

top *gear*



Les & Roselee with the DBR2 on the Brass Monkey Run



2006 COMMITTEE

| | | |
|---|--------------------|------------------|
| President | Vern Kelly | 9651 2770 (H) |
| Vice President / Social Director | Paul Goddard | 9481 9715 (H) |
| Secretary | Val Dixon | 9403 6905 (H) |
| Treasurer | Wendy Kelly | 9651 2770 (H) |
| Editor | Ian Norman | 9674 2717 (H) |
| Webmaster | Ron Pulling | 0407 993 499 (M) |
| Sporting Secretary & Point Score Keeper | Lester Gough | 9799 3209 (H/F) |
| Club Plate Registrar | Roland Clark | 9653 2866 (H) |
| | | 9653 2867 (F) |
| Club Shop / Raffles / Club Property | John and Val Dixon | 9403 6905 (H) |

Please note these are all honorary positions, carried out by members in their own time.
If you call them, please accept that they may have to call you back at a time convenient to them.

General Meetings of the Club

Held on the second Wednesday of the month (except January and December)
at the Ryde RSL Bowling Club
724 Victoria Road, Ryde commencing at 8:00pm

OBJECTS OF THE CLUB

Fostering a better acquaintance and social spirit between the
various owners of Thoroughbred Sports Cars in Australia

To help and advance Thoroughbred Sports Cars in Australia

To establish and maintain, by example, a high standard of
Conduct and a Respect of the Laws of the Road

INCORPORATED AS AN ASSOCIATION

Registered No. Y15083-35

TSCC is affiliated with CAMS Limited

(formerly Confederation of Australian Motor Sport)

ALL CORRESPONDENCE TO THE SECRETARY, TSCC

14 Lobelia St.

West Chatswood NSW 2067

PRESIDENT VERN'S

VERNACULAR



Well, it doesn't seem long since I wrote my last column, & it isn't!! - thanks to Editor Ian's own suggestion that he now issue the newsletter on a bi-monthly basis.

Before leading on to Club events, though, let's all again celebrate Adrian Walker's amazingly fast & tenacious recovery from his major heart operation – a great effort.

Our calendar of events has continued to be very active. Since the last issue, we had our fantastic & very well-supported Christmas in July luncheon well organised by Paul Goddard, followed by the Brass Monkey Run to Bathurst & overnight stay at Wellington – yet another Brass Monkey Run wonderfully organised by Les & Roselee, which they have now done for many years.

More recently, the All British Day at The Kings School was well supported by us this year. Given the strong camaraderie of our Club, several of our members with non-British cars turned up as supporters of our Club's representation & display. Our Shannons Display Day at Eastern Creek was another standout event. Our 25th Anniversary Year was recognised by the organisers via a "pride of place" positioning for five of our special cars along the pit wall, & the inclusion of an article on our Club in the Day's Program. It was good to see Adrian drop in for a while to see the results of his initial arrangements.

Going forward, we have our Club's initial attendance at the Orange Blossom Festival Classic Car Display on 17th Sept., followed on 30th Sept. by the Mid Coast Motorfest at Forster/Tuncurry, for which Col Allerdice is the linkpoint for those wishing to attend. On 29th October, we have our major Club event, the Pride of Ownership Day, which is a great social day built around our cars. To these we of course add our usual Wednesday Runs, which are always fun. On 18th November, we have the Harbour Cruise to look forward to!!! It's all go!!!

Lastly, just another reminder of my suggestion earlier in the year to progressively e-mail selected photos to Editor Ian for potential inclusion in our end-of-year video presentation at the Christmas Party/Presentation Night.

Happy Motoring.

President Vern

CALENDAR 2006

| | DATE | | EVENT | ORGANISER | PHONE |
|-------|-------------------|---|--|---------------------------|------------------------|
| JAN. | Thur 26 | S | NRMA Motorfest | Peter Smart | 9630 1050 |
| FEB. | Tue 7 to | | | | |
| | Tue 21 | S | Tasmania Rally | Vic Andrews | 9589 3381 |
| | Wed 8 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Sun 12 | S | CMC President's Run & Picnic Day | Peter & Sue Smart | 9630 1050 |
| | Wed 15 | F | Wednesday Run | Peter & Sue Smart | 9630 1050 |
| MAR | Wed 8 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Sat 11 | S | Restaurant Night | John & Val Dixon | 9403 6905 |
| | Wed 15 | F | Wednesday Run | Roland & Stephanie Clark | 9653 2866 |
| | Sat 25 | S | Around the Workshops/Lunch | Les Johnson | 9412 1838 |
| APRIL | Wed 12 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Wed 19 | F | Wednesday Run | Kevin & Robyn Leggott | TBA |
| | Sat 29/ Sun 30 | S | Observation Run/ Overnight Oberon | Ray & Margaret Ross | 6336 5180 |
| | | | | | |
| MAY | Wed 10 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Wed 17 | F | Wednesday Run | John & Val Dixon | 9403 6905 |
| | Sun 28 | S | Sunday Drive & BBQ | Les & Roselee Johnson | 9412 1838 |
| JUNE | Wed 14 | M | Monthly Meeting | Val Dixon | 9630 1050 |
| | Sat 17 | S | 25 th Anniversary Dinner | John & Val Dixon | 9630 1050 |
| | Wed 21 | F | Wednesday Run | Chris & Joan Johnson | 9875 3691 |
| JULY | Sun 2 | S | Ladies Day/Xmas in July | Paul & Jan Goddard | 9481 9715 |
| | Wed 12 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Wed 19 | F | Wednesday Run | Greg & Kaylene Menzies | 9871 7352 |
| | Sun 30 | S | AHOC "Brass Monkey" Run & O'night Stay | Les & Roselee Johnson | 9412 1838 |
| | | | | | |
| AUG. | Wed 9 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Wed 16 | F | Wednesday Run | Ian Norman | 9674 2717 |
| | Sun 20 | S | All British Day, Kings Schl | Vern & Wendy Kelly | 9651 2770 |
| | Sun 27 | S | Shannons Eastern Crk | Adrian Walker | 9987 4299 |
| SEP. | Sun 10 | S | Orange Blossom Festival | Vern & Wendy Kelly | 9681 2770 |
| | Wed 13 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Wed 20 | F | Wednesday Run | Les & Roselee Johnson | 9412 1938 |
| OCT. | Wed 11 | M | Monthly Meeting | Val Dixon | 9403 6905 |
| | Wed 18 | F | Wednesday Run | Malcolm & Toni Ireland | 9416 3031 |
| | Sun 29 | S | Pride Of Ownership Day | Vern & Wendy Kelly | 9651 2770 |
| NOV. | Wed 8 | M | Monthly Meeting/AGM | Val Dixon | 9403 6905 |
| | Wed 15 | F | Wednesday Run | Colin Watts | 9624 8202 |
| | Sat 18 | S | Harbour Cruise | Peter & Sue Smart | 9630 1050 |
| DEC. | Sat 2 | S | Christmas Dinner & Presentation Night | Vern Kelly & Paul Goddard | 9651 2770 9481 9715 |

NOTES:

- The events above are club sanctioned for the purposes of using club plates. Other events listed elsewhere may be sanctioned upon application at a monthly meeting of the Club.

LEGEND:

M = Club Meeting (3 Points)

S = Social Events (2 Points)

R = Racing Event (1 Point)

F = Fun Run (No Points)

CLUB MEMBER OF THE YEAR:

The above points are awarded to members for participation in the events specified in the TSCC Calendar as printed, and any later amendments. With racing events, one point is awarded either for racing or attending as a spectator. Also, you will be awarded two points for contributing an article to **Top Gear** (to a maximum of 10 points)

TSCC

DRAFT

2006 SPORTING CALENDAR

SUPERSPRINT EVENTS

| <u>Round Club</u> | <u>Day</u> | <u>Date</u> | <u>Venue</u> | <u>Host</u> |
|-----------------------|------------|--------------|-----------------|-------------|
| 1 | Sunday | 14 May | Oran Park GP | NSWRRC |
| 2 | Sunday | 02 July | Oran Park GP | NSWRRC |
| 3 | Sunday | 17 September | Oran Park South | NSWRRC |
| 4 | Saturday | 09 December | Oran Park South | NSWRRC |

A COLLECTION TO DIE FOR?

Recently I was viewing a rather large and interesting collection of Jaguars. It was a very extensive (and expensive!) collection. So I thought I'd share it with you.

It consisted of the following: a series 1 E type Roadster, two series 1 E type coupes, a series 1.5 E type roadster, a series 1.5 E type coupe, a series 3 E type roadster, a series 3 E type coupe, 3 XK 120 roadsters, an XK 120 coupe, an XK 140 drophead, an XK 150 roadster, an SS 100, an XK 220, an XK 220 prototype (how come?), an XK8, and XK 180 (a replica??) a Mark 1 sedan, 2 Mark 2 sedans, a series 1 XJ sedan, a series 1 Daimler Sovereign sedan, a Series 2 XJ Coupe, 2 XJS coupes, XJ 40 sedan, an X300 sedan, an X type sedan, 3 D types (oh yeah? Who is fortunate enough to own 3 D types?), an XKSS, a C type, an XJ 13 (surely a replica!), an XJR 5, an XJR9 and an R4 open wheeler. Who owns this prodigious collection? I do!! Lucky me you say! However, there is one problem with the above - only the series 1.5 E type coupe is drivable! Has the penny dropped yet?! It's a model collection, silly!!

I have read many articles over the years about "real" (1/1 scale) Jaguars but (and I may stand corrected on this) very few, if any, articles about Jaguar model collections. So I thought there may be one or two readers vaguely interested in such a tale!

I am the first to admit that my collection of Jaguar models has some obvious "holes" in it and I am working to fill those (any help there would be gratefully accepted!). The centrepiece of the collection is a 1/8th scale Monogram series 1 E type coupe (see accompanying photographs). This I made from a kit when a late teenager - it was the only E type I could afford at the time. It took another 30 odd years before I was able to fulfil my dream of a 1/1 scale E type!! The others range in size from 1/18th down to 1/43rd in size and mostly consist of diecast models.

Besides the 34 Jaguars listed above, I do have other models in my collection. Being a car buff from a very young age, I started collecting (via my parents' generosity!) Micro cars/trucks (22 in total, all mint and boxed as they say) and Matchbox models (a total of 19, 15 of which are also mint and boxed). I was one of those strange individuals who never played with my toys outside and so these early cars are still in 1st class condition. I remember my dear old Dad occasionally bringing me home a Matchbox model - they were the princely sum of 2/6 in those days (or 25 cents in Decimal currency for those of you who are too young to remember the old stuff!). They are worth a bit more than that nowadays! The Micros have, as some of you will know, been re-released - I have the originals! Most of these models are now recognised as classics (1950's vintage Mark 1 Zephyr, FX, FJ and FC Holdens, Standard Vanguard, Humber Super Snipe, Ford Customline and Vauxhall Velox to name but a few). Once I reached double figures I started (as you do at that age) to assemble model kits. I can

remember an American craze early on (I can recall a Chrysler Valiant, a Plymouth Fury convertible, a Cadillac coupe and a Dodge Phoenix, amongst others). These I sold, along with sundry boats and planes, when my tastes turned to other things.

In more recent times I started to develop "themes" - one of the early ones was to collect Le Mans historic sports cars. I only managed 4 of these a Toyota 88C-V, a Alpine Renault A442B, a Porsche 936-78 Turbo and a Porsche 962. Then I began trying to collect all the "Models of Yesteryear" series. This became an impossible task when space became a consideration. I collected a number (20 to be precise) of the Fire Engine Series in the Models of Yesteryear collection. Always one to enjoy a brown ale or two I also collected most of the "Great Beers of the World" series. Matchbox International, under the Dinky and Collectible labels released many "Classics" (including some classic Yank Tanks!) some of which I also collected. Except for the Le Mans cars (which are 1/24th scale) the above collections are all 1/43rd scale. I am finding that by going for this size one can get "more for your money" so to speak (and take up less room!). I now confine myself to pure classics (especially cars of a sporting nature) and, of course Jaguars models (I hope to have at least one of each type of Jaguar in the collection one day).

Some of the "challenges" in kit building came in the form of 500 piece (give or take a few bits!) Formula one cars. These 1/12th scale models are highly detailed and quite complex to construct. I have 4, of which I am particularly proud, namely a Ferrari 312T4, a Tyrell P34 6 wheeler, a JPS Lotus Mark III and a Renault RE 20 Turbo. I also have a Porsche 906 (see accompanying photograph) in 1/12th scale as well. Unfortunately one of its tyres disintegrated over the years and it is now running on its "space saver" spare!

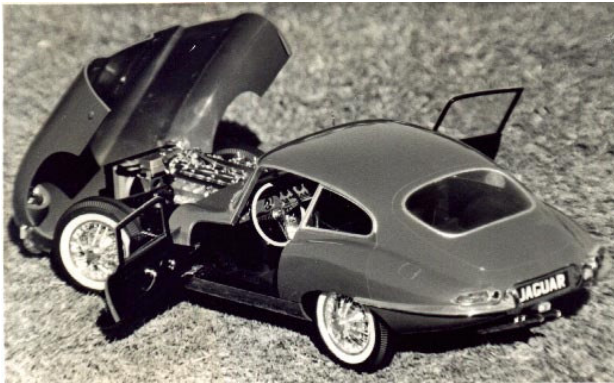
So gentle readers, I am the owner of some 280 (at last count!), 3 wheeled (I have a model of a Messerschmitt would you believe!), 4 wheeled and multi-wheeled vehicular models and still going strong. Perhaps when I get to 300 I may have to curtail my collecting zeal. But as some members would realise, this sort of hobby can become an obsession. The worst of it is, I now have a permanent "standing order" for any new Jags or classic models that happen to arrive at "Automodels", (an establishment with which some of you would be familiar, I'm sure) and when they ring me up I can't help myself.

Finally, I have always had a fascination for all things miniature. Besides being the proud owner of an extensive Hornby "0" gauge train collection, a recent collecting bug I have caught is for "Lilliput" miniatures. For those of you who have not come across these, they are exquisitely detailed models of old English (and some other countries) houses, castles, landmarks etc. They are released on a restricted basis and the company literally "breaks the mould" after a few years, making each piece a "limited edition". In fact some are even restricted to a small, world-wide release of

a couple of thousand pieces. I have been restricted to one cabinet in the living room which is fast filling up. The good news is that "she who must be obeyed" likes these too. I wished I could say the same about model cars!! My latest miniature craze is to build "proper" wooden square-rigger ships (not plastic kits but wooden kits where most of the thing has to be made from scratch!). So, how about it fellow model collectors? How about putting fingers to computer keyboard and telling us about your miniature garage? I'm sure that there will be members with much larger collections! By the way, just in case you are wondering, none of my collection is for sale (at any price!).

Colin Watts

SOME OF THE MODELS



E Type Jaguar



E Type Jaguar



Lotus & Nissan

\



Porsche

WHAT IS A "MUST SEE" IN THE USA??

If you are a lover of sports cars no doubt you have admired the Chevy Corvette in one of its various forms at one time or another.

Like the Ford Mustang very few came to Australia when new. It has only been in the last 10 years or so that second hand cars have found their way to Australia. Indeed there are now a couple of specialist Corvette dealers/importers catering for that market.

However the Corvette has a very special place in the minds and hearts of our US brothers.

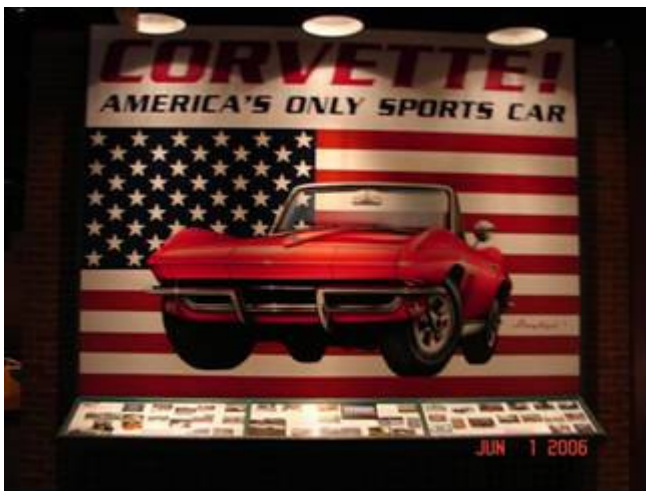
I am told that all the Chevy Corvettes come from the same factory in the US. However for those visiting the US the place to go is Bowling Green, Kentucky where you will find the National Corvette Museum.

The following photographs were taken by my brother who is currently working in the US.

As you can see the museum features many vehicles in static competition displays, etc. In one section every motor used since 1953 is on display.

Enjoy the photographs. I am happy that General Motors considers a Corvette to be a Thoroughbred... I think that we all do.

Colin Allerdice



MID COAST MOTORFEST 2006



Proudly Sponsored by

MID COAST FORD

Saturday 30th September 2006

9.00am – 2.30pm
(Gates open 7.30am)

Memorial Park Tuncurry



Classic, Commercial, Hot Rods & Modifieds, Sports, Veteran and
Vintage cars along with Motorcycles.

If you're proud of it why not show it and support the Westpac Helicopter
Service the events charity

- Prizes to be won by vehicle owners and spectators.
- Early bird entry lucky draw prize
- Commercial retailing stalls
- Food and Drink Stalls

For entry forms or further information please contact:

Peter Darbin
Event Coordinator
Ph. 6554 5052

John Fletcher
Event Secretary
Mb 040 7704 853

This is a community aid event hosted by Great Lakes Historic
Automobile Club Inc.

BRASS MONKEY RUN 2006

Bathurst and Beyond

Here we go again! It's almost 6.00am on Sunday morning July 30 and there are a multitude of cars gathered at the western service centre on the M4 at Eastern Creek, all with their noses pointed westward. The morning is brisk rather than chilly, and the skies are clear which suggests that we could be heading through some frosty country side as we head towards our destination in Bathurst.

Again this year, the Thoroughbreds have a large contingent of members representing the club in this annual event which is traditionally organised by the Austin Healy Drivers Club. Les Johnson is our club's convenor and he has devoted a lot of time and effort in ensuring that arrangements are in place for a memorable and enjoyable outing. The club is represented by:

- | | |
|-------------------------------------|----------------------------------|
| • Les and Roselee Johnson | - 1966 Aston Martin DBR2 |
| • Vern and Wendy Kelly | - 2003 Holden Astra Convertible |
| • Norm and Pam Johnson | - 1949 Jaguar XKSS |
| • John and Val Dixon | - 1996 BMW 318i saloon |
| • Peter and Sue Smart | - 1988 BMW Convertible |
| • Graham and Marilyn Olliffe | - 2006 Porsche Boxter |
| • Keith and Carol Reynolds | - 1976 Triumph Stag |
| • Paul and Jan Goddard | - 1998 Mazda MX5 |
| • Lindsay and Jill Day | - 1976 Triumph Stag |
| • Andrew Day and Vicky | - 1977 Triumph 2.5 PI Saloon |
| • Kevin and Jane Chaloner | - 2002 Mustang Cobra Convertible |
| • Ian Norman | - 2003 Holden Astra Convertible |
| • Vic Andrews and Elizabeth Mawhood | - 1967 Volvo 1899S |
| • Ricky Johnson and Lisa Dwyer | - 1962 Aston Martin DB4 |

All vehicles have tops down (well those that are able anyway) and occupants are suitably rugged up against the morning chill, engines are running as the bewitching hour arrives and some 80 cars hit the M4 like a swarm of angry bees heading for Bathurst. Our journey takes us along the Great Western Highway through Glenbrook, Springwood, Katoomba, Lithgow and into Bathurst to the RSL club arriving approximately 2 hours later. Vic Andrews even made a (slight) detour via Oberon to collect Elizabeth so she could join the group for breakfast. The trip was virtually incident free as far as our club was concerned, although there were some vehicles stopped along the way with bonnets raised and heads lost underneath in the engine bay.

After a hearty breakfast of bacon, eggs and all the trimmings we all adjourned to the street to admire the large array of cars from the various and many clubs represented on the day, and to renew many old acquaintances from days gone by.



It was then time to disperse and for our club members, to head in our chosen directions. Col Allerdice and fellow Triumph enthusiasts decided to head to Mt Panorama to view the hill climb which was in progress following which they returned home via The Bells Line of Road. We are told that three TR6's travelling in convoy presented a most impressive sight and all returned safely and without mishap. The Days (Lindsay, Jill and Andrew) and Andrew's girl friend, Vicky, together with new members, Kevin and Jane Chaloner broke the trip home with lunch at Mt Tomah.

The bulk of the remaining group comprising Les and Roselee, Norm and Pam, Peter and Sue, Vern and Wendy, Graham and Marilyn, Keith and Carol and Jan and I then headed for our overnight destination at Wellington. We were also joined by Vic and Elizabeth who journeyed as far as Orange



with us for lunch at Lake Canobolas café.



Following lunch, some of the group decided to take in the panoramic view of Orange from the top of Mt Canobolas while others elected to make their way to Wellington via the designated and round a bout route to Milthorpe, Molong and Yeoval, stopping at the Yeoval pub for a refreshment along the way. Up until this point the day and journey had been without incident until Les was allegedly attacked



by his own car.

As he tells the story he was about to drive from Orange when he discovered that the strap of his camera which he was carrying in his right hand pocket had caught itself around the spinner on the rear wheel and as he started to drive off the strap wrapped around the spinner and tried to drag Les holus bolus from the moving car. Fortunately for Les and his car the strap gave way before any real damage was done. All part of the excitement of driving he describes it.

It can only happen to Les.....again another incident when he and Roselee stopped at Manildra for a rest stop. Three young local boys (men) were ogling the DBR2 and asked Roselee if they could take a photograph of the car, to which she agreed so long as they did not get into the car. As Les made his way back from his pit stop he noticed that one of the boys had dropped his "daks" and was completely naked except for his shoes, kneeling behind the car with arms stretched skywards having his photo taken. And there the mystery remains because there was no indication of what the ritual was all about nor any explanation from the boys as to what it representedjust another slow day in Manildra one can only imagine or maybe it's an Aston Martin thing. Who knows?

We arrive in Wellington late into the afternoon and make our way to our “digs” for the night. John and Val have elected to stay at a local motel while the rest of us have accommodation at Hermitage Hill Resort and Conference Centre. This establishment was the old Wellington base hospital built in 1902 and since its closure as a medical facility, has been extensively refurbished and converted to its current day use as a very comfortable retreat.



Les and Roselee (The Duchess Suite) and Jan and I (The Duke Suite) had rooms in which was once the maternity ward while the rest of the party were very comfortably accommodated in the old nurses quarters. This complex had a very large common room attached which provided us with a cosy venue for our pre-dinner cocktails and day's debriefing. Dinner was enjoyed at the resort with Keith Reynolds providing the entertainment for the evening...but we won't go into too many details here remembering the old adage of “what happens on tour stays on tour”. Lucky for you Keith, but I guess Carol will be able to get a fair bit of mileage out of it for a while to come



yet!

The next day dawns clear, crisp (another word for frosty) and not a cloud in the sky. After our continental breakfast in the “common room” plans are made for our departure. After a short driving tour of the town and a visit to the “sunken garden”, Peter and Sue are heading for Dubbo to visit Sue's brother, Jan and I are spending a little longer in Wellington to visit relatives while the rest of the crew decide to visit the Wellington Caves and Japanese Gardens on the fringe of town before heading back to Sydney.

About this time the weather decides to do an about face and starts to close in with cloud moving in from the south east. Remembering that Les and Roselee and Norm and Pam were in open cockpit cars I'll relate Les' account of his return trip to Sydney.



"After leaving the TSCC clan at Wellington Caves Norm and I headed back to Sydney and although the weather prediction was for fine weather, our visual observation suggested that it was going to bucket down! As we approached Molong the need to weather proof ourselves became very obvious, so we did our zippers up, donned our balaclavas, gloves and anything else to keep out the wet winter chill. As I pulled my balaclava up to meet my sunglasses I reviewed my decision to put Roselee through such an ordeal. The rain got very heavy as we approached Orange and our fuel stop and just happen to catch sight of Graham and Marilyn behind us and they looked very snug in their Porsche enjoying the roof up and the heater and demister going full force. After our fuel stop we headed for a coffee/lunch break at McDonalds in Lithgow where we caught up with John and Val in their BMW and they just happened to comment on the wet conditions. I don't think they really knew just how wet we were, right through to the underwear etc. Once lunch was over we drove (in the rain) to Kurrajong where it eventually fined up making out trip home a little more bearable".

Graham Olliffe did comment afterwards how he felt sorry for Roselee having to contend with the elements and, especially when oncoming vehicles particularly trucks were generating huge sheets of spray and he would watch the DBR2 disappear into the torrents of water wondering if it would reappear on the other side.

While Les and Norm may not agree, the weather change did not detract from what was a great weekend and one that was thoroughly enjoyed by all.

Our thanks to Les and Roselee for adding another memorable chapter to the files of the TSCC.

Paul Goddard

WEDNESDAY RUN TO WYONG FOR LUNCH 16TH AUGUST, 2006

First of all we would like to thank Mr. Goddard for “volunteering the Olliffes to write this report which has placed us under great pressure as new members. After morning coffee at the usual Mount Colah meeting point, 10 cars proceeded up the Old Pacific Highway to Calga. At this point several drivers (whose names will not be mentioned here) ignored the precise instructions supplied by Ian, and chose their own route to Wyong for lunch. We can only presume it was due to the lack of food and not their poor navigational skills that they deviated from the concise route. For those of us who chose to follow the instructions, a very enjoyable and scenic one and a half hour drive through Central Mangrove and the Yarramalong Valley ended at the Wyong Hotel for lunch. The food and service was excellent. We were joined for lunch by Kevin and Robyn Leggott from Lake Macquarie. Kevin reported he had been playing golf that morning and achieved his first *hole in one* and was congratulated by the golfing members in attendance. On behalf of those who attended: Peter and Sue (BMW), Les and Roselee (Subaru), Ian and Jan (Astra) Vern and Wendy (Mercedes), Malcolm and Toni (Jaguar), Keith and Carol (Triumph), Chris and Joan (BMW), Colin (E-Type Jaguar), Paul and Jan (Mazda) and ourselves Marilyn and Graham (Porsche) we would all like to thank Ian Norman for the excellent organization of our Wednesday run to Wyong.

Reported by Marilyn and Graham Olliffe



ALL BRITISH DAY KINGS SCHOOL PARRAMATTA 20/08/2006

The weather turned out fine and sunny if rather cool in the morning, not warming up until around 10.00am. The entry into this event is via a gravel road and despite travelling slowly and keeping well back from the car in front all of the cars were covered in a fine dust. So everyone was out with their cleaning cloths madly trying to get most of the dust off.

There was some confusion at the start with most of us lining up in the wrong place. All Car Clubs were allocated a designated position, ours being in area C, however there were no Marshall's to direct the cars and only 3 of our members found the right spot. This was sorted out eventually and all the cars moved to the correct position.

Those displaying their cars were:

Les & Roselee Johnson
Col Allerdice
Lindsay Day
Vern & Wendy Kelly
Malcolm & Toni Ireland
Les & Roselee Johnson
(Driven by Peter & Sue Smart)
Keith & Carol Reynolds
Neil Mason
Ian Norman
Terry & Robyn Daly
Terry & Robyn Daly
(Driven by Ed McMillan with their daughter Lana)

Aston Martin DB4
Triumph TR6
Triumph Stag
Jaguar X308 Sovereign V8
Jaguar XK 150 FHC
Rolls Royce Silver Shadow 111

Jaguar X300 XJ Sport
MGB
Morris Mini K 1100
Jaguar E Type Roadster Series 1
Lotus Elan S3 SE Coup

There were a large number of cars displayed with the Jaguar Drivers Club having the largest representation of around 70 cars. Some of the Clubs were having their Concourse de Elegance in conjunction with this day (Bentley and AH Sprite were 2 that I noticed) and there were some really great looking cars.

While the blokes were viewing the cars the ladies spent some time, and money', visiting the stalls and art exhibition.

During the day the following members called in to say "hello"

Paul & Jan Goddard
Graham & Marilyn Olliffe
Peter & Eve Stefan and daughters.
Syd Davenport

Everyone appeared to enjoy themselves and in fact we were one of the last Clubs to leave.

Ian Norman





SHANNON'S EASTERN CREEK DISPLAY DAY – SUNDAY 27TH. SEPTEMBER 2006

The Shannon's CMC day is one of the few opportunities the Club has to get its name before other enthusiasts. For a number of years Adrian, together with a small committee, has organized a good mix of the Club's cars to represent us and this year was no exception. As the Club is celebrating its 25th year, the CMC, through President Terry Thompson, arranged for us to be one of the featured Clubs.

Adrian had the arrangements well under way before he decided to spend a few weeks in hospital. President Vern & the committee took over & organized a very professional display.

We had five cars along the pit wall

| | |
|--------------|----------------|
| Triumph TR6 | Colin |
| Jaguar XK150 | Malcolm & Toni |
| Jaguar XKSS | Norm & Pam |
| Ford GT40 | Terry & Robyn |
| Aston Martin | Lionel |

In the garage we had.

| | |
|-------------------|---------------|
| Aston Martin DBR2 | Les & Roselee |
| Mercedes Benz | Vern. & Wendy |

In the general display area.

| | |
|-----------------|------------------|
| Jaguar Mk11 | Ian |
| Mazda MX5 | Paul & Jan |
| BMW | Peter & Sue |
| Aston Martin | Brian & Barbara |
| Aston Martin | Les & Roselee |
| Maserati | Jim & Val |
| Porsche Boxster | Graham & Marilyn |

The cars began arriving before the suggested 8.00AM & in no time they were in position, all displaying the Clubs windscreen sashes & the 25th Anniversary Cards organized by Paul. Behind the cars along the Pit wall we had the large Club banner.

The Club award for the best displayed car had to go to Les with his DBR2. He had made up posts to support a rope barrier to keep eager spectators from getting too close to the aluminum body. Attached to the top of one of the posts was some detailed history of the car. On the wall behind he had an Aston Martin flag & also a Union Jack. Well done Les top effort.

Colin also had a very upmarket display board with the history of his car. In addition he had organized some yellow sheeting which was placed, on the ground, around the Clubs cars in the pit lane. Thanks Colin.

Surprise visitors on the day were Adrian & Lorraine. It was certainly great to see Adrian looking so well after the serious problems he has had.

As usual we had the opportunity to do a lap of the circuit behind a pace car. Les & Norm took the DBR2 & XKSS for a run. President Vern joined Brian in the Aston and they had trouble keeping up with the pace car, as did Ian & I in his MK2. It is amazing just how fast cars accelerate on the main straight.

Our President also had quite a long discussion with Sharon Thompson on the PA system. He did an excellent job of promoting the Club & the fact that we are celebrating our 25th year. His memory did fail him at one point though. He mentioned that we had five cars in the Pit Lane but he could only recall four. I guess a red XK150 is easy to forget.

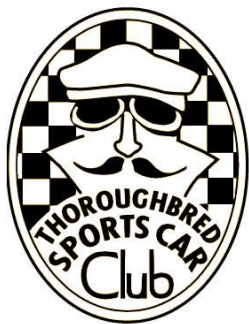
The weather was perfect and as usual there was an impressive variety of cars on display. In my opinion no other Club matched the range of makes/models that we had on show.

The Trophy for the best Club display went to the Ex Military Vehicle Collectors Club. The Rolls Royce Owners Club would have been disappointed as they had gone to a lot of trouble & expense with their display.

All in all a good day for the boys & many thanks to the organizing committee.

Malcolm.





Thoroughbred Sports Car Club

2006 Membership Form

Membership Year: 1 March 2006 to 28 February 2007

Mail form and cheque to the Treasurer,

Mrs Wendy Kelly, 76 Ravensbourne Circuit, DURAL NSW 2158

| | | |
|---|---|---|
| <input type="checkbox"/> Renewal <input type="checkbox"/> New Member | Surname | OFFICE USE ONLY Date Joined M'ship No. CAMS No. TSCC Plate No. Amount Paid Cash / Cheque Receipt Number |
| | Given Names | |
| | Address | |
| | Post Code | |
| | Birth Date / DAY / MONTH (Year not required) | |
| | Telephone (Home) (Work) | |
| | Fax (Home or Work) | |
| | Mobile Phone | |
| | E-Mail | |
| | FILL OUT THE FOLLOWING IF JOINING UNDER FAMILY MEMBERSHIP | |
| Spouse/Partners Surname | | |
| Given Names | | |
| Birth Date / DAY / MONTH (Year not required) | | |

| CAR(S) | | | | | | |
|--------|------|-------|------|-----------|--------|-----------|
| | MAKE | MODEL | YEAR | REGO. NO. | COLOUR | MAN./AUTO |
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |

| |
|---|
| I agree to abide by the rules of the Club MEMBER/APPLICANT'S SIGNATURE _____ x |
|---|

| MEMBERSHIP CATEGORY | ANNUAL FEE |
|---------------------------------|-------------|
| <input type="checkbox"/> Single | \$50 |
| <input type="checkbox"/> Family | \$60 |

| ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES |
|--|
| (i) Eligible to attend and/or compete in all listed TSCC calendar events (ii) Receive all printed matter issued by the Club |
| This category covers ONE ADDITIONAL person (ie Member plus one) Spouse / partner is eligible for (i) above |

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Articles are invited and should be sent or faxed to the Editor for publication, showing the name and address of the author.