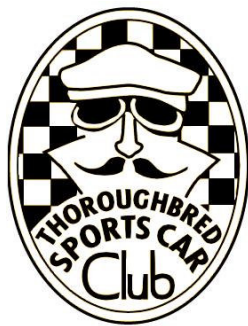


# *top* *gear*





## 2007 COMMITTEE

<b>President</b>	<b>Vern Kelly</b>	<b>9651 2770 (H)</b>
<b>Vice President / Social Director</b>	<b>Malcolm Ireland</b>	<b>9416 3031 (H)</b>
<b>Secretary</b>	<b>Val Dixon</b>	<b>9403 6905 (H)</b>
<b>Treasurer</b>	<b>Wendy Kelly</b>	<b>9651 2770 (H)</b>
<b>Editor / Webmaster</b>	<b>Ian Norman</b>	<b>9674 2717 (H)</b>
<b>Club Shop / Raffles / Club Property</b>	<b>Peter &amp; Sue Smart</b>	<b>9630 1050 (H)</b>
<b>Sporting Secretary &amp; Point Score Keeper</b>	<b>Lester Gough</b>	<b>9799 3209 (H/F)</b>
<b>Club Plate Registrar</b>	<b>Roland Clark</b>	<b>9653 2866 (H)</b>
		<b>9653 2867 (F)</b>
<b>Committee Member</b>	<b>Graham Olliffe</b>	<b>9630 3971 (H)</b>

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 Carlingford Bowling Club  
Corner Pennant Hills Rd. & Evans Rd., Carlingford commencing at 7.30pm

### 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**

**Email: [secretary@thoroughbredssportscarclub.asn.au](mailto:secretary@thoroughbredssportscarclub.asn.au)**

**Web: [www.thoroughbredssportscarclub.asn.au](http://www.thoroughbredssportscarclub.asn.au)**

# **PRESIDENT VERN'S**

## **VERNACULAR**



Hello to you all, and I hope that you are all well.

As I write this, September is just around the corner, & the TSCC year continues to fly by.

To recap briefly on some wonderful past events, the Ladies' Day/Christmas in July function was a great success. The new venue of the Carrington Hotel, Katoomba was an excellent choice. Great ambience, great food and a great location which really fitted the bill for this annual event. And, yes, the weather was suitably freezing!!! *Many thanks to Paul & Jan Goddard for another wonderfully-organised event this year.*

Also in July, the Arts/Crafts/Hobbies Show Night was an outstanding success. This provided not only a night for Members to showcase elements of their lives "outside the Car Club", but also raised \$1,740.00 in much-needed funds to assist the Club's coffers from sale or auction of various items. My sincere thanks to all who participated in making it a fun night, particularly those who parted with their money. *On behalf of the whole Club, a very great thank you to Secretary Val, whose brainchild the entire night was, and who saw the idea through from an initial germ of an idea into the successful night that it was.*

The end of July saw the Brass Monkey Run again, with breakfast in Goulburn, lunch in Braidwood and dinner in Mollymook, with the run made interesting via a (sometimes tricky) array of questions in the Observation Run section. *Many thanks again to Les & Roselee Johnson who have organised this event for the umpteenth time.*

The All British Display Day at Kings School in August was unfortunately a washout (but we needed the rain), but five cars turned up for about 3 hours before we decided to have our "picnic lunch" at home!!! The Shannons Day was, by contrast, a beautiful day – full report in this issue.

Just around the corner now in mid-September is a major fun event, the Temora Air Show Weekend. Graham Olliffe has put this three day event together very nicely, with a big group of 38 people attending what will without doubt be a fabulous experience.

Then in late October we have a major annual event which extends right back to the inauguration of our Club in 1981, the Pride of Ownership Day. Arrangements for the day & luncheon are well in hand, and notices will go out soon. It will again be at Oatlands House (which has to be booked nearly 12 months in advance!!). Here's hoping we can go some way to matching the record number attending last year of 63 people!!!

With best wishes to all.

Happy Motoring  
**President Vern**

## **CLUB SHOP PRICE LIST**

### **Place an Order for:**

Polo Shirts ..... \$30.00

**Order Form follows**

Name Badges..... \$10.00

**Order Form follows**

### **In Stock now:**

Caps .....\$15.00

SHIRTS - Old Style ..... \$30.00

A few left – limited sizes

**BADGES**

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Cloth Badges .....\$ 5.00

Lapel Badge .....\$12.50

10 YR Lapel Badge .....\$12.50

25 YR KEY RINGS .....\$12.50

If you would like to purchase any of the above items or have any queries, please contact Peter or Sue Smart

Email – [getsmart1@optusnet.com.au](mailto:getsmart1@optusnet.com.au) Phone – 9630 1050

THOROUGHbred SPORTS CAR CLUB  
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SIZE:

SHIRTS ARE \$30.00 EACH

PAYMENT ENCLOSED:.....\$  
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OR  
GIVE ORDER TO US AT THE NEXT CLUB MEETING.

Chest/Bust and Length measurements are in centimeters.

**Mens**

Sizes	S	M	L	XL	XXL	XXXL:
Chest	100	106	112	118	126	132
Length	74	76	78	80	82	83

**Womens**

Sizes	8	10	12	14	16	18
Bust	88	93	98	103	108	113
Length	60	62.5	65	67.5	70	72.5

# **THOROUGHBRED SPORTS CAR CLUB**

## **NAME BADGE ORDER FORM**

Badges with TSCC logo and your name

At a cost of \$10.00 each

Name:

---

Name:

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\$\_\_\_\_\_ Enclosed

Please forward order form with payment (cheques made payable to TSCC) to:

Peter & Sue Smart  
204 Bettington Road, CARLINGFORD. 2118

OR Give it to us at the next club meeting.



## CHRISTMAS IN JULY

### 1 July 2007

Santa came early this year.....so early in fact that it was only just Christmas in July. The lure of the elegant surroundings of the dining room at the Carrington Hotel, Katoomba must have struck a chord with Thoroughbred Sports Car Club members as there was a bumper turnout of 45 members attending for a fine repast of traditional Christmas fare. Especially pleasing was the number of newer members attending.

Freedom of assembly prevailed on the day with some members gathering for an inspection of the readiness of the RAAF at Richmond before a run up the hill via Winmalee and Springwood. While other members rolled gently out of bed and cruised directly to the Carrington.

Once underway the dinner was serenaded by the sound of the grand piano and some singing of Yule fest songs of similar era to the grand 1920s décor. While there were thoroughbred cars being built in that era, none of the members present would have been alive then. So after a few songs the singing faded and the Thoroughbreds engaged in the fellowship of a good chat over a good meal.....although the pianist did not retreat without first attempting to revive the singing a couple of times.

First was spinach and parsley soup followed by a main course of roast pork, roast turkey, ham mousse, and vegetables. Next was a dessert of traditional Christmas pudding and crème Anglaise.

After dessert the sound of sleigh bells could be heard and Santa appeared to dispense the Kris Kringle presents that had magically appeared on a side table in the dining room. Santa bore an amazing resemblance to Keith Reynolds but that must surely be a coincidence.

Santa's throne was set up in the centre of the group of dining tables and one by one the ladies went and sat on Santa's knee for a chat to receive a present. Santa was definitely in SNAG mode as he did not seem to mind whether the ladies sat on his knee or he sat on theirs, and without exception all the ladies asserted that they had been very good all year. Such pleasant duty saw Santa go quite red in the face at times and he seemed to be having the odd wardrobe malfunction which saw him adjusting his person at regular intervals as well, all to the accompaniment of gales of laughter from the members.

Soon the sack was empty after Santa came down from his throne and gave the last present to Terri O'Loan who is recovering from a back injury after falling on some stairs. It was great that Terri was able to come to the lunch and Santa and all present wished Terri well for a speedy recovery.

Santa departed and Keith returned to be told of the hilarious interlude he had missed. Coffee and fruit mince pies then arrived and gradually members including your trusty scribes took their leave for the return to Sydney, apart from the group of members who had booked into a motel further down the main street for a yuletide winter's night in Katoomba before returning home on Monday.

Members attending the Christmas in July lunch organized by tables were:

Vern & Wendy Kelly Malcolm & Toni Ireland John & Barb Lewis Greg Ball & Vicki Bell Norm & Pam Johnson	Ray & Margaret Ross Roland & Stephanie Clark Lester, Pam & Richard Gough Vic Andrews
Paul & Jan Goddard Graham & Marilyn Olliffe Keith & Carol Reynolds Peter & Sue Smart Chris & Joan Johnson	Rob & Kay Finney Malcolm & Margaret Stephens Peter & Kathy Eaton Terri Harris George & Leone Davis
Les & Roselee Johnson	

John & Val Dixon Phil & Terri O'Loan Lindsay & Jill Day	
---	--

Lindsay Day









# THE CARRINGTON HOTEL

## {The Grand Old Lady of the Mountains}

In 1880, when construction commenced on the hotel, Katoomba was described as a nondescript little mining town. Only 3 years earlier, Katoomba had been known as "Crushers" in recognition of its most prominent feature, a rock crushing operation beside the railway line.



Mr Harry Rowell, Sydney hotelier and shrewd businessman, built the hotel employing the services of Mr. C. Kirkpatrick, a Sydney based architect, and Mr Rowell's original intention to call the hotel "THE WESTERN STAR" but only weeks after its opening in 1882, he changed the name to "THE GREAT WESTERN"

When first opened, the hotel was described as having "accommodation for seventy to eighty persons, containing nearly sixty rooms consisting of a large drawing room, a general lady's drawing room, a gentleman's smoking and reading room; the intermediate space is divided into suites of private sitting and bedrooms". The hotel quickly became successful in attracting the upper classes to the Mountains and its reputation began to grow.

In 1885, Harry Rowell died and his wife continued to manage and operate the hotel until Mr. F.C. Goyder, a squatter from Queensland who was delivering one of his sons to school at Katoomba College, stayed in the hotel and decided that he would purchase it from Mrs. Rowell.

The hotel changed hands in 1886, and Mr. Goyder almost immediately commenced extending and improving the existing facilities. It is recorded that one of his first tasks was to order two thousand pounds worth of furniture and artwork, pieces of which are still seen in the hotel today.



The extended facilities that he had built included an additional 60 rooms, the dinning room. Tennis courts, additional drawing rooms and a music room. The hotel also changed its name in 1886 to THE CARRINGTON HOTEL, with permission and honour of Lord Carrington who was the then Governor of New South Wales .This name change secured the elite Sydney market, just as Mr. Goyder had hoped when he approached Lord Carrington, a regular visitor to the property.

The Grand Dining Room as you see it today is very close to the way it was when it opened its doors in 1886 , with some concessions to modern convenience and comfort. The carpet on the floor is a direct replication of the original linoleum, which became known during the restoration; the tables are reproductions of the original table's .the famous silver cabinet contains silver, which has significance to the Carrington and its various owners. On close inspection you will see pieces engraved with the name Goyder, the initials JSMT [Joynton Smith Management Trust}, Hotel Imperial and Arcadia Hotel [both owned by Sir James Joynton Smith}

In 1889, the Illustrated Sydney News recognized in writing that Katoomba was a town whose existence and continued growth was directly attributable to THE CARRINGTON HOTEL-- F.C. Goyder became the first mayor of Katoomba, and his son William became the first Town Clerk and eventually Mayor himself. In 1896, Goyder employed a manager. Mr Peacock who eventually bought a lease on the hotel in 1902 and continued the tradition of those newly "in charge " of the CARRINGTON by extending facilities and introducing new services.

In 1911, and after protracted negotiations, Sir James Joynton Smith bought THE CARRINGTON. Sir James was a self made man, who traveled from England to New Zealand and then Australia. He was the owner of various hotels including Imperial Hotel at Mount Victoria and the Arcadia Hotel in Sydney

In 1914 sir James Joyton Smith built the power house to [provide the hotel with electricity

In 1924 The power station had such a capacity that it supplied the Katoomba district with its electricity, also Les Johnson's Rolls Royce Silver Ghost was built and later that year place on the Rolls Royce stand and was the star of the Paris Motor Show

In 1943 Sir James died, this also was the year that little Alan Peter Smart was born [known to us as Peter] and later to become President of the TSCC car club

In 1978 the CARRINGTON was placed on the register of National Trust.

In 1985 the CARRINGTON was closed by the Licensing Court of NSW due to breach of Fire Ordinances, and remained closed and boarded up until its purchase at the end of 1991.

The restoration of the hotel has taken eleven years to date, with work continuing on the level three observation deck, the power house and garages. Completed to date is the Lounge. Billiards room, Library. Grand dining room, Cocktail bar, Ballroom, Coach House .Driveways .Car parks, Gardens and 65 Rooms along with suites

In July 2007 Mr Paul Goddard a well known leading Sydney Bank of New South Wales Manager with lovely wife Jan [ standing on a chair]directed members to there seats , to the well organized Christmas Luncheon for members and guests of the Thoughtbred Sports Car Club [ TSCC], this luncheon will prove to be one of the premier TSCC events of this year . Mr Malcolm Ireland of Lindfield Estate in the Sydney area ,thanked Mr & Mrs. Goddard for the organization and recommended that the function should be held at the CARRINGTON next year ,a great applause was rendered from the tables and took quite a few drinks to control the TSCC group down to an orderly situation . It may have been Mr Roland Clark of the Galston Garden Farm suggestion of free drinks all round next year? .Mrs. Pamela Johnson representing the Oakville Property Group Sydney and a fine white wine consumer rose her glass and cheered HERE, HERE I WILL DRINK TO THAT ??? in which Mr Raymond Ross of Rossmoor Cattle Station part of the Oberon Pastoral area .jumped to his feet in fright , only to be calmed down by Margaret his wife and other members of his table .Well known Stag Hunter Lindsay Day from Triumph Lodge Manly agreed along with wife Jill to produce a news article of this historic event after winning the great golden pen award .Its all so to be noted that Sir John Lewis well documented Australian adventurer has planned to cross Australia via the dirty dusty GUN BARREL desert highway track ,his wife Barbara has offered her total support and will act as his chief mechanic ,cook ,bar attendant and is well educated in tent erecting duties etc.

Another member who supported this TSCC venue was Retired International Race driver, Speedy [Lester] Gough who actually allowed his lovely wife Pam and son Richard to attend this function, need I say more???? . Flight Lieutenant Commander [AFC] Royal British Navy Christopher Johnson and wife ex Navy Leading Wren Joan Hindmarsh Coulson R.B.N. did not find Speedy Gough's slackness in failing to inform Pam of the full TSCC's Calendar of events was not amusing and in fact commented [ its just not the bloody done thing old boy]

Engineer Mr Robert Finney of Newcastle said they would have the PASHER BULKER removed from Nobbys Beach with in a couple of days, due to the pulling power of his Mustang and not to be concerned about the oil leak at this stage. Mr Keith Reynolds {Triumph of Disguises and Allusions} was up to his old tricks again cleverly disguising him self as a larger Santa Clause , no one could pick this ,and was done so well only a few that sat on his knee found .the truth about Keith's very hidden talents .

Professor Victor Andrews,of the Lucas Heights Nuclear Reactor assured everyone at his table that the new reactor was almost safe and only has developed a couple of hairline cracks and is the reason why he glows a green colour in the dark , if a situation should develop further , he had his trusty Viper fueled up ready on stand by ,to quickly transport him to his safe property in the middle of Australia, Victor also noted that when he was totally safe he is prepared to issue a RUN FOR YOUR LIFE WARNING to all members of TSCC that have not up set him in anyway in the past years . Almost professional Golfer Mr Graham Olliffe commented how his wife Marilyn enjoyed there resent trip to Italy on the off chance to purchase a Ferrari Golf Buggy ,after some serious discussions ,it was decided that although the red colour would be suitable as a Golf Buggy , he would wait until the electric model came out . Lady Susan Smart, daughter of police Sergeant Jones from the rich gold mining town of Gulgong commented that even though Graham would attract a great respect amongst other players, he would have the only golf cart of this type in Australia, who would maintain the Ferrari Golf Buggy or would it have to go back to Italy for repairs.



Les Johnson

The Loving Husband...



A man and his wife went on vacation to Jerusalem. While they were there, the wife passed away. The undertaker told the husband, "You can have her shipped home for \$5,000, or you can bury her here, in the Holy Land, for \$150." The man thought about it and told him he would just have her shipped home.

The undertaker asked, "Why would you spend \$5,000 to ship your wife home, when it would be wonderful to be buried here and you would spend only \$150?"

The man replied, "Long ago a man died here, was buried here, and three days later he rose from the dead. I can't take that risk."



### **ARTS, CRAFT AND HOBIES NIGHT 14/07/2007**

This was a very successful event with 39 people attending and \$1740 raised for the Club. Many thanks to Vern & Wendy Kelly for allowing us to use their lovely home for the occasion.

As this was Bastille Day Vern & Wendy were dressed appropriately as a “French” couple and greeted everyone on arrival with a glass of Champaign



The silent auction provided some spirited bidding between Les Johnson and Gordon Newman for the lovely doll donated by Toni Ireland. Eventually won by Les. Other items in the auction were a Mad Dog Carrier donated by Les Johnson, Original Pencil drawing by Colin Watts and a Clock by Keith Reynolds.



The following members donated items for exhibition or sale.

Vicki Bell  
Jill Day  
Val Dixon  
Jan Goddard  
Chris Johnson  
Joan Johnson  
Roselee Johnson  
Malcolm Ireland  
Toni Ireland  
Carolyn Reynolds  
Sue Smart  
Peter & Eve Stefan  
Colin Watts

A number of items were donated for raffle prizes by Graham & Marilyn Olliffe, Vicki Bell, Terry Daly and Colin Watts. Yours truly scored one of raffle prizes and as a result “won” the right to this article, although Les

suggested before hand that in the event of having the winning ticket I should decline to accept the prize and therefore would not have to write the article.

During the course of the night Colin Watts provided a selection of piano pieces by well known composers which were appreciated by the Members present. Colin had somehow managed to get his keyboard and stand into his car and transported to Vern & Wendy's place. We also had a DVD, provided by Peter Smart, of the Bingara Bash playing.



This was a very good night and a credit to the organisers. A big thank you also to all those who provided items for prizes, sale and display.

Ian Norman

**WEDNESDAY RUN TO WISEMAN'S FERRY 18/07/007**

Pam and I arrived at McDonald's Richmond in our XKSS, to find a lot of the Males looking at Chris & Joan's new BMW convertible [very nice Chris] also Ian was there in his new BMW convertible which used to belong to Chris.

After receiving our special survivors kit we set off at around 10-30 am heading west thru Nth Richmond turning right at Kurrajong then basically driving on country roads. Pulling up behind us at Sackville Ferry were new members John & Karma in their BMW. The weather was good so Vern decided to put the roof down and we continued on to Wiseman's where we all crossed on the ferry together then the short drive to Forgotten Valley Restaurant.

The restaurant had this great atmosphere with an open fireplace and nice views of the river and best of all we had it to ourselves. Robyn & Kevin were the last to arrive coming straight from home. The meals were ordered, the wine was opened and the noise was loud from everyone having a good time.

We all departed at about the same time with, for most of us, an easy drive home. On behalf of everyone I would like to say a big thank you to Keith & Carol for a great day and I am sure the Forgotten Valley Restaurant will see us all again.

Norm Johnson



# THE BRASS MONKEY RUN

Sunday 29<sup>th</sup> July 2007

What can I say.....those who know me are all well aware I don't do mornings, I don't do cold and I don't function without a strong cup of REAL coffee first thing in the morning and with this run, brilliantly organized by Roselee and Les Johnson, all of the above went by the board. Greg and I were up at 4.52am, fed the animals, packed the Boxster, put the top down, I think the temperature was about 5 degrees, and left Willoughby in the dark at 5.45am with an almost full moon to guide us on our way to Goulburn.

The others who were stoic enough to brave the cold and head for a big brekkie at the Soldiers Club in Goulburn were:

Les & Roselee Johnson  
Vern & Wendy Kelly  
Paul & Jan Goddard  
Norm & Pam Johnson  
Peter & Sue Smart  
Malcolm & Toni Ireland  
Ian Norman  
Graham & Marilyn Olliffe  
Keith & Carol Reynolds  
Roland & Stephanie Clark  
Terry & Robyn Daly  
Lindsay & Jill Day  
Russell & Carol Kelly  
Lana Daly & Ed  
Vic Andrews  
Graham & Nola Webster  
Jon & Irene Cran





We arrived at the Club around 7.45 and watched as an assortment of cars, a great many different makes and models from different car clubs, filled up almost every available parking space outside the club and around the park across the road. These included Austin Healy's, MG's, MX5's BMW's, Jags, a Mustang, a Holden Astra convertible, another Porsche and Les' very regal looking Rolls Royce. A hearty breakfast was had by all, much needed to warm us up as the temperature had hit -1 degree through the Sutton Forrest area. I now know to take a doona as well as a hat, coat, scarf and very warm jumper next time the top is down for a winter run.....and for those of you with heated seats, I'm very jealous!!

During breakfast Les handed out the Observation Run sheets to those continuing onto Braidwood for lunch, some of us filled up with fuel and we said goodbye to Ian Norman and others who were heading back to Sydney.

Question sheets in the hand we all set off in the direction of Braidwood ready for some fun, knowing the answers to the Observation Run questions may not be as straightforward as we might think. Greg and I got the first question answered and then found the answer to the fourth question.....oops it was time to back track to the first answer, waving to those who were confidently heading in the right direction, to pick up the answers to questions 2 and 3!! There was a lot of jumping in and out of cars looking for answers, traipsing through the local cemetery reading headstones, some people were even seen on railway tracks. No trains in sight, but one does wonder what would have happened to the next train if we had moved Level 7 'Up Home'.



The Day's and Bell/Balls at the dead centre of town.



I don't think A F Thorley Automotive Engineering can do anything for the Roller Les!

Everyone made it into Braidwood where they were now driving in all directions, some did not have the maps Les provided to get them around Braidwood to find the last of the answers. Once finished we handed our completed Observations Run sheets to Les, the winners to be announced later that evening and absolutely no correspondence would be entered into, Les and Roselee's decisions were to be final. After a stroll around the town we all met up in the bar at the Royal Mail Hotel for a quick pre-lunch drink before sitting down to a hearty Sunday roast lunch in a private dining room, a very noisy happy crowd.

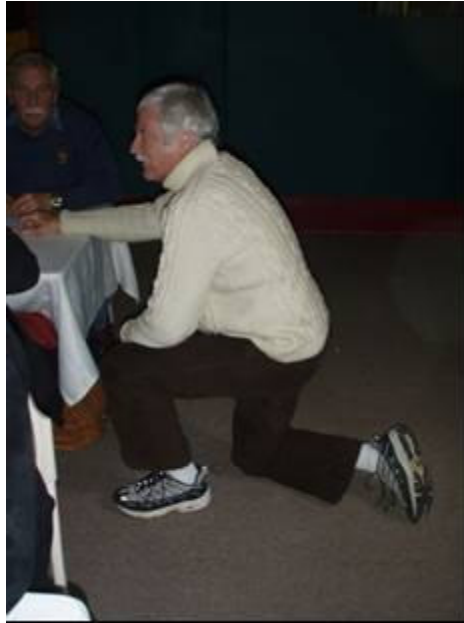


A little retail therapy for the Irelands and then lunch!



We said good-bye to Lana & Ed and Graham & Nola after lunch and headed off down the mountain through some fabulous country to Mollymook for our overnight stay at the Mollymook Shores Motel. No signs of drought along the way, some very lush country with well fed cows and sheep grazing in the fields.





Our President down on bended knee at lunch, what could he be proposing?

We arrived late afternoon with enough time for a quick rest, a read of the Sunday papers or just taking in the fabulous view of the beach and ocean across the road from the Motel. Wendy and Carol spotted some dolphins having a late afternoon swim off the beach.

We were fortunate enough to be allowed the reception area of the Motel for our pre-dinner drinks, and oh yes, more food!! Vern took the opportunity once everyone had arrived to thank Roselee and Les for all the hard work they had put into making the weekend such a success.

Les went through each of the questions from the Observation Run giving the 'correct' answers, with many a groan being heard but no arguments. He then announced the winners of the Run being an equal 1<sup>st</sup> place for Peter & Sue Smart and the Bell/Balls followed closely by Lindsay & Jill Day. Prizes to be awarded at the August Meeting.



From here we crossed the road to the Mollymook Golf Club for dinner where the lobster seemed to be the popular choice and it was just after we had eaten that a call came over the PA system for Greg to go to the front desk where he received a gold table napkin with a message on it!



In the excitement of winning the honour of writing the article for the magazine we realized we'd better start taking notes and photos and remembering all that had happened that day!





Given the ungodly hour we had all left home that morning a steady stream of people said their goodnights and headed back to the motel. But, as usual, there was a hard core of 12 left to adjourn to the bar area for a nightcap and/or put a dollar or two in the pokies. As I only play the poker machines about once every year or so I was quite happy that I came out \$9 richer, may have been more but Greg told me to stop winning and we joined the others for one last drink. At around 10pm the Club PA system told us, 3 times, that the poker machines were being turned off and the bar was closing. It was as we were leaving that Pam Johnson spotted the chocolate vending machine and decided to try her luck to get the little crane to pick up her choice and sweep them into the collection tray. As this wasn't going so well Les tried the 'tilt' option.....at which stage we were swiftly escorted from the Club. We all found our way back across the road for a good night's sleep. Pam unfortunately was left without any chocolate.

Many of us missed Paul Goddard's 5am jogging group on the beach the next morning, he told me it was so dark anyone who was late wouldn't have been able to see the group to catch them up.

Greg and I packed up and left Mollymook at 8am Monday morning. Unfortunately Greg had to be back at the office before lunch so we missed the breakfast at the Café around the corner from the Motel. It was a beautiful day for the drive back to Sydney, and we drove through some very lush green pastures stopping at Berry for coffee and a little retail therapy.

Greg & Vic

# MOTORING ALONG THE OLD HUME HIGHWAY

Historic Berrima in the Southern Highlands was our destination for the August Wednesday run, kindly organised by Karma & John Watson. Starting from 'McCafe' at Liverpool, we drove along parts of the Old Hume Highway via Picton, Bargo, & the Camden Bypass, joined the F5 at Yanderra for a short burst, then off at the Mittagong exit on the old highway to Berrima.

Our fellow travellers were:

Karma & John Watson – BMW Coupe

Stephanie & Roland Clark – Aston Martin DB 4 (powered by Lexus)

Marilyn & Graham Olliffe – Peugeot 407 Coupe

Jan & Paul Goddard – Mazda MX 5

Vern Kelly & Malcolm Ireland – Vern's Mercedes CLK 430

Colin Watts & Ian Norman - Colin's Mazda MX 5

Roselee & Les Johnson – Subaru AWD

Val & John Dixon – BMW 318i

It was the first club outing for Colin's newly acquired silver MX5 (hard top convertible), with Ian gladly acting as navigator.

Berrima is one of the oldest villages in the Southern Highlands, and has maintained its colonial atmosphere by preserving many of its original buildings. The venue for lunch was Australia's oldest continuously licensed hotel, The Surveyor General Inn (Circa 1835). The Bushrangers Bistro was a very cosy spot with the sun streaming through the windows to warm us, and a variety of food to tempt us. Roast of the day, fish, and lamb shanks were some very large meals we enjoyed. It was great to catch up on all the news of the group, and we missed the company of Chris and Joan (who was not well on the day).

When lunch was finished, everyone wandered off in different directions to see the village, with its impressive Court House (Circa 1838), Gaol (Circa 1839) and many other original buildings dating back to the 1830's.

The many antique, clothing and gift shops make it difficult to see them all in one day, but between the 18 of us we covered quite a few. Roselee, Val and I found an amazing antique shop with everything including the kitchen sink, sorry - washing up basin. Roselee spotted some glove stretchers – just what every well dressed lady needs. Meanwhile John, Les and Peter exchanged stories with the owner of a 1925 Vauxhall Tourer parked outside the White Hart Inn (Circa 1832). We ended our day with afternoon tea outdoors.

*As the shadows lengthened and we felt a chill in the air, we knew it was time to mount our trusty steeds and head for home.....  
for we had a long ride ahead of us back to Sydney town.*

Many thanks, John & Karma, for taking us on a trip back in time.

Sue Smart





## ALL BRITISH DAY SUNDAY 19<sup>TH</sup> AUGUST 2007

The gods must have had it in for us on Sunday 19/8/07.

In spite of the weather being just so British on a typical Spring day with solid rain for at least 3 hours there was an encouraging number of hardy (mad?) enthusiasts who turned up in a wide range of extremely well prepared cars. Those attending from the TSCC were:

Vern & Wendy Kelly	Jaguar Sovereign
Malcolm & Toni Ireland	Jaguar X300
Terry & Robyn Daly	Aston Martin Lagonda
Lana Daly & Partner Ed	and Ed's Father in his Jaguar MK2 3.8
Ian Norman	Jaguar MK2 2.4
John Watson in Ian Norman's	Morris Mini K

When we arrived around 8.15am we were told we could not park on the grass. Later because of the surprisingly large number of vehicles the organiser relented allowing the cars to park on the oval, providing we promised no doughnuts; in a 1970 Mini??

The range extended from a boat tailed Austin 7 circa 1930 to a 1980 Aston Martin Lagonda one of only 14 in Australia which was the length of a short aircraft carrier.



Rolls Royce and Bentley were well represented by Corniches of each maker with of course the fabric tops being 100% water proof, compared to some MGS and others with perhaps 70% water proof canvas tops.

We met a Land Rover nut who followed us across the paddock with a history story of the marque, saying electronics have been the ruination of the most reliable 4 wheel drive in history.

The little photograph sums up the ground conditions but we did not see any towaways.



It just confirms when car collectors have an opportunity to show their wares it takes more than a little rain to dampen their zest.

John Watson



**SHANNONS EASTERN CREEK DISPLAY DAY**  
**SUNDAY 26<sup>TH</sup> AUGUST 2007**

After a very thick fog in the Western Suburbs, particularly around Eastern Creek, the day became bright and sunny, and simply got better as the day wore on – a perfect day for August with bright blue skies and no wind, and reaching a lovely temperature in the mid 20's. Just right for a display day. This contrasted positively against our unfortunate wet and windy weather at the All British Day the previous weekend- but who could complain because we badly needed the rain.

This year we presented twelve cars of a wide variety of marques and eras as matches the nature of our Club. They were:

**Terry Daly – Ford GT40**

**Adrian Walker – Ferrari 308GT4**

**Les Johnson – Aston Martin DBR2**

**Norm Johnson – Jaguar XKSS**

**Neil Mason – Daimler 250 Saloon**

**Vic Andrews – Volvo Amazon**

**Graham Olliffe – Peugeot 407 Coupe**

**Keith Reynolds – BMW 328i Convertible**

**Russell Kelly – Austin Healey 100/6**

**Peter Smart – BMW 320i Convertible**

**Paul Goddard – Mazda MX5**

**Vern Kelly – Mercedes-Benz CLK430 Cabriolet**

Our display looked, as usual, distinctive with our yellow windscreen sashes and Club banner, and our yellow windscreen cards displaying the cars' specifications.

The Ford GT40 and the Aston Martin DBR2 drew the usual crowds all day, with innumerable photos of both cars being taken.

Also drawing a large amount of attention was Neil Mason's gorgeous Daimler 250. This is a genuine 44,000 mile car in totally original condition apart from a repaint in 1991 (and Neil adding wire wheels after his purchase). One of the previous owners, who had owned the car for 23 years and who had arranged the repaint, noticed the car in our display and spent a long time talking to Neil about the car's history.

I received several enquiries from prospective new members. I have subsequently provided by e-mail to those who were interested our website address and details of our Club Meetings and encouraged them to come along to a Club Meeting to meet us and to learn about our Club before deciding to join.

In all, another great day at Eastern Creek, with our display receiving a high degree of attention from other car club members and public spectators.

**Vern Kelly**





## A MOTORING JOURNEY

All of us has travelled through a motoring journey. Otherwise we wouldn't be in a car club. Like all of us, my motoring journey started when I was a mere lad. In fact our family didn't even own a car until I was in Year 6. My old Dad was a process worker in a battery factory and earned a pittance, so we simply couldn't afford to own, let alone run a car. I well remember our first set of wheels, a 1938 Dodge sedan which Dad bought for the princely sum of 110 pounds. It was a Rolls Royce as far as I was concerned. It was a CAR!! It was also a heap of automotive garbage. The brakes grabbed without warning although Dad eventually got on top of that problem. I remember the very first time we ventured out in it the battery failed and we had to endure the indignity of being pushed to get it started. When we pulled the motor apart (Dad was a part trained mechanic) one piston had a bit missing from the top. Believe it or not it still fired on all 6 cylinders!

The next car was a 1953 Dodge (Dad said the only *decent* cars were American) – absolute luxury!! – leather seats and it really *went*, or so I thought. We owned that car for about 5 years. Dad had one major prang in it but by and large it was a very reliable car. The next automotive masterpiece was a 1961 XK Falcon – another heap of garbage! God only knows how many miles it had done. We purchased it from the “Dodgy brothers” at the local used car yard. No doubt the mileage had been wound back several thousand kilometers. These particular Falcons were very weak in the front end and, sure enough, the suspension gave way on the nearside one day and Dad had to call on his mechanical skills to rectify the problem. After a while the big end bearings started to rattle a bit. Being the bush mechanic, Dad simply took the head and the sump off, slipped the new bearings around the crankshaft and while he was at it, took out the pistons and renewed the rings and gudgeon pins. The car ran sweetly for a few hundred miles but started to rattle again after a while. Why? The young apprentice mechanic across the road, whom we consulted about this unexpected turn of events, asked if we had reground the crankshaft - so that was the problem!!

Next came another Falcon, a 1965 model, the XP – “Wheels” magazine car of the year no less!! It had to be a good car!! Well it wasn't half bad apart from clapped out front shock absorbers. It was showing 16,000 miles when we bought it but again, like the XK Falcon, it had probably done considerably more! We had to have a reconditioned Higginbottom (they are still in business as you would know) motor fitted at 54,000 miles to quell the billowing smoke which issued forth every time we gave it a bootful. Around this time Dad retired and bought a brand new Datsun 1600, in my humble opinion the best car the family ever owned. Around this time we also bought Mum a Morris 850 (a Mini to most people) which became a sort of “spare” car which everybody used. After the Datsun Dad decided that he would go all sporty and bought a Datsun 120Y coupe (automatic no less - so Mum could drive it!) It went like a tired snail but when Dad had his first stroke and Mum had to take over the driving duties this little car suited her just fine. Dear old Dad passed away not long after this and the 120Y was the last “family” vehicle. Mum passed in her licence about 1987 and sold the car at that point in time.

Around the time of the demise of the second Falcon I acquired my first set of wheels, a 1960 Wolseley 15/60 purchased for the considerable (to me!) sum of \$700. I had wanted to buy a MGTF for the same money but Dad, being the safety conscious parent, said that I would probably kill myself in such a car and talked me out of it (oh how I wish I had that TF tucked up in a garage somewhere now!!). I had managed to save \$350 out of my student allowance over 3 years and borrowed the rest from a finance company. The car was the height of luxury with (well-worn) leather upholstery and genuine burr walnut door caps and dashboard. This old bus was my pride and joy for 14 months. It developed some bearing noise in first gear, due no doubt to my efforts to spin the wheels in that gear. If I really revved it in first and slammed it into second gear I was also able to get a chirp from the tyres in second as well! This may also have accounted for an inordinate number of punctures suffered during my ownership, 7 in fact!! I became very adept with tyre leavers and puncture repair kits. I couldn't afford to have punctures mended – that cost money of which I had very little at the time. I can well remember some weeks where I simply didn't have sufficient funds to fill the tank so I had to use public transport on such occasions.

Around this time I was appointed music teacher at Chester Hill High School and suddenly had MONEY!! So the Wolseley was traded in on a brand new Toyota Sprinter SL coupe, 1100CC of sheer FUN. It had twin carburetors and, provided you revved the guts out of it, it went pretty well for such a small motor. It was frequently taken to the 6000rpm red line in the lower gears. I had some epic adventures in that car. I

recall one occasion coming home from Adelaide, barreling along the Hay-Balranald plain at around 80mph when I heard this enormous roar. I backed off thinking I was about to blow the engine when, beside me there appeared a little Fiat 850 coupe, slowly creeping past without, I suspect, a muffler! This can't be happening, being blown off by some underpowered Italian rubbish, so I immediately increased my speed to 90 and left him floundering on the wrong side of the road. That was the last I saw of him!

Being a true-blue petrol head I had to get a car with POWER. So in 1971 I looked at a Falcon GT and again my Dad, probably quite rightly, discouraged the purchase on the grounds that it really was a deadly weapon designed to kill unsuspecting young revheads like me. Why not a more sedate, quality car like a Peugeot 504 or some such, he suggested. The Peugeot dealership also sold Triumphs and had a 2.5PI demonstrator for sale which, after a test drive seemed a fair substitute for the GT Falcon. It flew! What a heap of s#\*t it proved to be. When it went it really went but sadly that was not often. I had great pleasure in taking on V8 Falcons and Holdens at the lights and giving them a run for their money! However it was off the road a fair bit. I used to blow injectors regularly and once the fuel metering unit collapsed resulting in clouds of black smoke issuing forth and about 6 MPG, resulting from this malfunction! I blew the clutch at 18,000miles no doubt due to one too many stop light derbies. The fuel used to vaporize on hot days. It then developed a gearbox rattle in first which turned out to be a bent selector fork. Enough was enough. The Triumph had to go. Despite it being a great open road touring car, I had simply had a gutful of its constant misdemeanors.

So what was next? Back to the ever reliable Toyotas, this time a Celica Coupe. If the Triumph had been the worst car to date the little Celica was certainly the best. I ran it for 144,000 miles and in that time, apart from service items such as tyres and batteries, the only thing I had repaired was the alternator and I also had the auto choke converted to a manual one. In 1975 I married the girl of my dreams and we had to contemplate a second car. We settled on a Morris Major Elite, \$400's worth. After about 18months and 2 broken back axles (they were renowned for this) later I resold it for \$400 – cheap motoring I thought! This was followed by a succession of so-called Jap crap, boring but ultra reliable – Mazdas, more Corollas (for she-who-must-be-obeyed) and the odd Corona, Sigma, Magna etc., and a couple of Ford Festivas which found their way into the garage when economy was paramount in the motoring budget.

In 1983 I developed a serious automotive illness called “old car fever”! I had always wanted to buy an old classic and restore it. I looked at a succession of cars, a Volvo 123GT in immaculate condition which I came close to buying, a \$5000 dollar Porsche 356B (why didn't I buy it you say? I couldn't afford it, that's why!) a Bugeye Sprite which had no brakes and crazed paintwork – it was sold by the time I arrived anyway, a Mark One Jaguar with a very suspect auto box and paintwork carefully done with a 4 inch brush, and a fully-restored Peugeot 403 (tempting after my earlier brush with this French classic), Then one day in the Saturday classifieds I read an ad for a Mark 2 Jaguar, 2.4 litre manual- \$3000. I could barely afford this as well but after loans from Mum and the fair lady I was the proud owner of a rather down-at-heel Jaguar. When I went to buy this car, the next in line to inspect was the treasurer of the Jaguar Drivers Club who, I was informed by the vendor, would buy if I didn't. I figured that such a learned gent probably knew what he was talking about so I hurriedly laid down a deposit. I subsequently met this gentleman when I joined the JDCA a short time later. I didn't know it at the time but he also was to figure in my motoring journey as I will relate later in this tale. Buying the Mark 2 was with mixed emotions. Despite his love of American iron my Dad's dream car was a Mark 2 Jaguar a car which he was never able to afford. Sadly he had passed away 3 years before my purchase. I'm sure he would have approved of the Mark 2 and no doubt, would have figured heavily in its restoration had he still been with us. So, undaunted by the task ahead, I embarked on a restoration of my newly-acquired toy. The leather interior had seen better days and was replaced with good quality vinyl (I couldn't afford leather but should have gone into debt had I had known what I know now). The wood work was redone by a club member at a reasonable figure, the rear suspension came in for a complete overhaul and the old and rather tired 2.4 was replaced by a fully reconditioned 3.8 courtesy of the generosity of another club member and a little bit of blood, sweat and tears on my part. The car was made into a proper 3.8 - we changed the diff ratio, the front springs, the speedo and the badging. The final addition was a set of absolutely *essential* chrome wire wheels. The only thing I couldn't disguise was the body number. I had 9 enjoyable years with that car. The Jag only let me down a couple of times, due on both occasions to my mechanical ineptitude.

The time had come for me to experience another of Sir William Lyons's fine products. Remember the afore mentioned treasurer of the JDCA who almost beat me to the Mark 2? Well, not long after our first meeting, he had found a beautiful 26,000mile Daimler V8 250 sedan belonging to that literal little old lady, After 9 years he too had to move on and he advertised the Daimler for sale, mainly due to a necessary budgetary tightening of the reins in his business ventures. Will I or won't I buy it was the question. I eventually came to a decision and, for about 2 months, had two classics in the garage. The Jag eventually went to a good home in Newcastle I'm please to say. The Daimler was a great little car. That V8 burble was something to behold. My daughter used to like to sit in the rear seat like a Queen and be ferried around like royalty. I had promised treasurer Robert to give him first refusal if I ever sold the car, which subsequently happened. In the latter half of 1994 I contracted another automotive illness, known as the open sports car disease. My daughter was horrified to learn that the Daimler was to be sold. I had decided to go for an English drop top and on the consideration list was an MGB and a fully-restored Triumph TR4. The MGB eventually one out – I didn't think I would be able live with the TR's scuttle shake. When I went to pick up the B which I purchased with the proceeds of the sale of the Daimler, my daughter accompanied me and, despite it being a bitterly cold winters day, she insisted on returning home with the top down. From that moment on I couldn't keep her out of the B, always with the top down. She would arise with me at some ungodly hour to join me on the numerous brekky runs organised by the MG Car Club which, I had, by now, joined. If I really pinch myself and be honest, I think the B was the most enjoyable classic I have owned to date. There is no substitute for taking the top down on a crisp Sunday morning and going for a blast up some deserted country road, with that wonderful MGB exhaust note bouncing off the cuttings. This I frequently did I must confess.

When I was a spotty youth at the tender age of 18 I began a love affair with E type Jaguars. This was due to my friendship with the son of one of dad's best friends. He had purchased a near new 3.8 litre E type and I was hooked from that moment on. I spent as much time over at his place as I could. Any time it needed washing and/or polishing I would be over there in a flash. I had some memorable trips in that car. I saw 145MPH on the speedo one day (I was NOT at the wheel at the time, more's the pity!), the fastest speed at which I have traversed this fair earth. He would regularly take on and pass 10 cars at a time, popping it to top gear at some astronomical speed as we pulled back onto the legal side of the road. He *did* give me a drive on one occasion. It was through the western suburbs of Sydney. I was pulled up at an intersection and went to slip it into 1<sup>st</sup> gear when not quite stationary. No synchromesh on first gear in a 3.8 E type! The young bloods waiting to cross the road gave me a huge serve and applause, much to my chagrin.! After another encounter with an E type in which I won a car magazine competition to actually drive an E type I knew I had to own one. The B had to go, and I sold it with much reluctance. I would really like to own another B one day when I have had my fill of E types! I would have kept it but I couldn't afford to, nor did I have the room to store it, nor did the fair lady really take to the idea of two classics to maintain and garage.

My first E type was "budget" one, a Series 2 2+2. It went like a blur, the motor only being 9,000 miles old. It had its faults but it was an E type! I had fulfilled my boyhood dream! Well not quite! I really wanted a 2 seater coupe which, to my mind is the ultimate shape for an E type. I also wanted a 4.2 with the better brakes. Secretly I wanted a red one too, as my friend's had been. To my absolute joy I eventually found (and could now afford) what I wanted, colour and all! In 2003 a Series 1.5 red 2 seater coupe became my pride and joy! I had joined the TSCC with the 2+2 but club members will know the red beast as I call it. I have had a few ups and downs with the - couple of years ago it started running on anything between three and a half and five cylinders which was fairly embarrassing. A set of higher heat range plugs did the trick. It has fired on all six ever since.

Well that just about brings my motoring journey up to the present day. Looking back I now realize that some of those early cars are now considered classics in their own right. Little did I know at the time that they would become so. Along the way I missed out on buying some cars that, had I spirited them away, would now be worth many times over what I would have paid for them at the time - the MGTF and the Porsche for example. I also was going to buy an XK140 with a mate for \$700 – it was hand painted but went like stink as I remember. Our respective fathers talked us out of that one. I would be close to an automotive millionaire if I had have purchased the Falcon GT and kept it. They are going for between 6 and \$700,000 at auction these days. I sure we all have plenty of those "if only" stories to tell. Hopefully



club members will have had a bit of entertainment reading about my “motoring misdemeanors” and maybe it may even inspire them to tell us their story one day.

Colin Watts



Wosley 15/60



Toyota Corolla Sprinter



Triumph 2500 PI



Toyota Celica



Jaguar MK 2



Daimler 250



MG B



Jaguar E Type 2 + 2



Jaguar E Type Series 1.5

Editors Note: Since writing this article Colin has sold his E Type and Camry and purchased a Jaguar X Type and Mazda MX 5

# CALENDAR 2007

	DATE		EVENT	ORGANISER	PHONE
JAN.	Fri 26	S	NRMA Motorfest	Roland Clark	9653 2866
FEB.	Wed 14 Wed 21	M F	Monthly Meeting Wednesday Run	Val Dixon Peter & Sue Smart	9403 6905 9630 1050
MAR	Sun 4 Sat 10  Wed 14 Wed 21	R S  M F	Oran Park GP Tea Gardens Hawkes Nest Motor Club Motorfest Monthly Meeting Wednesday Run	Lester Gough  John Burton Val Dixon Roland & Stephanie Clark	9799 3209  4997 1859 9403 6905 9653 2866
APRIL	Wed 11 Wed 18 Sun 22	M F R	Monthly Meeting Wednesday Run Eastern Creek	Val Dixon Kevin & Robyn Leggott Lester Gough	9403 6905 4959 5771 9799 3209
MAY	Wed 9 Wed 16 Sun 20 Sun 20 25 - 28	M F S R S	Monthly Meeting Wednesday Run Hunter Valley Bus Tour Wakefield Park Bingara Bash	Val Dixon Greg & Kayelene Menzies Keith & Carolyn Reynolds Lester Gough Terry & Robyn Daly	9403 6905 9871 7352 9634 6342 9799 3209 9488 9590
JUNE	Sat 2 Wed 13 Wed 20 Sat 30	S M F R	Restaurant Night Monthly Meeting Wednesday Run Oran Park GP	Peter & Evelyn Stefan Val Dixon Chris & Joan Johnson Lester Gough	9624 8331 9403 6905 9875 3691 9799 3209
JULY	Sun 1 Wed 11 Wed 18 Sat 28 Sun 29	S M F R S	Ladies Day/Xmas in July Monthly Meeting Wednesday Run Oran Park GP AHOC "Brass Monkey" Run & O'night Stay	Paul & Jan Goddard Val Dixon Keith & Carolyn Reynolds Lester Gough Les & Roselee Johnson	9481 9715 9403 6905 9634 6342 9799 3209 9412 1838
AUG.	Sun 5 Wed 8 Wed 15 Sun 19 Sun 26	R M F S S	Eastern Creek Monthly Meeting Wednesday Run All British Day, Kings Schl Shannons Eastern Crk	Lester Gough Val Dixon John & Karma Watson Ian Norman Adrian Walker	9799 3209 9403 6905 9980 8981 9674 2717 9987 4299
SEP.	TBA Wed 12 14 - 16 Sun 16 Wed 19	S M S R F	Orange Blossom Festival Monthly Meeting Temora Air Show Weekend Wakefield Park Wednesday Run	Malcolm Ireland Val Dixon Graham & Marilyn Olliffe Lester Gough Paul & Jan Goddard	9416 3031 9403 6905 9630 3971 9799 3209 9481 9715
OCT.	Wed 10 Wed 17 Sat 20 Sun 28	M F R S	Monthly Meeting Wednesday Run Oran Park South Pride Of Ownership Day	Val Dixon Peter & Kathy Eaton Lester Gough Vern & Wendy Kelly	9403 6905 4360 1700 9799 3209 9651 2770
NOV.	Wed 14 Sat 17 Wed 21	M S F	Monthly Meeting/AGM Mystery Activity Wednesday Run	Val Dixon Keith & Carolyn Reynolds Colin Watts	9403 6905 9634 6342 9624 8202
DEC.	Sat 1	S	Christmas Dinner & Presentation Night	Vern Kelly & Malcolm Ireland	9651 2770 9416 3031

## 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)

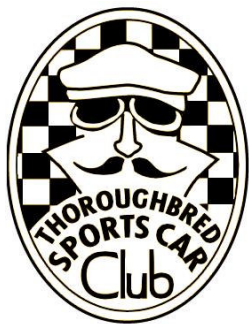
S = Social Events (2 Points)

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)



## Thoroughbred Sports Car Club

### 2007 Membership Form

**Membership Year: 1 March 2007 to 28 February 2008**

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
	OFFICE USE ONLY										
	Date Joined										
	M'ship No.										
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	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
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MEMBERSHIP CATEGORY	ANNUAL FEE	ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES
<input type="checkbox"/> Single	<b>\$50</b>	(i) Eligible to attend and/or compete in all listed TSCC calendar events (ii) Receive all printed matter issued by the Club
<input type="checkbox"/> Family	<b>\$60</b>	This category covers ONE ADDITIONAL person (ie Member plus one) Spouse / partner is eligible for (i) above



This Newsletter is published by:  
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Articles are invited and should be sent, faxed or emailed to the Editor for publication, showing the name and address of the author.