

top *gear*



Norm & Pam Johnson's XKSS photographed on the Oberon weekend.



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



Dear Fellow TSCC Members,

The year continues to hurtle past & the end of our annual calendar of events is now within sight. There is, however, plenty yet to enjoy before the year is out.

Looking back, firstly, at some of our more recent events, at the Orange Blossom Festival Display Day we mounted our first Club attendance at this event. It was good to have another opportunity for our Club to publicly showcase our interesting & diverse array of cars –our displayed cars nicely distinctive via their windscreen sashes.

The Wednesday Run for September was an interesting Colin Watts “Cooks Tour” route (his own expression) via just about everywhere else to Galston. New members Peter & Kathy Eaton joined us for their first Club outing, & old friends of Ian Norman, John & Karma Watson, joined as guests for this event. They joined the Club immediately after the event. Welcome Peter & Kathy, & John & Karma.

The October Wednesday Run was a lovely “southern” run, organised by Malcolm & Toni Ireland, for lunch at Panorama House at Bulli Tops – a lovely run & a great lunch with “to die for” views. New Member Terri Harris joined us for her first Club event – welcome to the Club, Terri.

Still to come are some great events to round the year out.

Firstly, we have the major annual event, the Pride of Ownership Day, which will have been held by the time you read this. This year we have a fantastic rollup of over 60 people for this great day. Then we have our Harbour Cruise on 18th November which is sure to be very popular.

Following is the Presentation Night/Christmas Party on 2nd December which promises to be a beauty. On the following day, we have our Tasman Revival Meeting Display at Eastern Creek

organised by Colin Watts, which may prove to be a slow-starting morning for those who have attended the Christmas Party the night before!!

In the middle of all this social fun, we have our Annual General Meeting on 8th November. This will of course include the election of your new Committee for the coming year. Please don't stay away from the AGM for fear of being "shanghaid" for a Committee position because I already have nominations in hand for all positions on the Committee. Please join us on the night.

Please keep those e-mailed photos coming to Editor Ian right up to year-end.

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 17	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
	Sat 30	S	Mid Coast Motorfest 2006	Colin Allerdice	9874 0356
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

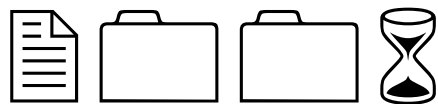
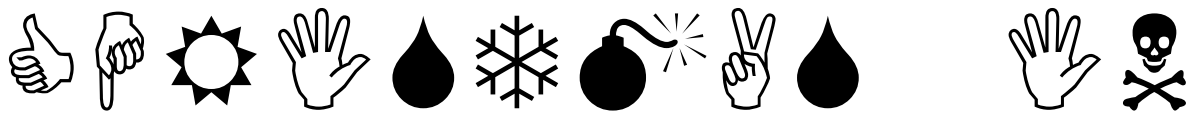
DRAFT

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

CHRISTMAS IN JULY – 2ND July 2006



Well we began a delightful day down in Robertson with a meeting at the top of Mt Ousley. This was after some chatting on the phone to check the whereabouts of all the participants and having located them, we all pulled off onto the nature strip but as there were no loos, the stay on top of the mountain was brief. Some did take advantage of the more natural loo but others were heard to say “Get lost; I’m not going in there”.

It was quite a chilly start to the day amidst some clouds. We thought we were heading into some rainy weather; however, this did not eventuate. Even when we arrived the day was still chilly though it was about midday. We were so pleased to find the fire blazing on our arrival and we stood around it for about half an hour in a bid to thaw out. With the warmth of the fire came the crowd, not all from our club, ready for a day of wine, pudding and other fare.

There was a good roll up from the club as well as a few guests including Robyn’s sister, Gael and her husband Kevin, so it was great to see them for our celebrations.

An array of good looking cars came to the day and a few people actually braved the weather and chill factor in open cars but Norm and Pam brought the Landcruiser, not the open car because Pam’s bare legs just couldn’t take it. What a piker.

The staff were keen to take our wine away to open and put on the table. Ah but which table you might ask – yes, the wrong table. Some almost lost their treasured bottles to some foreigners in the crowd. After much searching and much “I told you soing” from Margaret, Malcolm got our wine back before the

other table had begun drinking it “Phew, we breathed a sigh of relief and got on with the frivolity of the day.

The decorations as usual were very Christmassy with Santas and reindeer in the foyer, up the stairs and on the tables giving us that great Chrissy feel. We enjoyed a hearty Christmas meal with all the trimmings starting with vege soup followed by pork, ham and other meats. The plum pudding took on a Haggis feel about as it was piped in with the bagpipes and bottles and spoons chiming as Santa and his helpers danced around the room. The bottles and spoons were of great excitement to the teachers in our midst “Oh boy, what a great idea for my next percussion lesson”. Us teachers get excited about the simplest things but that’s what makes us special.

If that wasn’t enough, we then threw our diets out the window and started work on a vast array of delicious extra tasty desserts set out on a table in the middle of the room (coincidentally right next to us).

The Muso played a selection of favourites on his music centre ranging from Jingle Bells to The Girl from Ipanema and some enjoyed the sing- along.

John and Val as well as Vern took a few Christmassy photo shots because no Christmas day would be without those important snaps.

Next came the time to sit on Santa’s knee. As all the girls were much better behaved all year than the boys, we got to sit on Santa’s knee and give him a kiss for our present. I’m sure Santa was in his element and after much Christmas cheer, gifts were unwrapped and admired. Paul had never had it so good with the ladies.

We couldn’t leave without the all important group photo so we all arranged ourselves on the large staircase and that was Christmas in July 2006. After a great day we set off for home.

Many cheers and thanks to Paul for organizing such a Thoroughbredly lovely day.

Margaret Stephen

Editors Note: Due to an oversight this article was omitted from the previous issue of Top Gear. My apologies.





TSCC LUNCH RUN WEDNESDAY 19TH JULY, 2006

Although Greg Menzies arranged the day to beautiful **Patonga**, he could not arrange the weather, for it certainly was not beach weather -- cold and drizzly. Probably just preparing us for the **Brass Monkey Run** which is not too far away.

Cold and drizzle does not stop these members

Vern and Wendy Kelly – Mercedes

Peter and Sue Smart – BMW

Les and Roselee Johnson – Subaru

Malcolm and Toni Ireland – Ford Mondeo

Ian Norman and Colin Watts - Jaguar

Greg Menzies (minus Kaylene) - - Mazda MX5

Keith and Carol Reynolds – Jaguar

Paul Goddard (minus Jan) – Holden Calais

Apologies from Roland and Stephanie Clark and Graham and Marilyn Olliffe

At around 10.30, after coffee at Mt. Colah Big 'M' we all set off with Greg Menzies the only one with the top down. I guess he hoped the day he ordered would be just around the corner. Nevertheless onto the Old Pacific Highway, over the Hawkesbury River Bridge, up the hills and past the Warriors Café (no warriors appeared to be out today) and then on through Calga to Kariong, turning right into Woy Woy Road and onto the usually picturesque Staples lookout .

On arriving here, we were joined by the wonderful Les and Roselee Johnson who had been delayed by some important toe work. After some serious viewing of which was camouflaged by mist and drizzle we proceed down the hill to our destination of Patonga.

Just a **TOUCH** cold -- Great Pavilion to keep us dry -- full glasses in hands -- Fish and **Hand** Cut Chips -- Great company -- stimulating conversation -- what more could you want?

It appeared Roselee Johnson needed more. A **donut** to be precise. For parked at the beach front was a Radio 2GO van with Roselee, **begging** and **begging** a **very attractive young** lady (as described by Paul) until she was given a **donut** and then still not enough - more - a copy of New Idea was acquired.. I didn't think the conversation was so boring that she needed a magazine for company. Sue was also noticed at the van and of course Keith Reynolds was seen to be running at great speed but alas all was gone no donuts left, only a mere magazine. No **desserts** for the late runners. I do believe they were offered movie tickets first but declined in favour of food and mags. Notice the magazine in the photo.



A game of Boule's was suggested as lunch arrived, we had hoped to play after but the weather did not improve we all headed home again after another pleasant Wednesday Run.

Editors Note: The Editor had a senior moment in August and also omitted this article from the previous issue. Again my apologies.

OF (REPLI) CAS AND MEN

AN INSIGHT TO ONE OF THE RAREST CARS IN THE WORLD – THE JAGUAR XKSS – AND THE
MEN WHO PURSUE THEM

THE CAR : 1957 JAGUAR XKSS

Engine : 3442 cc, in-line six cylinder, dohc, three Weber DCOE carburetors

Power & Torque : 250 bhp @ 6000 rpm

248 lb ft @ 4500 rpm

Transmission: Four-speed manual, rear wheel drive

Suspension : Front – independent, torsion bars, wishbones, telescopic dampers, anti roll bars

Weight : 2015 lb (914 kg)

Performance : Top Speed – 149 mph

0 – 60 mpg : 5.2 sec

Cost New : STG 2,464

Value Now : STG 850,000

In late 1956 Jaguar had a problem. Sales of Jaguar and in particular the racing D-type were waning and the Sports Car Club of America would not accept the D-type for production sports car races. To continue sales of Jaguar they needed a car that could win on Sunday and sell on Monday.

On January 11, 1957 an unsold 1955 D-type racer (XKD 555) was wheeled into Jaguar's experimental department. Three days later it emerged as the first XKSS (XKSS 701). By March it was in New York, serving as Jaguar USA's demonstrator and occasional race winner for its Vice- President, Gordon Bennett.

It won on its racing debut at Mansfield, Louisiana.

50 cars were planned in the original production run in two batches of 25. The success of the original XKSS at the New York Car Show actually resulted in the first 25 cars being over sold.

Some 16 cars had been completed, or semi-completed, when a fire at the Browns Lane factory broke out during the evening of 12 February 1957. The fire destroyed not only the remaining 9 but also the jigs and tooling. As a result XKSS production came to an end.

Of the 16 completed cars, 12 went to the US, 2 to Canada, 1 to Hong Kong, and 1 remained in Britain.

Later two D-types (XKD 533 and XKD 540) were converted to XKSS specification.

For a “one by one” history of all the D-types and XKSS’s produced, readers can go to www.classiccars.com/chassis/Dtype.htm

THE MEN

The most famous XKSS owner was film star Steve McQueen. He bought his car (XKSS 713) from US television personality Bill Leyden in the early 1960's. Originally cream, McQueen had it painted red, then green. Other modifications included polished wheels and its red interior changed to black by hot-rodder Tony Nancy. Von Dutch did the glove box door.



McQueen drove it nearly every day. He also raced it before selling it to casino owner Bill Harrah in 1967.

McQueen later repurchased it when he was building up his car collection. Like everything in the collection the XKSS was fired up every 28 days.

Now we are well aware that Norm Johnston is yet to make his Hollywood debut. However his passion for the XKSS is almost as legendary – with one exception.

McQueen would not let his son Chad drive the car and actually hid the keys whenever he was away on a movie shoot. Shaun Johnston, of course, has driven his father's car many times.

History records the Duke of Edinburgh going for a test drive in an XKSS with Jaguar's development driver, Norman Dewis. The Duke's entourage were most reluctant for him to go.

After a few laps of the circuit at 70 mph the Duke asked "What does it go like?". With that Dewis put his foot down getting the XKSS up to well over 100 mph. The duke then motioned Dewis to stop the vehicle out of sight of his entourage and took the wheel. On the next lap the Duke was driving, waiving at them as he went past. It was said that they were "not pleased".

John "Jumbo" Goddard was another well known XKSS identity. However his car was a D-type (XKC 402) which was purchased by him in 1956 and later modified to XKSS specifications by Duncan Hamilton and Parvis Bridge Engineering. The car was sent to Australia by Goddard in 1966 and is recorded as competing in the Oxley Hillclimb at Tamworth in October 1968. No doubt there were other events.

The car was later returned to the UK and sold.

THE REPLICA

Norm Johnston's XKSS was manufactured in New Zealand and shipped to its then owner Stuart Weiland in Sydney in July 1985. It was a complete car less running gear and, at Weiland's request, a Jaguar E-type roadster windscreen had been fitted.

The accompanying photographs show the look of it at that time.



After Norm purchased the vehicle it underwent corrective surgery and completion at Rob McLaughlin's workshop in Wyong. Such surgery took around 3 years before the car we all know was finished ready to enjoy. All components are as close to original either in form or period.

The immaculate British Racing Green paintwork was done by Rob's 16 year old son.

Lynx Motors (UK) has seen most of the original XKSS's in its workshop at some stage, including XKSS 701 and the ex-Save McQueen car. Lynx also produce its own XKSS – visually identical but with updated mechanical components.

In undertaking research for this article, Adrian Hamilton from Duncan Hamilton (UK) advised regarding a Lynx XKSS that he currently has for sale :-

“We feel that this XKSS like all Lynx products is not so much a re-creation as a make in its own right. I have it directly from John Mayston-Taylor of Lynx that to build one today would cost around the STG 250,000 mark.”

There is little doubt that the XKSS is a truly special car that is more than matched by the passion and dedication of those few that get the opportunity to own or re-create one.

It is a privilege to have both in the TSCC.



An example of a black XKSS with red interior also built in New Zealand

This concludes the articles written by Les Johnston and myself on the three icon replicas in our Club.

Indeed the classic car movement knows the TSCC by these three cars and just as a car club can get linked to a car type, the owners of the three cars are themselves irreversibly linked to the replicas that they own.

In the October 2006 edition of “Octane”, Carroll Shelby used his monthly column to condemn Cobra replicas using, amongst others, words like “counterfeit”. He went on, however, to praise the replica Cobras produced by Superformance International in South Africa as being “as close to correct and well built as possible”.

Shelby actually endorses and has licensed the S.I. two seat roadster they call the Mk 111.

There is no doubt in my mind that if Carroll Shelby inspected both Norm Johnston’s XKSS and Les Johnston’s Aston Martin DBR2 he would not classify either as “replicas” for these cars are “authentic reproductions” and deserve to be recognized at that higher terminology.

In the not too distant future it will be impossible to create an authentic reproduction as the parts of the era just won’t be available.

So cherish them now as one day they will be as rare as the originals.

Colin Allerdice

BAULKHAM HILLS ORANGE BLOSSUM FESTIVAL – 17/09/2006

Six members participated in the car show which is held, in conjunction with the Baulkham Hills Council's Orange Blossom Festival, in the grounds of the Bull & Bush Hotel, Baulkham Hills.

The day was fine and warm if a little cool early on. A large variety of cars were on display together with a number of stalls selling second hand car parts, model cars etc. The consensus was that there were a greater number of cars than in previous years. Besides the sealed car park there is a grassed area at the side which in prior years has only had a few rows of cars but this year was almost full.

The grass had not been mown for a while and a couple of Plovers had made their nest near the entry point. Someone, presumably the organisers, had marked the position of the nest but there was a large amount of vehicle and pedestrian traffic in close proximity. Understandably the Plovers were most irate and I would imagine that they would have been very pleased to see the last of the cars and people and probably rather tired from guarding the nest.

Our members participating were:

Roland & Stephanie Clark	1919 Hudson Tourer
Graham Olliffe	2006 Peugeot 407 Coupe
Vern & Wendy Kelly	Mercedes CLK 430
Peter Stefan	Jaguar E Type Coupe
Colin Watts	Jaguar E Type Coupe
Ian Norman	Jaguar 2.4 Mark 11

It was the inaugural outing of the Clark's Hudson Tourer after a complete restoration and although not winning a prize (there was some fairly stiff competition in their category from a number of Rolls Royce) drew quite a lot of attention. Peter Stefan and the Kelly's cars did win a prize in their respective categories.

Ian Norman





WEDNESDAY FUN RUN
20 September 2006

Colin Watts was the organizer of this month's Wednesday Run, which he described as "The Cooks Tour to Galston, for a relaxing luncheon at 'Greenshades' coffee house and nursery".

Our meeting place on this occasion was McDonalds at Eastern Creek for the usual heart starting morning coffee. Our travelling companions include:

Vern & Wendy Kelly

Keith & Carol Reynolds

John & Val Dixon

Chris & Joan Johnson (fresh back from China)

Ian Norman & Jan

Graham Olliffe (minus Marilyn but in his new Peugeot 407 coupe)

Colin Watts

Peter & Kathy Eaton (new members and obviously people of exquisite and refined taste – driving a NEW 2006 MX5).

Jan & Paul Goddard

John & Karma Watson (long time friends of Ian Norman and potential new members)

We depart McDonalds at the appointed hour and head along the M4 to The Northern Road intersection where we exit and head towards Windsor which is some 25 kms away. Passing through Windsor we then head for Pitt Town and then we meander through the countryside for another 65 kms before arriving at our destination at "Greenshades" Nursery.

On passing through the nursery on our way to the dining area I espy a lemonade tree which is something that I have been trying to find for our garden for ages. I throw out a big hint and get ignored (as expected).

Lunch was a fun time with lovely meals ranging from fish and chips to Caesar salads to seafood and pasta dishes all of which is thoroughly enjoyed by all. Chris and Joan Johnson keep us amused with stories about their recent trip to China particularly with Chris' culinary adventures of camel toes, and certain "appendages" of various other species which shall remain nameless. He could only describe them as being "crunchy"!!!. The conversation certainly didn't do too much for our lunch.

On the way out I notice the tree had been sold and it was the only one in stock (very sad). But I arrived at our car to find the tree perched up in the passenger seat.....guess who was sneakily responsible????? Nooooooooooooo, it was Paul! So I now have my lemonade tree and Paul has lots of brownie points (we must have looked a sight driving home).

Our thanks go to Colin Watts for organising a lovely run capping it off with a wonderful venue for us to enjoy our lunch with good company.



Jan Goddard

MID COAST MOTORFEST 2006

Great weather and a great time have been synonymous with the Mid Coast Motorfest over the years and 2006 proved to be no exception.

129 cars greeted the judges for this year's event held on Saturday 30 September at Forster which was again extremely well run by The Great Lakes Historical Automobile Club. This was the fourth time that club members Ron Pulling and Colin Allerdice had been in attendance and the third that the event was part of the TSCC official event schedule. The members present and their cars were:-

Colin Allerdice	-	Triumph TR6
John Burton	-	Clubman
Peter Eaton	-	Mazda MX5
Jim Peters	-	Maserati Mistral
Ron Pulling	-	BMW 2002 ti

For those who haven't been before, this event caters for all cars from the very old to the very new, from the basic to the exotic, and from the very original to the highly modified.

At shows like this you often get to see cars that you have never seen before and I only hope that the accompanying photographs do them justice. The 1937 Hudson Sedan was a stunningly beautiful car as was a Renault Gordini circa 1964. There was a highly modified Toyota Utility with a V8 under the bonnet and a Pamela Anderson look a like painted on the rear of the cabin.



Colin Allerdice's Triumph TR6 took out the Best Sports Car Award from a hot field which included a few MG's and Jaguars, a TR8, the Mazda's, and a 1997 Robnell Cobra replica with a 427 under the bonnet.



Unfortunately they didn't have a category for best Italian Car as Jim Peters' Maserati would have won hands down. Not only a lovely car but the only Italian car there. The Gordini took out the Best European Car.

Incidentally, Jim in his pursuit of sales of Borrani Wheels was going to Tamworth the next weekend to catch up with a guy who had contacted him through Jim's web site. This guy is in turn arranging for four (4) other Maserati owners from the Tamworth district to meet Jim on that day. Not even Sid Davenport was aware that there were five (5) Maserati's alive and well in Tamworth.

I spoke with many interesting people over the course of the day. A Ron Fransci from Laurieton had two cars on display. One a 1970 Chev. Corvette with a worked 350 motor and the other a 1966 Ford Mustang convertible. Both left hand drive. The Corvette he had spent 5 weeks in the US searching for. It cost him US\$15,000. The Mustang was purchased sight unseen on eBay. Just look at the photographs, it is just stunning!



He said that he has a 3 car garage and to stop them fighting he doesn't park them next to each other!!

John Burton's own Mustang is not quite finished. However he anticipates that it will be ready for the next Mustang Nationals.

John took the opportunity to remind members of the Hawks Nest Motorfest in March next year. He guarantees a good weekend for those wishing to travel.

This year the host Club had a special award for the individual, apart from the committee who has done exceptional work for and on the day. That award was won by Ron Pulling. Well done!



The Pulling's generous hospitality was again demonstrated on Saturday night with them putting on their traditional "BBQ by the Boatshed". A swap of both personal and car stories between GLHAC and TSCC members went on through the night cementing a close bond that has grown between the two clubs.

Sunday 1 October dawned the choice of either being a tourist or attending either one of two more static car shows in the area. At Old Bar the organisers were trying to break the world record, set in Canada some years earlier, for the largest gathering of Volkswagen Kombis. They got 160 but it was well short of the 488 required to break the record.

Jim Peters and Peter Eaton, however attended the afternoon/ evening display at Tallwoods.

Now new TSCC members Peter and Kathy Eaton are an interesting couple. The September edition of "Exhaust Notes" – the monthly publication of the GLHAC – shows that during August they went to four (4) different events. So what's so unusual about that, you may ask. Well, for each event, they went in a different car!!



Those in the Club who know Bernie King will be interested to learn that he has been asked to do the commentary at the Tasman Revival meeting at Eastern Creek in December.

Colin Allerdice

WEDNESDAY FUN RUN

18 October 2006

This month's run is in the capable and experienced hands of Malcolm and Toni Ireland who have organised an easy trip to Panorama House at Bulli Tops which is famous for its panoramic vista of Wollongong's coastline.

Our meeting spot for the usual coffee "kick off", on this occasion, is "Lilies on the Park" at Bicentennial Park in Sydney Olympic Park. This is a new venue for us and is most delightful with its relaxed and picturesque setting.

Travelling companions include:

Vern and Wendy Kelly

Paul and Jan Goddard

Terri Harris (a recent addition to the club's membership)

Ian Norman and Jan

Colin Watts

John and Karma Watson

Keith and Carol Reynolds

Malcolm and Toni Ireland

Graham and Marilyn Olliffe

16 starters in all which is an excellent turn out when considering 10 of our regular starters are absent on business matters and interstate tours.

Our journey is to take us south through Bankstown, Padstow meeting up with Heathcote Road and joining the Princes Highway at Heathcote. Then continuing on to Sublime Point for a brief stop over to admire the magnificent view presented by this part of the coast before proceeding to our destination at Bulli Tops. Malcolm did stress that it would be difficult to travel in convoy given that a large part of the journey is through suburbia and with heavy traffic and traffic lights we could be easily separated. So in this event we would meet at Waterfall for a brief stop just to do a head count and ensure that everyone is travelling ok.

Off we go..... Jan and I are last in line and decide that we will follow Keith and Carol Reynolds who are in their new acquisition – BMW 525i – which is in the British Racing Green colours and we thought "what a great sight this is!!" – the matching colours of the BMW and the MX5 cruising together with the tops down and wind in the hair. First mistake.....we hadn't gone more than half a kilometre and the only ones in sight are Keith and Carol and not another member of the convoy anywhere to be seen. It seems we should have turned onto the Hume Highway for a short distance but our instructions didn't indicate that one needed to veer left from Centenary Drive to be in a position to make the right turn to the Hume.

Not to be outdone Keith called on all his old navigational skills acquired during his NRMA days and managed to show us most of the scenic back streets and out of the way places around Punchbowl and Bankstown never seen before. As luck has it we find our way back on the right route and continue on our way in Keith's wake.

Second mistake.....my erstwhile navigator tells me that there is some fancy manoeuvre coming up involving Old Illawarra Road and New Illawarra Road so off we peel to the left with Keith and Carol disappearing over the horizon only to be confronted by a couple of speed humps, a roundabout and a couple more speed humps and we find ourselves back on New Illawarra Road right behind the original convoy. But no Keith and Carol!!!!??? A true masterpiece of navigational ingenuity...we catch up with the original convoy which we haven't seen for half an hour, but lose Keith and Carol in the process.

So we continue to Waterfall, do a head count, and find all accounted for (except Keith and Carol) then head for Sublime Point where we stop to enjoy the panoramic view of Wollongong.



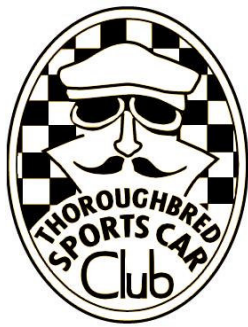
Jan decides that she should check on the wellbeing of Keith and Carol by phoning them only to be informed that they have reached our final destination (Panorama House) after stopping at Sublime Point. How they managed to pass everybody unnoticed is one of life's great mysteries.

Lunch is an enjoyable experience with good food, good company, a relaxed and happy atmosphere with breathtaking views to boot.

Our thanks to Malcolm and Toni for putting together the complete package for the day.

On our return run home we receive a phone call from Les Johnson who is with his Quattro group somewhere in the Grampians in north western Victoria. I was thinking of offering Keith as a guide to assist in finding their way out, but thought better of it as they wanted to be home by the weekend which was something I couldn't guarantee with Keith's assistance. Anyway Les assures us that they are having a great time and enjoying every minute of their adventure through Victoria.

Paul Goddard



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	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			
<input type="checkbox"/> New Member	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.