TO TERRY



2018 LSM Reunion

A reunion for the veterans of the London Sydney Marathon was held at Warwick Farm in 2018 and Terry brought the Mustang and joined up with many of the original runners from the 1968 event.



Julie and I were at the event and recorded John Smailes and Will Hagon's interviews with all the stars ... a lovely piece of motorsport history.

Targa Tasmania

They also did three Targa's ... but they didn't all work out well. This was in the 2012 event in atrocious conditions.



Mustang goes bush in Targa

OFF-ROAD VEHICLE: Bad weather and oil spills created havoc during yesterday's Targa Tasmania stage over the Sideling between Launceston and Scottsdale. This Ford Mustang of NSW driver Terry Daly plummeted 10m down an embankment. Daly and tow-truck operator John Page winched the big car back on to the road. The event is led by the Porsche 911 of Jim Richards and Barry Oliver. Richards and Oliver are seeking their third successive Targa Tasmania title.

SEE TARGA: Page 4 Picture: CRAIG SHERRIFF

Perth Sydney Marathon

This was the last event for the Mustang and I asked Roger Korte who did the event with Terry for his recollections. Firstly Terry knew every pie shop between Sydney and Perth and Aussie meat pies were the mainstay of his diet.

Secondly he sent some pics one of which was this one of Terry emerging from the historical brothel in Kalgoorlie.



In case you were wondering what sort of mischief the boys get up to on a Marathon, I have a pic of Julie at the same spot and I'm pretty sure I have one of Roselee!
Julie and I joined the event at



Wangaratta and photographed all the stages to the end of the event. These pictures are here.

The pictures of Terry & Roger are all here. The Kurrajong Kids Les Payne and John Croft are here and the pics of all the other individual cars are here.

An amazing event and a lovely way to finish up with the Mustang. Bob Brill joined Terry for the gala dinner at Warwick Farm. See pic overleaf.

TRIBUTE TO TERRY





The TSCC Years

Terry & Robyn joined the club in 2001 while Terry was still working and he joined the Committee as President in 2009, occupying the position until 2013 (the maximum 5 years) when Barry Farr took up the reins.

I was VP in 2014 and managed to escape any responsibility until 2019, but Terry acted as VP from 2015 to 2018 and then stepped back in as President in 2024 for a three year period.

He was also Social Director from 2015 to 2018, and Pointscore Officer from 2014 to 2018.

What an incredible record, especially when you consider he has been a member of another half dozen car clubs and on the Committee of AMOC during that time.

From my perspective he has been really good to work with. He's responsive, decisive and has a talent for keeping things simple. He is also unbelievably good at engaging people in conversation and getting people to talk about themselves!

I've waded through the last decade and a half of my pics and selected a few to tell the tale of our time with Terry.



Life Membership award to Lester Gough at the 30th Anniverary celebrations in Bowral.

TRIBUTE TO TERRY







We played a gentleman's game of golf at Bowral and not sure why he was smiling ... maybe before we had all added up our scores!



And here with Adrian Walker at the lookout on Thunderbolts Way on our first trip to Walcha in 2011. Discussing lines through corners perhaps?

TRIBUTE TO TERRY





In 2012 Terry acquired a special edition Laguna Seca Mustang, one of 500 when he ordered it, but the eventual build was over 1,000. It was the only one in Australia and he had someone in New England do the right hand drive conversion ... which was not without its difficulties.



We had an incredible trip Lightning Ridge ... here in front of the coach that gave us a conducted tour of the place.



POO Day that year was at Terry & Robyn's and what an ideal location it was for our annual events. Here is Terry cooling down with a cold one while our judges Chris Haigh and Geoff Scott explain who scored what in the Concours.



TRIBUTE TO TERRY



Terry organised some incredible Shed Tours and John Bailey's shed was out of this world. John basically bought cars what had a horse on the front of them and over the years had a lovely collection of Mustangs and Ferrari's.

In the pic above we're all on the lawn at the family compound in Dural.



In 2013 the Jaguar National Meeting was being held in Wollongong and the Jag club wanted to make a promotional video to make sure that all the interstaters joined the event.

Mike Downey had a very nice C Type which we had planned to use, but he was otherwise detailed and I called John Dunning who bought our old D Type replica and asked him to join us.

The First Cut of the video is here. The final version did not include the Route 66 soundtrack which was a great shame!





After getting everyone to and from Lightning Ridge without too many difficulties Terry's next weekend jaunt was up to Noosa to view the Bowden collection.

The boys had promised to put on lunch which never eventuated and could they talk ... for hours and hours and hours. The girls all got some chairs and put them out in the car park and started chatting.

Anyway it was an incredible collection and the Geoghegan Mustang was part of it and we had Marie-Louise and Ian's wife Nan Geoghegan with us ... the pics with the Bowden's is here.

The whole weekend is here.

TRIBUTE TO TERRY





Terry's all smiles though ...



Here with Barry at the 2013 Xmas Party ...



... and whale watching on the Peaks Trip in 2014.



Barry created a new Clubman Trophy and Terry promptly won it 11 times between 2009 and 2024. He will win it again in 2026.

TRIBUTE TO TERRY





All the 2016 POO Day Gold Certificate winners at the Xmas Party at North Ryde.



Terry and Barry with that trophy again ... and below Terry with the yellow E Type on the first visit to Leura in Ron Powell and Sue Harris' lovely garden.



Stephen Knox's Mystery Weekend in 2017 took us to St Clements Estate Winery where we took this picture and then on to Nelson Bay.



TRIBUTE TO TERRY





State MO Paul O'Toole joined us at the 2019 POO Day and tried Terry's Thunderbird Convertible for size.

2019 Shed Tour with a bottle of Paul Samuels red.
We had done a bottling in Fred Vogel's garage for Paul Samuels Celebration of Life which we held at the Austrian Club. Thanks to de Bortoli for providing the clean skins and Brian Caldersmith for designing the label. We had 140 at the event.



Terry with Peter Landan at the same Shed Tour. The first shed was Peter's to see his incredible JDM collection. Youtuber Larry Chen also visited Peter's shed and 426,000 people have seen this video.



Peter & Jun arranged a wonderful month in Japan for Julie & me, Terry & Robyn and Peter's brother and his wife. All our pics are here.

We stayed in a Japanese hotel near Mt Fuji and Julie was lying on the ground trying to get the perfect shot of the mountain in the morning light when Terry appeared on his morning walk ... "What are you doing down there" he asked. The result was outstanding!

TRIBUTE TO TERRY





Julie and I have thoroughly enjoyed all the time we have spent with the Daly's.

And it's been fun looking back on it all in this issue.

Memorable TSCC Trips

by Julie Braithwaite

Jeremy asked me to reminisce on funny or special times we've had on Big Trips and shorter tours away we've had with the club since we joined in 2010. Hopefully these photos will bring back happy memories for members who were there! I've really enjoyed going back over the photos and seeing all the people who have made this club special.

We've been on two of the New Zealand Big Trips, 2010 and 2013. We didn't make it on Barry and Dott's SA and Great Ocean Road trip, but have been on the rest.

I organised the 2012 trip to Malaysia, but unfortunately we had to cancel at the last minute. By all accounts those who went had a great time…wish we had been there.

We had only joined the club a few months before the 2010 Big Trip to the South Island of New Zealand that was organised by Terry and Robyn Daly. The Daly's have become the NZ travel experts for the club, having now organised five trips to the Land of the Long White Cloud.

Joining this trip was an ideal way to get to know many members of the club and I'd really encourage new members to think about joining either a Big Trip or a weekend/few days away tour as an ideal way of fitting into the club.

The Big Trips:

- 2026 – North Island of NZ organised by Terry & Robyn Daly
- 2024 - The Great Divide run to the Gold Coast organised by Tom Aczel and Julie Braithwaite
- 2023 - Visit to the South Island of NZ organised by Terry & Robyn Daly
- 2022 - Run to the Grampians organised by Jack Jones & Jeremy Braithwaite
- 2021 - Run to Griffiths organised by Jack Jones
- 2019 - USA organised by Roger & Tess Morgan
- 2017 - Lap of NSW organised by Julie Braithwaite
- 2016 - South Island of NZ organised by Terry & Robyn Daly
- 2015 - Tasmania organised by Barry Farr & Dott Forrester
- 2014 - The Peaks Trip organised by Jeremy & Julie Braithwaite
- 2013 - North Island NZ organised by Terry & Robyn Daly
- 2012 - Malaysia organised by Julie Braithwaite
- 2011 - South Australia and the great Ocean Road organised by Barry Farr & Dott Forrester
- 2010 - South Island of NZ organised by Terry & Robyn Daly (TG Dec 2010)



2010 NZ: The Burt Munro exhibition in the middle of the Hayes Hardware store in Invercargill. We had a coffee on the way in and the lady who served us had lived next to Burt and used to close the road with red flags when Burt was testing the bike.

MEMORABLE TSCC TRIPS



2010 NZ: Worlds steepest street(?) in Dunedin. We bagged the only manual in the fleet of Nissan Tiida's and the clutch filled the cabin with smoke after Terry stopped at the top and we had to do a hill start. Reversed down the hill and made it up in 1st gear at valve bounce revs.



2010 NZ: Photos don't do justice to Lake Tekapo



2010 NZ: Moody Milford Sound



2010 NZ: The NZ Kea is world famous for attacking cars and eating anything it takes a fancy to such as windscreen rubbers.

MEMORABLE TSCC TRIPS



2010 NZ: Mt Cook – view from Visitors Centre



2010 NZ: Mural printed on the glass at the Wanaka Air Museum They hold an air display called Warbirds over Wanaka every 2 years.



2013 NZ: The mighty Nissan Tiida's could go anywhere…. Peter Van Dyk lost the bumper on his car and gave it to Keith Reynolds to return saying that was all that was left of the car. "Oh just leave it on the dump at the back of the office" was the unphased reply. They bought the cars for around $1k in Japan and couldn't care!



MEMORABLE TSCC TRIPS

2013 NZ: Rotorua – dramatic but stinky



2011 Oberon Camping weekend: something different! An amazing number of caravans for a sports car club!



2011 Oberon Camping weekend: Lisbeth Allen and Ian Norman's pillows caused great amusement.

2011 Walcha: who can forget dinner the winery? Most probably the only time in history a guest (Jeremy) had to call the police about the behaviour of the landlord!



2011 Forbes weekend: the group at McFeeters



MEMORABLE TSCC TRIPS



2011 Forbes weekend: Jeremy was especially pleased with this photo of Roland and Stephanie Clarke's Aston in front of The Dish



2012 Lightning Ridge: Line up at Bingara



2012 Lightning Ridge: Lizzie Kornhaber and Geoff Scott's Aston failed to proceed and Lizzie proved a hire car can go anywhere by taking the dirt road into Lightning Ridge and being first there. 'Didn't you see the blur!'

MEMORABLE TSCC TRIPS



2013 Temora Warbirds: We stayed at the Royal Tara at Binalong, had drinks at Stuart Saunders museum, and visited Keith & Sandra Berryman's property to inspect the D Type and Lanz Bulldog.





2014 The Peaks Big Trip: Melbourne Cup lunch at Marlo



2014 The Peaks Big Trip: on top of the world. We did the navigation for John Bailey in his 800 bhp Grabber Blue Shelby Super Snake as he was on his own. When the trip had finished we felt a bit lost not seeing the car in the rear view mirror.



2014 The Peaks Big Trip: magic alpine driving roads

MEMORABLE TSCC TRIPS

2014 Fireworks: The Howards had to test fire some fireworks, so ML kindly invited the club to Eastern Creek to watch



2015 Tour of Tasmania: Barry and Dott organised very professional rally stickers for all the cars





2015 Tour of Tasmania: Visit to the Wooden Boat Centre, Franklin



MEMORABLE TSCC TRIPS

2015 Tour of Tasmania: Legerwood chain saw sculptures capture the inhabitants of the town who lost their lives in WW1. Poignant….



2015 Mystery Weekend: The incredible Luskintyre Aviation Museum in the Hunter Valley where they restore Tiger Moths



2016 35th Anniversary dinner: Rydges, Bathurst



2016 Mystery Weekend: the group gathered at Southern Gateway



2016 Mystery Weekend: guided tour of museum at HMAS Albatross by Ferrari owner and ex-commander of the base, Vince di Pietro

MEMORABLE TSCC TRIPS



2016 Mystery Weekend: tour of HMAS Creswell given by the perfectly named (for someone in the Navy) David Jones



2016 Inverell Weekend: Pioneer Village



2016 Inverell Weekend: we were part of the motor show at the museum and they kept all this space for us. We did a parade through the town from the motel and Terry gave a talk on the PA about the club



2016 Inverell Weekend: the group at Port Macquarie…before the bats flew over



2017 Lap of NSW: the group at Lightning Ridge

MEMORABLE TSCC TRIPS



2017 Lap of NSW: too far gone for a restoration



2017 Lap of NSW: Melbourne Cup Day lunch at the Bourke hotel. The locals made us very welcome.



2017 Lap of NSW: plush accommodation at Bourke (surprisingly). Behind a chain link fence and we employed a security guard overnight



2017 Lap of NSW: Mine at Cobar

MEMORABLE TSCC TRIPS



2017 Lap of NSW: Courthouse Café at Wilcannia. I think everyone stopped for a cuppa. We were near the first to leave and Terry was still at the café when a driver who was heading west to east asked him if it was his mate in the blue Mustang heading for Broken Hill.

'Yes.''Well, phone him to say he has a unmarked copper in front of him so don't go too fast.' Needless to say we had a sedate trip to Little Topar where the copper pulled in.



2017 Lap of NSW: the group at Broken Hill

Next column 2017 Lap of NSW: the lady at the 50s style Bells Milk Bar, Broken Hill, loved the Mustang





2017 Lap of NSW: Keeping up the eating standard at Mildura

MEMORABLE TSCC TRIPS



2017 Lap of NSW: Somewhere near here we saw Derek and Maggie Scott come out of a road on our left, followed by an unmarked police car. We were out of mobile range so couldn't warn them.

Luckily Maggie was driving and obeying the limit. The copper must have been miffed with a Mercedes AMG and a Mustang driving sedately!



2017 Lap of NSW: a leisurely couple of days at Thredbo to complete the Lap.



2017 Secret Weekend to Nelson Bay: the group at St Clements Estate



2018 Mystery Weekend: Started at Eling Forest Winery

MEMORABLE TSCC TRIPS



2018 Mystery Weekend: We ended up at Canberra where everyone had time to explore their favourite places. We went for a walk around Lake Burley Griffin with Fran and Laurie Bromley. Fran's hand was in a cast after an altercation with a cat (long story)…everyone adopted the Fran wave for the weekend.



2018 Mystery Weekend: The weekend finished with a visit to Lanyon Homestead…and naturally the Fran wave



2019 USA Trip: A fantastic trip! Many happy memories. Tombstone was one of Terry's favourite places.



2019 USA Trip: Group photo at Lake Tahoe. A female Irish backpacker offered to take a photo so Jeremy could be included. Fortunately she was honest and didn't do a runner with his camera!

MEMORABLE TSCC TRIPS



2019 USA Trip: The trip was a perfect blend of sightseeing, driving and motor museums. This is at the Shelby factory and museum at Las Vegas



2019 USA Trip: The Americans refer to US50 as 'The Loneliest Road', but there were a lot of traffic on it.

Almost felt like telling them we once drove for almost 550K in NT without overtaking, or being overtaken, by another vehicle



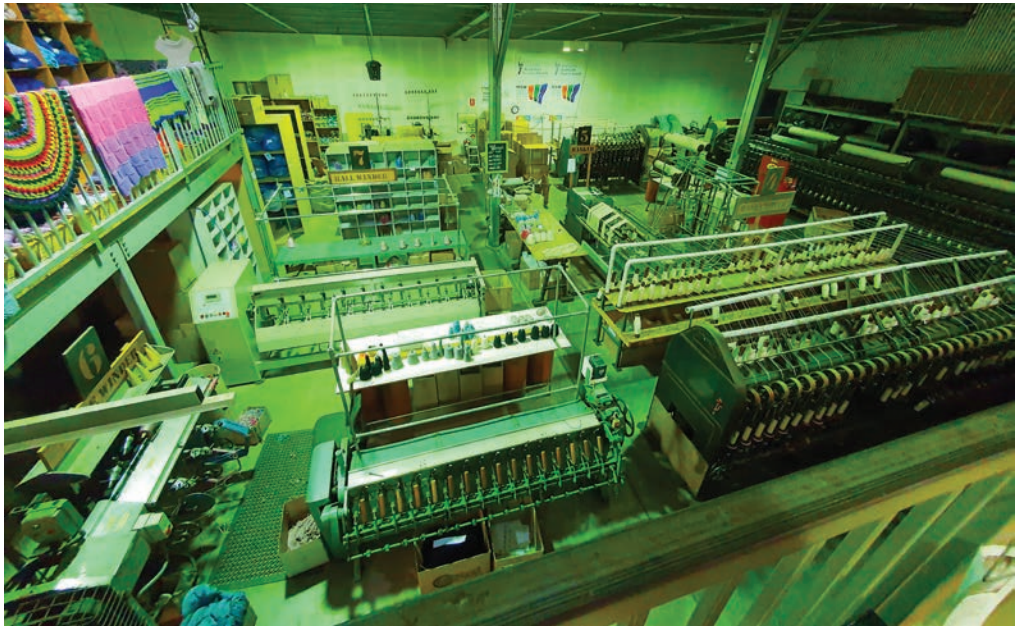
2019 USA Trip: No visit to California is complete without seeing a Sea Otter or two



2019 Walcha Weekend: we risked another weekend at Walcha…and it did have it's moments.

Langford House was a B&B and half the group stayed there, the remainder at the motel in town. Er, to say those who stayed at the motel had the better deal is an understatement.

MEMORABLE TSCC TRIPS



2020 Tamworth: Between Covid lockdowns Jack Jones managed to arrange a few days away for the club at Tamworth. The woollen mill at Nundle is always worth seeing



2020 Tamworth: The weather wasn't kind but it was great to get away for a few days



2021 Club's 40th Anniversary: who but Roger Morgan could have had the cars lined up with such precision!



2021 40th anniversary: Gala Dinner at Chateau Elan. We just managed to squeeze in the celebration between Covid lockdowns

MEMORABLE TSCC TRIPS



2021 Lap of NSW #2: After some quick reorganisation, we escaped lock-downs for a great trip out west



2021 Lap of NSW #2: Dinner at Quarry Restaurant at Cowra



2021 Lap of NSW#2: Back roads took us to some interesting towns. Think this pic gets the award for the most signs on one corner! Coolamon.



2022 Big Trip – The Grampians: Flooding in western NSW on our way south

MEMORABLE TSCC TRIPS



2022 Big Trip – The Grampians: Dinner at La Scala in Griffith. No-one went hungry!



2022 Big Trip – The Grampians – The Long Paddock





Next column top: 2022 Big Trip – The Grampians: Beautiful country in the Grampians, here at Silverband Falls
Bottom: 2022 Big Trip – The Grampians: Magic driving roads

MEMORABLE TSCC TRIPS



2022 Big Trip – The Grampians: Not everyone made it to Mt Tarrengower for the photo shoot. Its the location of the historic hillclimb that has been in use since 1928



2022 Big Trip – The Grampians: Doing what the club does best! Les Tuileries



2022 Mystery Run Sofala, Hill End and Gulgong: We've travelled on more magic roads



2022 Mystery Run: Instructions from Jack Jones!

MEMORABLE TSCC TRIPS



2022 Mystery Weekend: The museum at Gulgong is always worth a visit





2023 Orange Trip: A great few days away around Orange. Here we are at the original AMUSU picture theatre at Manildra, home of the Picture Show Man, Allan Tom

Next column 2023 Orange Trip: Dinner under the stars at The Union Bank Restaurant



2023 South Coast Run: Lunch at Merimbula Golf Club

MEMORABLE TSCC TRIPS



2023 South Coast Run: Fabulous view from lunch



2023 South Coast Run: More fabulous driving roads between Merimbula and Canberra

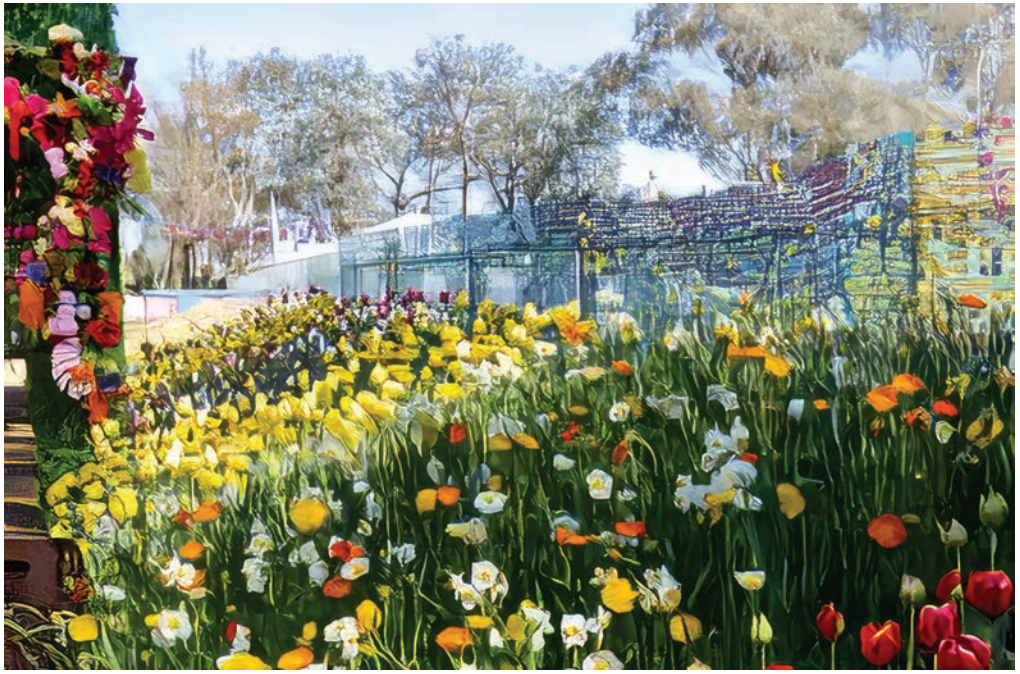


2023 South Coast Run: Oysters are always good at Wheelers!



2023 South Coast Run: Cooma Motor Museum

MEMORABLE TSCC TRIPS



2023 South Coast Run: Back to Canberra for Floriade



2024 Big Trip – The Great Divide: We zig zagged up the Great Divide ending up at Sanctuary Cove in Queensland



2023 Willow Tree Run: Visit to the Hunter Warbirds Museum



2024 Big Trip: The waterfalls near Armidale were working well

MEMORABLE TSCC TRIPS



2024 Big Trip: More magic roads. Then member Tom Aczel planned the route. He is a keen motorbike rider and took us on many of his favourite roads



2024 Big Trip: Sanctuary Cove



2024 Big Trip: At Gold Coast Motor Museum



2024 Big Trip: Gala night at Port Stephens



2024 Weekend away: Visited The Hannan's beautiful property at Rosslyn

MEMORABLE TSCC TRIPS



2024 Weekend away: Picnic lunch at Rosslyn



2025 South Coast Run: Dinner at Cupitt Winery, Ulladulla

Next column: 2025 South Coast Run: Eve Stefan ran a morning Greek Cooking class and Terry - to Robyn's surprise - showed some aptitude in the culinary department.





Eve taught us all how to stuff vine leaves .. we later ate a 7 course dinner with all the stuff we had prepared that morning. Well actually Eve did a LOT of preparation that afternoon.

MEMORABLE TSCC TRIPS



2025 South Coast Run: Mollymook



2025 South Coast Run: Cockington Green was definitely different



2025 South Coast Run: Mogo Zoo proved popular



2025 Silo Art: Proved so popular Terry had to organise two trips!

MEMORABLE TSCC TRIPS



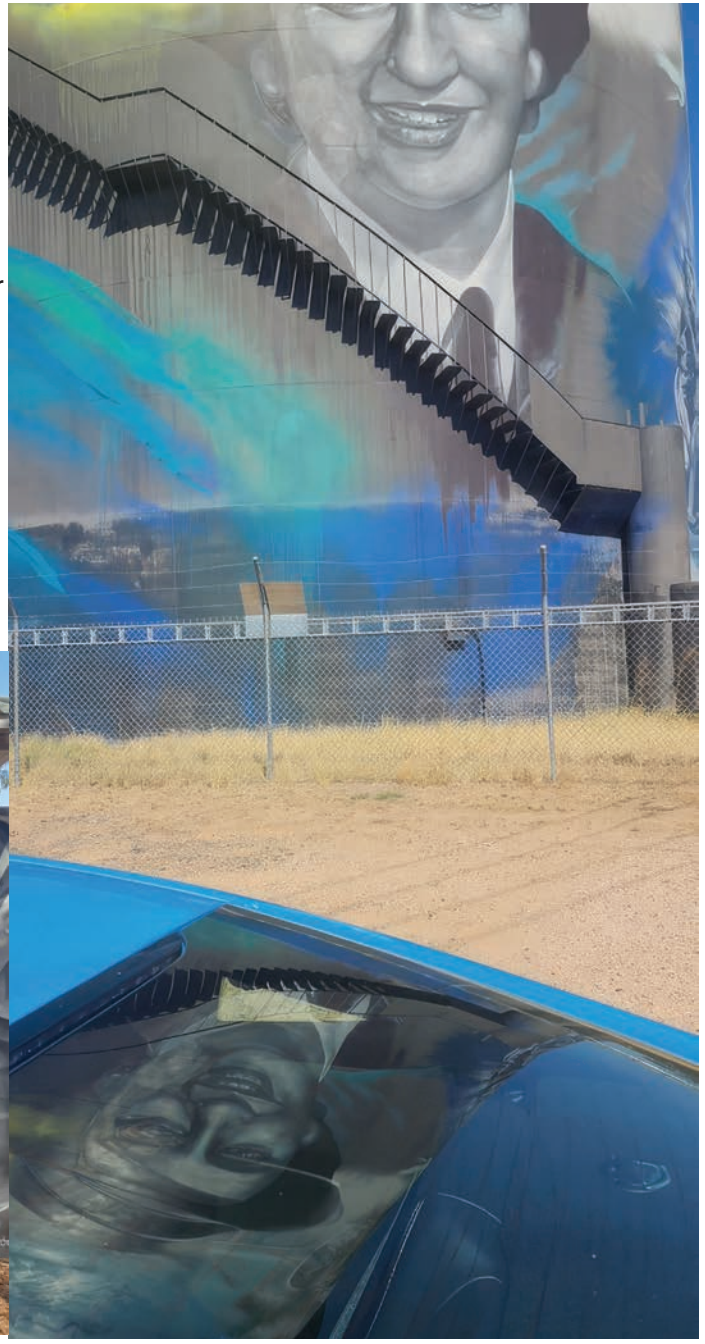
2025 Silo Art:

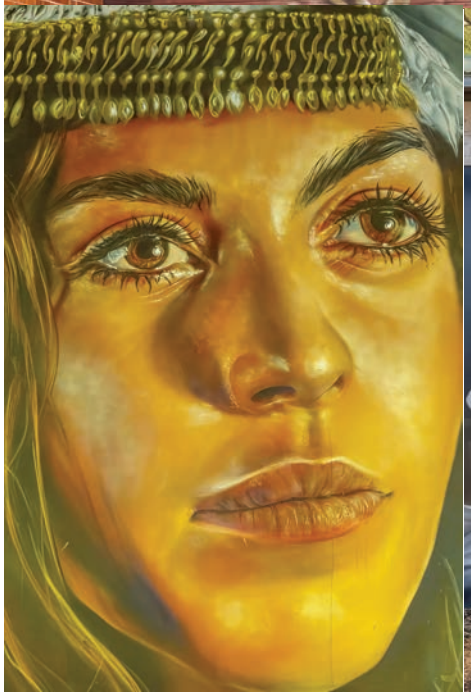
TL: Street Art at Benella

BL: Church at Gooram-bat

BC: Street Art Rochester

R: Hay







MEMORABLE TSCC TRIPS



2025 Harrington Weekend: Magic sunset



2025 Harrington: Christmas in July at the pub



2026 TSCC 45th Group Photo with the original arrivee banner from Paris

Classic Automobile Tour

Tour to Denmark, Sweden, Czechia, Germany & England with Warren Brown 26 June to 14 July 2026. Story by Keith Brodie



This was a 19 day tour in the above stated countries of 16 classic car museums, 2 aero museums plus the Swedish Aurora Concours D'Elegance and Goodwood Festival of Speed.

There were 29 group members (all Australian) plus Simon Wallis the tour manager and Warren Brown, tour guide (a.k.a. entertainer).



The TSCC was represented by John Slater and Keith and Louise Brodie.

In the interests of brevity, I have sequenced the locations visited in chronological order and selected a vehicle that I most liked or think will be of interest to members. Website also added and in most cases worth a visit.

Haaning Automotive Collection (on the outskirts of Copenhagen)





The museum presents the 135 year history of cars and motorcycles divided into five eras from 1886 until the present day.

Loved the Lamborghini 400GT and there was a fabulous collection of miniature cars.



CLASSIC AUTOMOBILE TOUR

Classic Car House (northern suburb of Copenhagen)



The Aurora Scandinavian Concours (170 kms south of Gothenburg)



Sommer's Automobile Museum (about 18kms due north of Copenhagen)



1955 D Type
Jaguar



CLASSIC AUTOMOBILE TOUR





There were so many mouth-watering cars on display here (all unaffordable and some certainly unregistrable for normal roads) that picking one to include here is difficult. I've selected the new BMW 7 series all electric.

The model designation is BMW i7 M60 xDrive Limousine.

I spent a bit of time here as well!! Louise looks interested too!!



[Tovek's Bilsmuseum](#) (103 kms south of Gothenburg)





There are multitudes of VW's here (amongst other vehicles) and one particularly interesting one which caught my eye.

[Svedino's Automobile & Aviation Museum](#)
(115 kms south of Gothenburg)
Pic is of a 1936 Volvo PV 657 King Gustav V paradbil.

Svedino's is one of the major collections in Scandinavia of vintage cars and aircraft. The collection comprises around 100 cars, 40 aircraft, motorcycles and engines.

I'm not sure how impressed King Gustav V would have been with the name of his vehicle!!



CLASSIC AUTOMOBILE TOUR

World of Volvo (almost in downtown Gothenburg)

Rather than a display of vehicles, it was more an interactive centre related to vehicles. Interesting but Warren and I spent more time having morning beers rather than viewing classics.

Saab Car Museum (75 kms north of Gothenburg)
The museum is appropriately named The Box.

It's a big barn of a place full of Saab's!!!

I quite liked the Saab Formula Junior.

It's hard to get excited about Saab's.







The afternoon was much more interesting. We visited an aeromuseum situated underground in a cold war era bunker.

Aeromuseum (on the edge of Gothenburg)



I'm unclear what this bloke was doing!!





CLASSIC AUTOMOBILE TOUR

Leaving Sweden we flew to Czechia to visit Tatra and Skoda museums.

Technicke Museum Tatra (350 kms east of Prague)

At this location there is the Tatra car museum and the truck museum, the latter being particularly impressive.

This vehicle supported the winner of the Paris – Dakar Rally in 1988.





This was a four seater streamlined car with hydraulic drum brakes. Production ceased after the occupation of Czechoslovakia by the Germans in 1939.

Muzeum Socialistickych Vozu (between Brno and Prague)

This museum was an add-on and most peculiar.

The building (as pictured) which contained the car collection was a left-over from the Soviet era and the cars were not well kept. It was a glimpse into a bygone era and not a particularly pleasant one.



CLASSIC AUTOMOBILE TOUR







[Ferdinand Porsche Birth House]

(about 100 kms north east of Prague)



DS R „Sascha"

The successful racing car with a lightweight two-seater body was powered by an aluminum inline four-cylinder OHC engine with a „royal" shaft and a volume of 1089 cm³. The power of up to 33 kW (45 hp) and a weight of 598 kg were enough to reach a maximum speed of 144 km/h. In the 1922 season, Messrs. Count Kolowrat, Neubauer, Pocher and Kuhn successfully raced them all over Europe.



CLASSIC AUTOMOBILE TOUR

Skoda Museum (about 60 kms from the centre of Prague)





Narodni Technicke Museum (almost in the centre of Prague) It looked very uninspiring from the outside and in the main part of the building, until you walked through a large door and saw……..







Škoda 1100 OHC Coupé

Opposite:
Waiting to be fully restored

CLASSIC AUTOMOBILE TOUR



There was an astonishing collection of cars, motorcycles, planes, trains and anything mobile on land, sea and air.



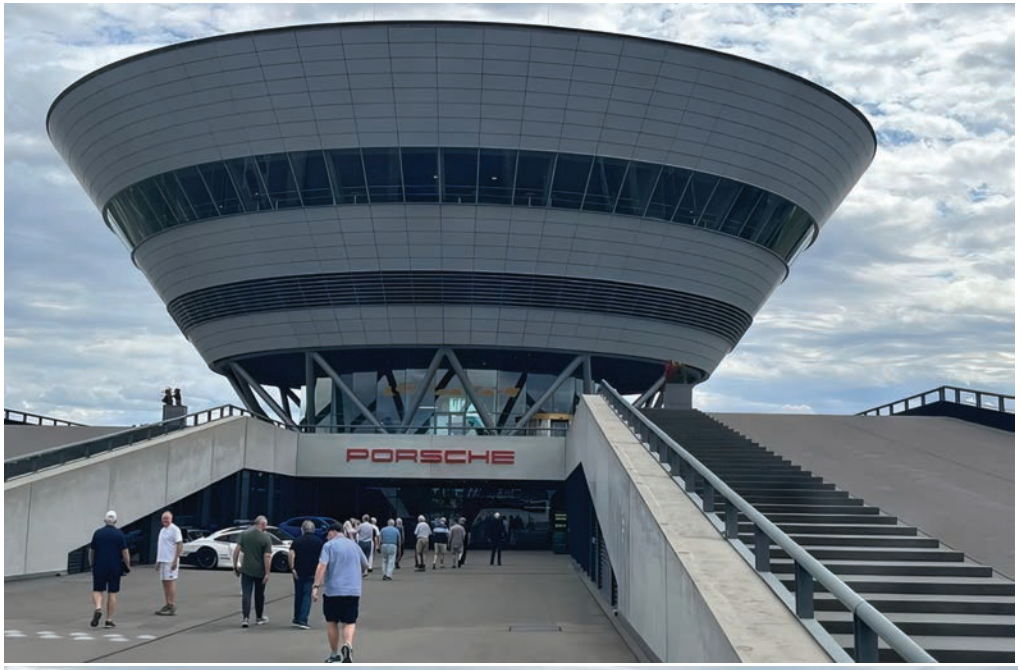
August Horch Museum (about 110 kms west of Dresden)



This replica was visually modelled on the late Zwickau construction around 1904/05. Horch supplied – as was customary at the time – the chassis with engine and gearbox; the bodywork was produced by the coach-builder. The tonneau (French: barrel, term borrowed from winegrowing, means an open carriage with access to the rear via a door in the back) was offered for 11 200 marks. A range of spare parts and tools were included free of charge on delivery. However, the acetylene developer on the left footboard cost 200 marks more than the simple paraffin lanterns. A single engine of this type has survived the times and can be seen as an exhibit opposite in the engine corner. For this replica this very engine was reproduced identically and in working order.

CLASSIC AUTOMOBILE TOUR

Next stop was the Porsche Experience in Zwichau about 110 kms from Leipzig





This site is a must for any car enthusiast. Almost makes you want to buy a Porsche instead of an Aston Martin (only kidding).



We had a tour of one of the assembly plants (at the back of the circuit) where the Macan and the Panameras are assembled. It was fascinating to watch.

Our exceptionally talented guide on our tour dropped the hint that the bells are tolling for these vehicles.

We were there on 7 July and on 13 July VW announced it was cutting 100,000 jobs globally.

Porsche 550 Spyder



CLASSIC AUTOMOBILE TOUR

Stiftung AutoMuseum Volkswagen (in Wolfsburg)

This museum housed an huge collection of VW's. Louise's favourite.





Volkswagen Autostadt (in Wolfsburg)

This is a theme park and a museum.

Fascinating experience.







CLASSIC AUTOMOBILE TOUR

We flew from Berlin to London and then by coach to Southampton to go to the Goodwood Festival of Speed. For me, this was a big disappointment. A lot of hype, noise, expensive everything. Seriously underwhelming. John Slater may have a different opinion. Opposite: It was worth enquiring!!!

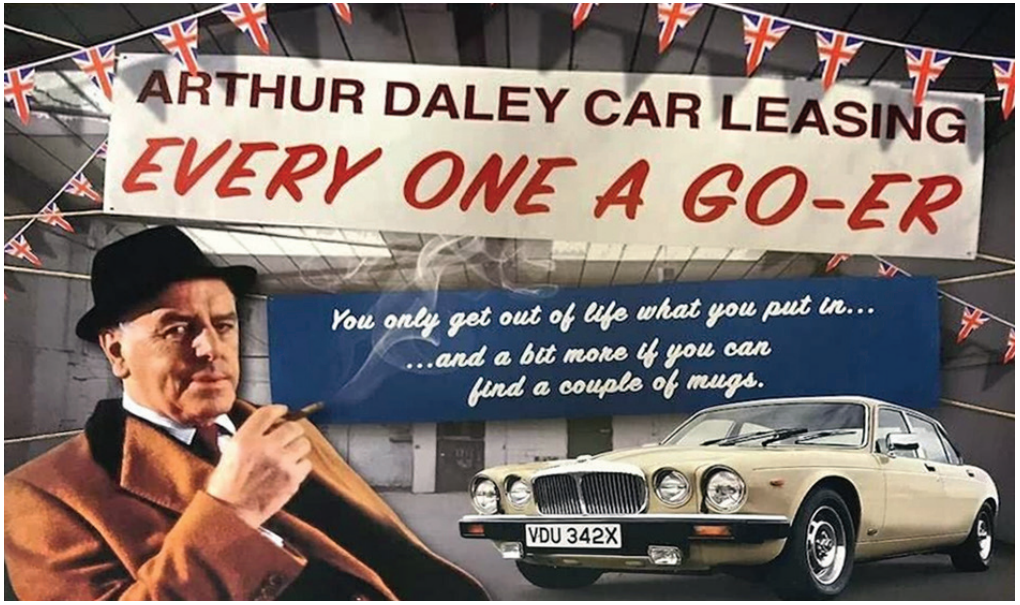


CLASSIC AUTOMOBILE TOUR





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: 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









CARS FOR SALE



FOR SALE: Jaguar XKR MY13 Coupe

Excellent all-round condition. 81,000 KLM.

Exterior: Ultimate Black Metallic with sparkle. Interior Black. Soft-grain leather sports seats, white stitching.

Rear-wheel drive, 4-seat. 5.0-litre supercharged V8. 510 hp. Torque: 461 lb-ft. Six-speed auto with paddle shifters. (0–60 mph): 4.6 seconds. Dual hood louvres, quad exhaust pipes, active xenon/bi-xenon headlamps.

Apple CarPlay/Android Auto. 525-watt Bowers & Wilkins premium sound system. Self-healing ceramic coating - 2-year warranty remains.

Car regularly serviced annually by Arditto Jaguar Services.

20-inch Continental Sport 7. Fitted 2023. New battery, 2024. Front calipers and pads. 2024. Rear calipers and pads. 2025. Upper shock mounts. 2026. Rego: BM 2222.

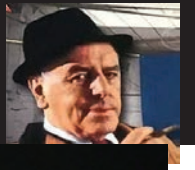
$82,000. Contact Bruce Macbryde: 0414 734 388





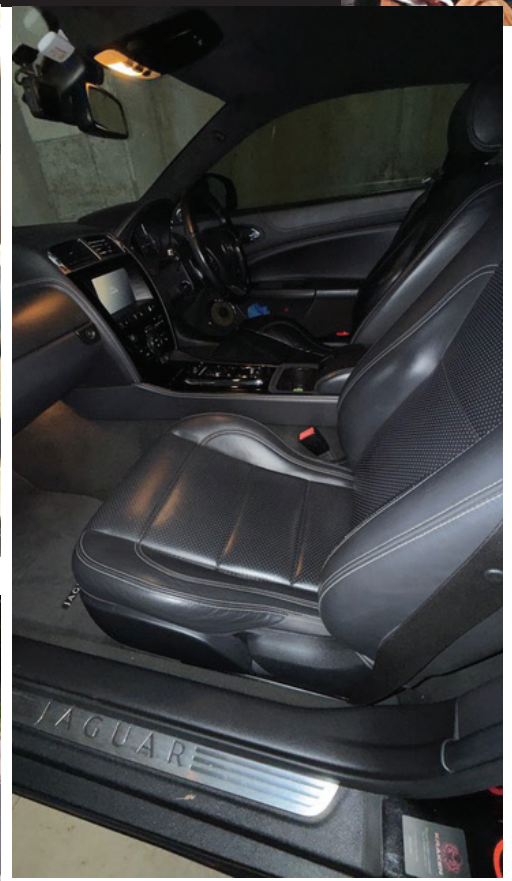


CARS FOR SALE















TAILPIECE



The gorgeous Lotus Elan built of Peter Simms is nearing completion.
Its a real testimony to Peter's skills!