

top *gear*



Chris Johnson receiving his Life Membership at the 25th Anniversary Dinner



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, we're almost, as I write, half way through the year. We must be having a good time for it to be going by so quickly. I know I certainly am.

Without doubt, the highlight event for the Club since I last wrote in our April issue was the wonderful 25th Anniversary Dinner in May. This was a memorable occasion for many reasons – not the least of which was co-founder member Chris Johnson receiving a Life Membership Award, the first such award for some years. The anecdotes & reminiscences of Chris Johnson & Roland Clark about the Club's earliest days were most memorable. We were also fortunate to have Terry Thompson, President of the Council of Motor Clubs, accompanied by his wife Sharon, as our special guest & speaker.

Thanks to a lot of hours spent by John & Val, many earlier members of the Club, but who had since left, were contacted & encouraged to come along to this special anniversary dinner. Many did so & seemed to enjoy the evening very much. Among them was Bill Rankin, a co-founder member of the Club at whose house at Strathfield the very first official General Meeting of the Club was held. Bill has subsequently contacted me, saying he very much enjoyed the camaraderie of the present Club membership & made arrangements to rejoin the Club after leaving it in the late 80's – a wonderful outcome!!

Once more, many, many thanks on behalf of all Club members to John & Val for their unstinting efforts in completing the organisational arrangements for this great night.

Currently before your Committee is a proposal to vary the Pride of Ownership Day judging rules by barring "modern" cars from winning the outright Car of the Year Award, & possibly adding a third age category class for cars being judged. As arranged at the last Meeting, responses have now been received from most of the core/active members of the Club. Pending my completion of contact arrangements with other car clubs to ensure that we are aware of judging practices elsewhere, the Committee will consider all the responses & advise a future General Meeting of its conclusions & decision on the issue.

As agreed at the last Meeting, Top Gear will henceforth – at the suggestion of Editor Ian himself – be issued bi-monthly. This will ensure that articles on previous events are more relevant & current, & significantly reduce the size of each individual issue. Thanks for the suggestion, Ian.

Coming up are our annual Christmas in July luncheon at Robertson in the Southern Highlands, & the Brass Monkey Run to Bathurst, staying overnight in Wellington – can't wait!! Also fast-approaching is our Shannons Eastern Creek Display Day in August.

Please remember 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

EXPERIENCE WITH THE MAGNOFLOW FUEL SAVING DEVICE

There are all sorts of claims in the market about various things at various times. I have become acquainted with the Magnoflow device described below. The potential to save up to 15% on one's fuel bill is tempting in these times and is something that I anticipate is of interest to members. This article describes my experience over the last six months which is too short a period to provide a complete view of potential advantages and disadvantages. Ultimately, it is up to individual members to decide for themselves whether or not they wish to fit this device to any of their vehicles.

Late in 2005 there was an article in our local newspaper about a local company promoting a fuel saving device called Magnoflow. The article outlined the basic principle which is the use of a magnetic field to prevent the long chain molecules that today's petrol contains from being tangled and clumped together when they enter the engine. By not being clumped the fuel molecules are claimed to be able to better combine with the oxygen present during combustion. The claims for the product include reduced fuel consumption by up to 15% or more, increased engine performance, reduced emissions, and shorter warm up from cold, amongst others.

With the price of petrol ever increasing I was sufficiently intrigued to purchase one Magnoflow unit and fit it to my Triumph 2500TC sedan to see if older cars could achieve the claimed benefits. We also distantly knew someone who had fitted Magnoflow to their modern car and who reckoned they were getting 15% reduction in fuel consumption. Rough calculations showed me that even if only a 5% improvement in fuel economy was achieved, the unit would be paid for in less than a year and would generate savings thereafter.

It turns out that my experience was very similar to that claimed. My Triumph 2500TC began to run rich after about 250km of Magnoflow use. So I leaned the SU HS6 carbies out by one flat of the adjusting nut and kept driving. Not long after the car was running rich again so the process of leaning out the mixture was repeated several times. Finally, after about 750km of driving the carbies had been leaned out by four flats with no loss of power. Further the claimed benefits of improved fuel economy, reduced particulate emissions, faster warm up, and improved engine performance were, in my view, delivered. The engine also seemed crisper and is easier to start. [See photo of 2500TC installation.]



On the open road I was typically achieving 25mpg on spirited runs such as the TSOA Carrington Weekend run to Katoombah via Tarana and Bathurst last year. I have only done one long day run since fitting Magnaflo and that was from the Northern Beaches to the floor of Megalong Valley in the Blue Mountains and return last December where over 30mpg was achieved.

Thus encouraged I decided to fit Magnoflow to my Triumph Stag before going on the two week Thoroughbred Tasmania Tour. My Stag has a non standard Weber carburetor on it as well as a

DOWN AT THE "FARM" IN THE GOOD OL' DAYS

In my late teens/early 20's I resided in the Western Sydney suburb of Chester Hill. It was about 15 minutes drive to Warick Farm racetrack. In those days (middle-to-late 60's) it was a shared horse racing and motor racing track. Where the two tracks converged the race organisers used to lay bituminised boards across the turf as a temporary track. I recall that the cars used to make a considerable racket when traversing these crossings - from memory there were two. That arrangement became a bone of contention with the horse racing fraternity and sadly the road racing track became defunct.

I was privileged to be able to see some of the "legends" racing there. I distinctly remember sitting on the perimeter fence at Homestead Corner during a Friday afternoon practice session (you could do such things in those days and get away with it) and seeing Jim Clark simply gliding around that corner - no frantic steering wheel jiggling like many others - just a smooth, one turn motion. My mate and I timed several drivers and, according to our rough calculations, Clark was easily setting the fastest times despite seemingly going slower than the others. Another highlight at the time was the so called "Tasman" series for open-wheelers where one could experience our local lads pitted against the best from overseas. There was this fellow called Frank Matich who invariably matched, and often bettered the times set by the international drivers. One Tasman meeting I remember was particularly wet and most drivers were taking it easy except one Jochen Rindt who drove like it was completely dry, totally fearless, absolutely blitzing the rest of the field. I saw him 4 wheel drifting around Creek Corner, a 180 degree turn at the bottom of Hume Straight. My mate said to me that this guy will surely kill himself one day - sadly his prophecy came true not long after. Other "open-wheeler" pedallers that I recall witnessing were Denny Hulme, Leo Geoghegan, (see accompanying photograph) Lex Davison, Greg Cusack, Bib Stillwell, Graham Hill Chris Amon and the legendary Stirling Moss.

Some of the best spectacles were at the national meetings especially if the touring cars were running. Such luminaries as Ian "Pete" Geoghegan, (see accompanying photograph) Brian Muir, Norm Beechey, Peter Manton, and Brian Foley, battled it out at this famous track. One of the most fearsome accidents I witnessed at the "Farm" was that of Manton's Mini rolling several times down Hume Straight. The patrons lining the straight were relieved to see him emerge from his car relatively unscathed. A more gratifying sight, especially for the Mini supporters, was that of Foley's Mini, rounding Homestead Corner heading a gaggle of Mustangs into that same straight - a loud cheer went up from most of the patrons.

As I recall Foley's lead did not last long. However the battles between the giant-killing Minis and the larger cars were legendary. I also saw one Robert Jane on several occasions in the mighty Jaguar Mark 2. There was also a young man in a hurry in a three-wheeling Lotus Cortina called Allan Moffat.

Sports cars of the era were also memorable. Jane (lightweight E Type) was kept honest by the Lotus Elans of Neil Allen and Leo Geoghegan (see accompanying photograph). Then there was the also the almost-invincible marque sports car of Ross Bond, the 6 cylinder Austin Healey. Specialist sports cars such as the Lotus 23 of Leo Geoghegan and the impressive Matich SR4 (see accompanying photograph) were also part of the mix at national meetings. But the most memorable of them all was the fabulous Ferrari 250LM, ably driven by Spencer Martin (see accompanying photograph). To experience the howl of that V12 on full song was a sound I will never forget.

Club meetings were also lots of fun. Being a member of the Australian Racing Drivers Club allowed one to wander around the pits (that is how I managed to take all the accompanying photographs in this article). Even in those days there was a fierce Holden/Ford rivalry. The old humpy Holdens and XK Falcons used to put on a great show (see photographs). I remember one Kerry Osgood whose Falcon won a scratch saloon car race. It went like a blur so I thought I would look under the bonnet to see what made it so quick. There was a brace of 6 Amal Motor cycle carburettors hanging off the side of that rather crude integral inlet manifold/head which was fitted to the Falcons of the time. I often wonder what ever happened to that car.

I hope this article is of interest to a few people who are "mature" enough to remember those "Good ol' Days" at the "Farm". I'm sure it will evoke a few memories of those halcyon days. This was, to my mind "proper" racing, not powered by corporate sponsorship but run and enjoyed by genuine enthusiasts much as historic racing is now. Long may the latter continue so as we aging citizens can relive those glory days of motor racing.

Colin Watts

PICTURE GALLERY



Frank Matich, Matich SR4



Spencer Martin Ferrari 250 LM



Neil Allen and Leo Geoghegan Lotus Elans



Bob Jane Lightweight E Type Jaguar



Ford Mustang of Ian Geoghegan



Brian Foley Cooper S



Kerry Osgood Ford Falcon XK



"Humpty" Holden 48-215

T.S.C.C. OBERON WEEKEND 29th April to 1st May 2006



DAY 1 - SATURDAY 29th. APRIL 2006

Adrian & Lorraine Walker

After meeting at the KIOSK opposite Richmond Airbase, we all sat down and had a lovely morning tea...We think the Kiosk staff were a bit overwhelmed ..it is a bit if a *HalfHour Hamburger * kind of place ..but happy to get the business
We were given Envelopes by Paul Goddard, and headed off at on minute intervals..
and had a great time with various questions we had to answer en route

** It was lovely sunny day, blue skies, ... some of us bunched up .. we were with Norm&Pammy in the lovely Jaguar XKSS as we drove up Kurrajong, then we drove through the picturesque Bilpin apple country along Bells Line of Road across the top and down Mt Victoria into Lithgow ,,

Our Observation Run started after Lithgow.. some contentious questions, ...When is an ELVE not an ELVE ?? etc ,, and most of us turned RIGHT ..and got lost ...but we had FUN ! .. We all had a stab at all the questions, got quite a few right !!

**The two ladies Sue Burton & Robyn Leggott ganged up on the guys in the same car and beat everybody with a near perfect score !!

Our Club Contingent included

Kevin & Robyn Leggott .& John&Sue Burton in a Mazda

Lionel & Gael Walker in their AstonMartinDB6

Adrian & Lorraine Walker in Lorraine's PolicePursuitXR8Falcon

Lindsay & Jill Day ... Triumph 2000

Terry & Robin Daley.. in the very cute SLK2000 Kompressor Mercedes Sports

Vern & Wendy Kelly ..lovely black V8 Mercedes CLK 430 Convertible

Paul & Jan .. in his CompanyCar Holden Calais

John & Val Dixon .. in a lovely BMW ..

Les & Roselie Johnson .. in Roselie's Subaru WRX

Norm & Pam Johnson ..the Magnificent Jaguar XKSS

Vick Andrews & Elizabeth ..in "**TheSaint**" Volvo P1800 Sports sounding very throaty joined us part way there, and Ray & Margaret Ross and Roland & Stephanie Clark who were instrumental in organising this outing for us, are locals and joined us for dinner.

And after we got lost - some question of an illegal right turn we all made I believe-we all got back on track - and found ourselves approaching the lovely Township of OBERON

As we continued on into OBERON it was a gorgeous sunny day, more like summer than autumn, and we turned left out of Oberon heading to the O'Connell Hotel for lunch . We were told ..O'Connell Hotel, O'Connell road, about 19 or 20k out of town . .on left ..can't miss it !!~.....

And it was easy to find .. Turned out to be the lovely Old Historic O'Connell Hotel, in a place called O'Connell ... strangely enough, with a very old area bakery building still next door

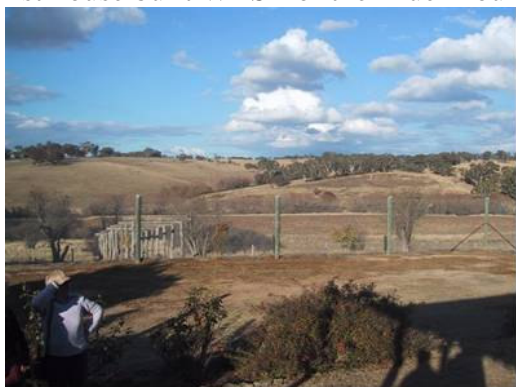


There we had a very nice lunch .. Some of us dared to try the **Ben Hall Special**, the O'Connell Burger and other various named Burgers, any one of which would have fed several hungry

Bullock Drivers for lunch ... but we were in no hurry to leave, and we got through it OK



Then following locals Ray & Margaret Ross in the lovely red E-Type Jaguar, we headed off for another short drive (in country terms) and after a bit of not so bad gravel road passed through the gates of **Sydmouth Valley** a working property the Homestead of which is the 1st house built WEST of the Blue Mountains in around 1826.



Owners Kevin and Lyn Webb welcomed us and showed us around, gave us a very good rundown on the house, various early experiences and settlers, and his family who have owned house for the majority of its 180 yrs.

They showed us through all the rooms, collections of kerosine lamps, and invaluable pieces of antique cedar furniture. Kevin confessed he has a passion for Cedar, and antique kerosine lamps, and Lyn has a passion for her Calf .. ***PeachiePie*** a Charolois Shorthorn cross who is never going to the cattle sales she tells us ..

They still run sheep and cattle, and few of a special breed of french Saxony DUCKS, which Kevin calls his snail patrol, have there own truck and farm machinery, and regularly take stock in to the OBERON cattle sales

Kevin and Lyn are such lovely friendly people, and afterwards plied us with Cups of TEA and far too tempting home baked SCONES .. and a colourful variety of very tasty locally home made Jams & freshly Whipped Cream!! .. and we all stood around out on

the magnificent Colonial verandah which surrounds this gorgeous Historic Homestead



and gazed over the rolling hills into the distance .. and talked about how dry it had been ... and hoping we would get some rain ..

Worn out by so much exercise and ..er ..Scones & Jam & whipped cream, we reluctantly headed back to the BIG TROUT Hotel/Motel in Oberon around dusk ... for a rest up. We re-assembled for dinner in the Dining Room at around 7pm, and Table A those who didn't have a nap. ..were there 1st all looking far too chirpy, and Table B filled up later. We all had a lovely dinner, a Chinese Banquet, consumed far too much food and lemonade .. and retired early .. but it was wonderful !!

** We would like to thank Paul & Jan Goddard, Ray & Margaret Ross, Roland & Stephanie Clark, and Elizabeth Mawhoud (in particular Stephanie who was ill)... who all played a major part in organising and providing a most enjoyable weekend for us City Slickers Most appreciated by all ...

DAY 2 - SUNDAY 30th April 2006

Les Johnson

The day started with a hearty breakfast at The Big Trout Motel. Kevin prepared himself for action by reading a magazine allowing his breakfast to go cold. Table A had swapped to table B for breakfast just to be fair.



At 9.30 am Ray and Margaret assembled everyone for a trip by bus which was organized to take us through a working Pine Forest logging area. As Ray thought all were present and correct the bus started to pull out, nearly leaving Terry and Robyn Daly behind. (Someone didn't do a head count before we left.) Once aboard we were told the bus driver's name [Ross Corby] who owns the local bus company, doing the school run for past 40 years AND our tour guide's name [Anthony McGrath] who's family owns large holdings in the Oberon area, so that we could talk informally with them.

As we passed acre after acre of burnt out forest we began to wonder what we might be in for, because there didn't seem to be any signs of life anywhere except on our bus. We were constantly informed about the feral trees, which to me, looked like the non feral pine trees.



Once we stopped we were instructed on how the pines were cut, carted, shredded and wood chipped. To start with, the poor little trees were cut at the base by a small red machine (technical term) which also stripped the branches and measured and cut the felled trees into approximately 3 metre lengths.

My brother Norman told me that he had it on good authority that the red machine cost about \$750,000. After being denuded and cut, the logs (about 6 at a time) were then picked up by a mechanical hand and placed on a vehicle which transported them to the chipper.



Those that were straight were put aside for timber lengths whilst the other poor little logs were quickly dealt with by being fed into the chipper, quickly reducing them to 'chips off the old blocks'. This complete, incredible, operation was carried out by just four men and their amazing machines.



A car strung up in a tree nearby attracted a small group of male members who gathered and scratched their heads pondering; how did it get there and did it need a grease and oil change? etc. Lionel Walker believed a loose wheel bearing may have caused the problem. John Burton had a quick look and told Lindsay Day that there were “no Boss parts here” but there might have been some parts to fit a Triumph.



After much procrastinating (and crossing of the legs) we all boarded the bus and headed back to the motel for a much needed comfort stop and cleaning of dust from our shoes.

We then drove our cars out to Black Springs for lunch at the country retreat of Roland and Stephanie Clark’s – ‘Badgermount’. This 100 plus acres of property was built as a getaway from city life. The fifteen year old home was built by Roland who personally picked and handled every stone for the walls. A magnificent country retreat which includes a herd of Angus cattle. Roland’s garage had a veteran Boleris tractor, an old Land cruiser and a restored 1929 Hudson Tourer which he drives in local rallies etc.



Upon arrival we were greeted with drinks served by two of Gordon and Karen Lennox’s (long time members) children. The Lennox’s came all the way from Orange to catch up with some old faces. The call to John Dixon was heard constantly throughout the afternoon because he was the official drink waiter. John was very popular that afternoon! (Thank you John for doing such a great job.) Wayne Barker the local food chef for the day cooked meat on the spit to perfection. The salads etc. were cooked and organized by Margaret, Stephanie and Elizabeth.



After we finished our delicious lunch, Ray read out the answers to the observation run which was won by Paul and Jan Goddard. Congratulations!

Our group was splintered in the latter part of the afternoon. The Stayers and the Goers. The Stayers were having an extra night in Oberon so that they could have a game of golf or go for a walk.

Norm and Pam checked out the weather and made a dash for home in the XKSS together with Terry and Robyn in their Mercedes Sports car. Then Lindsay and Jill left in their mighty Triumph. Lionel and Gael departed for Sydney in their Red Aston along with Adrian and Lorraine in their trusty Ford. Roselee and I left shortly after in her Subaru leaving the golfers etc. behind.

Upon leaving Oberon and before entering onto Duckmolloi Road Lionel's Aston tried to hit a duck, but, luckily it escaped (not so for the echidna the previous day).

The run home took us along a ridge line with rainbows and magnificent views along the Great Western Highway.



We all had a fabulous weekend and join to say a big THANK YOU to the 'Oberon Branch Organisers'.

DAY 3 - MONDAY 1st May 2006

The Golfing Nuts

Paul Goddard

The day dawns overcast, damp and miserable and there is a lot of early morning debate amongst the golfing fraternity (John, Kevin and myself) on the wisdom of venturing on to the golf course in such bleak and unfriendly conditions. But golfers are a funny breed and when the rain eases and there are some glimpses (albeit very, very faint) of blue sky in the distance, the decision is made to meet Ray on the course for our game as planned.

On arriving at Royal Oberon Golf Club we find that Ray is rearing to go and has the golf carts all primed for action. The golf carts are a real stroke of luck as we had originally intended to walk the course, but the generosity of our host from yesterday's touring activity who insisted we use his and his brother's carts has really made the day for us. For those who are not familiar with Royal Oberon, its layout could be best described as "undulating" ranging from 900 metres to about 5000 metres (maybe a slight exaggeration) above sea level, so you can guess that it provides many challenges to the unsuspecting first time visitors.

Teams are decided (John and Ray vs Kevin and Paul) and the round begins. I do not propose to offer a shot by shot description of the round but suffice to say that when Ray and John are far enough in front, Ray (the local member) condescends to offer Kevin and I a few insights on the course, its layout, pitfalls, where to hit and not to hit which was a big help to us at this point. So needless to say John and Ray won the money on the day. As most are aware the Ross' and the Burtons are departing shortly on a caravan holiday to the Northern Territory

and after winning the dollars there was some discussion between Ray and John about leaving the vans at home a travelling first class with 5 star accommodation along the way....unfortunately for them the lottery tickets failed to meet their wishes and they are back on the road in their vans. Life's tough isn't it.

The Walkers

Vern Kelly

The day commenced (& stayed!!) crisp & cool in the Oberon tradition. The morning temperature in Oberon was 8 degrees, & after "warming" to 10 degrees during the morning, sank back to its previous level of 8 degrees for the rest of the day. The wind was "lazy" – preferring to go straight through you than go around you.

With most of the Oberon Weekend attendees having returned home the day before, the remaining numbers who stayed on for a second night were split into two pre-designated activity groups on the Monday morning – golfing & walking. The golfers, under the management of local squire Ray Ross, set off early into the hills, & this will be the subject of a separate article by Paul Goddard

We walkers set off in two vehicles for Kanangra Walls, where our walk would take place. The two vehicles were the Ross' four wheel drive piloted by Margaret Ross with six people aboard, & Elizabeth's farm Ute with her & Vic on board, piloted by Vic.

The intrepid walking group, guided by Elizabeth & Vic, comprised:

Vic Andrews & Elizabeth Mawhood
Jan Goddard
Sue Burton
Robyn Leggott
Margaret Ross
Vern & Wendy Kelly

The trip was of about 50 km's to get to Kanangra Walls, mostly on bitumen but with about 20 km's of gravel road – rough & corrugated in some parts.

The walk itself was in some of the prettiest & most ruggedly mountainous parts of the Blue Mountain ranges that I have ever seen. Words can't do it justice. We walked for over two hours in beautiful sunny weather with infinite visibility. (On return to Oberon it was cloudy, windy & cold again!!) Almost the whole walk was in countryside & across plateaus with magnificent blue-tinged mountain scenery. It was simply stunning.



On return to our cars at the end of the walk, we came across a guy whose car would not start & who had been there for quite some time. It appeared to have a flat battery. He could not phone the NRMA as the location was out of mobile phone range. Nobody had jumper leads & the car was automatic so it could not be push-started. We offered him, & his son & daughter, a lift back to Oberon to the NRMA so he could get help. The son & daughter sat in the third row of seats in the four wheel drive, while the poor father sat in the very windy & cold tray of Elizabeth's Ute for a real bit of "open air" motoring. He was frozen on arrival!!

After we returned to Oberon, we rejoined with the golfing group for lunch in town & some final laughs & sharing of great memories about the weekend, before jumping back into our cars & returning home.

Thanks again to Ray & Margaret for their organisation & arrangements on this third day (& of course for the whole weekend), & to Elizabeth & Vic for leading the walking group on an exceptionally memorable walk.

WEDNESDAY RUN: 17th May 2006

What a great way to spend a Wednesday.

Thanks must go to John and Val (Dixon) for organising such a fantastic run... a marvellous roll up, a good workout for the cars, great food, the conversation flowed, and the weather shone.

Leaving Galston at about nine o'clock we decided to try the new M7 to arrive at the designated morning tea spot -- 'The Kiosk' in the Royal National Park.

Apart from one little hiccup where we didn't take the turn off to Heathcote Road, the journey was a real eye-opener. The engineering feat that is the M7 is nothing but amazing. (It is light-years ahead of the Cumberland Highway, which is the alternative way for us to get to Liverpool).

We arrived at The Kiosk, with the sun shining, to a sea of yellow T-shirts...our Thoroughbred compatriots. This Wednesday run even had interstate members join us -- Jim and Val Peters in their Maserati, having driven from Queensland. It was really good to catch up with them and all their news, and it was a special treat for Syd Davenport as he had done so much work towards keeping Jim's Maserati on the 'straight and narrow'.

After a quick cuppa, twenty-one very eager Thoroughbreds left 'The Kiosk' for a most memorable drive through the National Park.

Vic Andrews: (Volvo)

Roland and Stephanie Clark: (Aston Martin)

Syd Davenport: (Maserati)

Val and John Dixon: (BMW)

Paul and Jan Goddard: (Mazda)

Malcolm and Toni Ireland: (Jaguar)

Les and Roselee Johnson: (Subaru)

Vern and Wendy Kelly: (Mercedes)

Ian Norman: (Astra)

Graham and Marilyn Olliffe: (Porsche)

Jim and Val Peters: Maserati

Keith and Carol Reynolds: (Jaguar)

We had a short pit stop (Bald Park), which gave us the chance for a photo shoot.

The view was spectacular, and there was no wind. Not only did we have an uninterrupted view to New Zealand, but it gave us a panoramic view of the new elevated roadway, a truly remarkable twenty-first century construction.

Meandering further, we crossed the bridge, keeping the view to New Zealand on our left, arriving at our lunch stop, a very picturesque drive.

Taking over the cafe, we all enjoyed our lunch, spending a few laugh filled hours chatting. (and not all about cars)

Again, thanks John and Val for a truly thoroughbred day, one definitely for the memory bank, to be discussed at the next twenty-fifth anniversary of the Club!!

Roland and Stephanie Clark



SUNDAY RUN – THE GREAT HISTORIC RIVER RUN SUNDAY 28TH MAY 2006

Our busy annual calendar of events continued today with a popular Sunday Run organised by Les & Roselee Johnson. This was also an observation run which added much enjoyment & merriment, more of which later.

We mustered at our now-usual starting point for northern runs at McDonald's, Mt. Colah for a warming coffee & the usual catch-up chat with each other. The day started crisp – 12 degrees – but was fine & sunny. This was a very popular run, the participants being:

Malcolm & Margaret Stephen
Terry & Robyn Daly
Les & Roselee Johnson,
& Les' mother, Madge
Paul & Jan Goddard
Keith & Carolyn Reynolds
Peter & Sue Smart

Subaru WRX
Mercedes-Benz CLK 320 Coupe

Rolls Royce Silver Cloud III
Mazda MX5
Jaguar X300 XJ Sport
Holden Caprice

Colin & Maria Allerdice
Norm & Pam Johnson
Peter & Jan Taylor
Adrian & Lorraine Walker
Neville & Jenny Cowell
John & Sue Woodley
Vern & Wendy Kelly

BMW 320I station wagon
Jaguar XKSS
Toyota Corolla
Ford Mustang
VW Bora
Honda CRX
Mercedes-Benz CLK 430 Cabriolet

New member Owen Eather, in his beautiful & rare 1991 BMW M5, joined us for coffee & part of the run, but had a luncheon on at home so couldn't complete the whole day with us on this occasion. We look forward to seeing you at future events, Owen. Also joining for coffee only was Greg Menzies in the MX5 (with top down, of course!!).

John & Val Dixon were to attend, but Val's father unfortunately fell ill & they had to withdraw at the last minute.

With tops down for those who could do so, we set off on the Old Pacific Highway for a nice cruise through Mt White, Peats Ridge & into Central Mangrove, where we turned towards our eventual destination of Wisemans Ferry. We passed through Mangrove Mountain, & stopped for our mid-morning break at the little riverside hamlet of Spencer.

All the while Les & Roselee kept us well occupied with their observation questions. Some of them weren't too difficult, while others were real "head-scratchers" (particularly the wheelbarrow question!!) & several questions required you to get out of the car to discern the answer. Just to add some more spice to it, there were some more questions to be answered in Spencer itself.



Never predictable, & always entertaining, Les & Roselee also threw in another twist to the observation questions by adding a cartoon drawing to which a caption had to be added – the cleverest suggested caption would win a prize.



After leaving Spencer, we continued along the very pretty & scenic River Road with its lovely vistas of the Hawkesbury River, across the ferry at Wisemans Ferry, & arrived for our luncheon at the River Bend Restaurant at the Retreat Resort, Wisemans Ferry. Here we enjoyed a lovely buffet lunch & the usual good lunchtime chat with friends.



During the lunch, Les read out the correct answers to the observation questions, for which trophies will be awarded on our Presentation Night. He also conducted a “voting” session to determine the winning caption for the cartoon. Les organised the voting session by asking Sue & Peter to read out the range of answers & seeking a vote by show of hands



to determine the winning entry. The winners were Neville & Jenny Cowell, who took home a nice bottle of wine for their winning entry.



On behalf of everyone who attended, many, many thanks to those indefatigable members Les & Roselee who once again organised a great day for our Club.

Vern Kelly

WEDNESDAY RUN June 21st 2006 TO GARDNER'S INN, BLACKHEATH

It was after lunch that I heard my name being mentioned, so naturally I put my hand up to say "Yes I'm over here!". Little did I realize that I had just volunteered to write the report for today's run! That is the last time I respond to my name being called! Seriously I really don't mind at all – in fact I rather feel it's an honour to be asked.

There were 18 participants, namely:

Les and Rosalee Johnson (Aston Martin DB4, and our fearless leaders and organizers for the day)

Norm and Pam Johnson (Jaguar XKSS)

Keith and Carol Richards (Jaguar X300 Sedan)

Vern and Wendy Kelly (Mercedes CLK430)

Paul and Jan Goddard (Mazda MX5)

Peter and Sue Smart (BMW323 Convertible)

John and Val Dixon (BMW318 Sedan)

Ian Norman (Jaguar Mark 2)

Colin Watts (passenger in the Mark 2 - where's the E type??) and

Vic Andrews and Elizabeth Mawhood (Volvo P1800S), who met us at the venue.

We met at the usual starting point for Westward journeys , the coffee shop opposite the Richmond Air base, and consumed the obligatory coffee/hot chocolate before heading up the Bells Line of Road. The day was threatening rain and just as we were leaving the rain started and continued until we reached Blackheath. (that's why yours truly didn't bring the E type – as all E type owners know, they melt in the rain!!). We all arrived dry except Norm and Pam who, with top down in the XKSS, got rather

w-w-wet and c-c-c-cold. Norm explained to me later that, with the top up on a rainy day, the interior simply fogs up, so it's not much use anyway! What hardy souls! The luncheon venue was one of the local hotels. When Ian and I arrived we drove straight past the entry point so had to do an extra circuit to enter the car park. It sure was nippy! Wendy reported the Merc's outside temperature sensor as registering 8 degrees - it felt even less than that!

Eventually we all assembled in the dining area where there was a welcoming log fire. The food was (mostly) enjoyed by everyone, with several of us opting for the house specialty, the deep dish pie which was HUGE! The waitress described as "a meal in itself" and she was absolutely right! After some post-lunch conversation the party adjourned for coffee. As Ian and I had already had one at the hotel we set off down the Great Western Highway. I must say that I was impressed by the smoothness of the Mark 2 – what a great country touring car.

Thanks for a great day, Les and Rosalee – great drive, great venue, great weather (for ducks! – I guess you can't win them all!).

Colin Watts



25TH ANNIVERSARY CELEBRATIONS

Thoroughbred members celebrated our club's 25th year at a dinner on 20th May at The Hills Lodge, Castle Hill. Over 50 people came from near and far to be present for this milestone occasion. "Wear something *silver*" was the theme and the various outfits and accessories made for a very festive atmosphere. Our private dining room was decorated with silver anniversary balloons, and black and gold table decorations.

It was good to see our interstate and country members who travelled to be with us:

Margaret & Ray Ross (Oberon) Val & Jim Peters (Brisbane)

Jenny & Ron Pulling (Tuncurry) Sue & John Burton (Tea Gardens)

Robyn & Kevin Leggott (Lake Macquarie).

Also present were some past members from the early days, Sue and John Hall,

Sue Connaughton, Bill Rankin, Val MacDonald and Geoff and Jan Belshaw. Geoff designed our very distinctive Thoroughbred logo which is still in use.

Club President, Vernon Kelly welcomed everyone and introduced special guests Terry & Sharon Thompson. Terry is the President of the Council of Motor Clubs and

is a great supporter of the car club movement. Later in the evening he spoke on the

CMC, its aims and achievements. He commented that it was great to see the Thoroughbred Sports Car Club thriving and its members enjoying their cars and the many events organised to cater for this mutual interest.

The club's 25 year history was outlined by President Vernon, who then introduced

Roland Clark (Life Member) who spoke on the club's formation and early days.

This proved a most interesting insight for all present and a highlight of the evening.

Another highlight was presentation to Christopher Johnson of Life Membership of the club by President Vernon. Christopher then shared some recollections of the club's activities during its first few years, including the first "weekend away" to Nundle and the keenly contested sporting events during that time.

A display of memorabilia, including old magazines, photos, trophies, etc. was set up by John & Val Dixon and we all enjoyed browsing through these at various stages of the night.

Lucky winners of the raffle prize of a night's accommodation at The Hills Lodge were Lorraine and Adrian Walker. Best dressed lady was Gael Walker and best dressed man was John Hall (silver theme). All those attending received a key ring with the club's logo as a memento of the occasion.

We all enjoyed a very well planned evening with a beautiful meal, good company, with many happy memories re-lived.

The final presentation of the evening was to Val and John Dixon for their efforts in making it a night to remember. Our thanks go to Val and John and the organising committee for their tireless efforts in making this such a successful event.

Sue & Peter Smart

25TH ANNIVERSARY DINNER PICTURE GALLERY



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

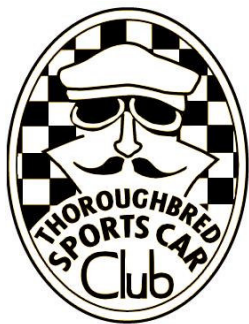
- Prizes to be won by vehicle owners and spectators.
- Early bird entry lucky draw prize
- Commercial retailing stalls
- Food and Drink Stalls

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.



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	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">OFFICE USE ONLY</th> </tr> <tr> <td>Date Joined</td> </tr> <tr> <td>M'ship No.</td> </tr> <tr> <td>CAMS No.</td> </tr> <tr> <td>TSCC Plate No.</td> </tr> <tr> <td>Amount Paid</td> </tr> <tr> <td>Cash / Cheque</td> </tr> <tr> <td>Receipt Number</td> </tr> </table>	OFFICE USE ONLY		Date Joined	M'ship No.	CAMS No.	TSCC Plate No.	Amount Paid	Cash / Cheque	Receipt Number
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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.