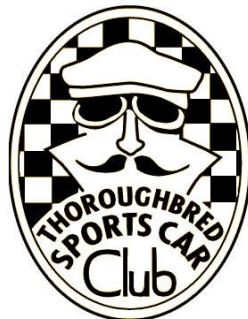


top *gear*



Wendy Kelly receiving her observation prize for the Breakfast Run from Vince Thompson Social Director M-B Club. Also in the photo (between Vince & Wendy) is Matthew Pritchard Events Director M-B Club who was joint organizer of the run with Vince.



2008 COMMITTEE

President	Vern Kelly	9651 2770 (H)
Vice President / Social Director	Malcolm Ireland	9416 3031 (H)
Secretary	Vicki Bell	9958 8721 (H)
Treasurer	Wendy Kelly	9651 2770 (H)
Editor / Webmaster	Ian Norman	9674 2717 (H)
Club Shop / Raffles / Club Property	Peter & Sue Smart	9630 1050 (H)
Point Score Keeper/CAMS & CMC Delegate	Lester Gough	9799 3209 (H/F)
Sporting Secretary	Malcolm Stephen	9543 2951 (H)
Club Plate Registrar	Roland Clark	9653 2866 (H)
		9653 2867 (F)
Public Officer	Graham Olliffe	9630 3971 (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 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

P.O. Box 4152

Castlecrag NSW 2068

Email: secretary@thoroughbredsportscarclub.asn.au

Web: www.thoroughbredsportscarclub.asn.au

PRESIDENT VERN'S

VERNACULAR



Hello to you all, and I hope that everybody is well.

Firstly, a look-back at some enjoyable recent events. In early March, we again attended the Tea Gardens/Hawks Nest Motorfest. This popular & well-run event in a nice location again attracted a big attendance of around 300 cars of all types and vintages (and a few bikes). Our Club was again well represented this year, with around ten cars, albeit down a little from the previous year due to a few members being away. Weather was again beautiful (John Burton knows how to arrange this!!) and the camaraderie was great.

Vice President Malcolm arranged an interesting journey via convoy on the way to Tea Gardens/Hawks Nest for lunch at historic Morpeth for those members going up on the Friday. See the article on this event for more details.

In early April, we enjoyed a wonderful 4 day Rally to Orange & surrounding historic towns & areas organised by Terry Daly. 32 people (the numbers keep growing!!) enjoyed this excellent event. Good food, wine (including sampling the local wines) and fabulous weather made this a memorable event. The weather, in particular, was simply beautiful.

The Club is indeed fortunate to have “can do” people like Terry Daly & others who are prepared to do the hard yards in organising these major events for the enjoyment of all members. On behalf of all, many thanks, Terry.

As I write this, we are about to participate this coming weekend with an inaugural joint Run with the Mercedes-Benz Club. This will be a Breakfast Run to Ettalong Beach for breakfast, followed by an optional further excursion for sightseeing around the Central Coast. This promises to be a great event, with a huge number of 31 people & 18 cars accepting to attend from our Club and should be a great opportunity to meet some new people and to view some lovely cars from various eras of the great marque of Mercedes-Benz.

In line with arrangements agreed between our two Clubs last year, this Run is being organised by the Mercedes-Benz Club, & for our Wednesday Run in October we will be inviting the Mercedes-Benz Club to join us on our Run.

Christmas is coming!!! – well, Christmas in July, anyway. Our next big event will be our traditional Christmas In July. This year organiser Peter Stefan is taking us back to the very popular venue initially selected by Paul Goddard - The Carrington Hotel at Katoomba. This was a universally popular venue last year and everyone I spoke to was impressed by the great food, good service and excellent ambience provided by this renovated icon hotel in the Blue Mountains. It was a wonderful event.

Whew – it’s all go, as usual. Let’s continue the year as we started it – busy!!

Happy Motoring
President Vern

CALENDAR 2008

	DATE		EVENT	ORGANISER	PHONE
JAN.	Sat 26	S	NRMA Motorfest		
FEB.	Wed 13 Wed 20	M F	Monthly Meeting Wednesday Run	Vicki Bell Peter & Sue Smart	9958 8721 9630 1050
MAR	Sat 8 Wed 12 Wed 19 Sun 30	S M F R	Tea Gardens Hawkes Nest Motor Club Motorfest Monthly Meeting Wednesday Run Round 1 CAMS Supersprint	Malcolm Ireland Vicki Bell Roland & Stephanie Clark Oran Park GP - NSWRRRC	9416 3031 9958 8721 9653 2866
APRIL	Fri 4/7 Wed 9 Wed 16 Sun 27	S M F R	Orange Rally Monthly Meeting Wednesday Run Round 2 CAMS Supersprint	Terry & Robyn Daly Vicki Bell Keith & Carol Reynolds Wakefield Park – Mini Car Club	9488 9590 9958 8721 9634 6342
MAY	Sun 4 Wed 14 Sun 18 Wed 21	S M R F	Joint Breakfast Run MB Club Monthly Meeting Round 3 CAMS Supersprint Wednesday Run	Vince Thompson Vicki Bell Eastern Creek - TBA Colin Watts	9874 7745 9958 8721 9624 8202
JUNE	Sun 1 Wed 11 Wed 18	R M F	Round 4 CAMS Supersprint Monthly Meeting Wednesday Run	Oran Park GP - NSWRRRC Vicki Bell Jack & Jennifer Jones	9958 8721 9654 1129
JULY	Sun 6 Wed 9 Wed 16 Sun 20 Sun 27	S M F R S	Xmas in July Monthly Meeting Wednesday Run Round 5 CAMS Supersprint AHOC “Brass Monkey” Run & O’night Stay	TBA Vicki Bell Paul & Jan Goddard Wakefield Park – MX-5 Club TBA	9958 8721 9481 9715
AUG.	Sun 10 Wed 13 Sat 16 Wed 20 Sun 17 Sun 24	R M R F S S	Round 6 CAMS Supersprint Monthly Meeting Round 7 CAMS Supersprint Wednesday Run All British Day, Kings Schl Shannons Eastern Crk	Eastern Creek - ARDC Vicki Bell Oran Park GP – Mini Car Club John & Karma Watson Ian Norman Adrian Walker	9958 8721 9875 3080 9674 2717 9987 4299
SEP.	Wed 10 Sun 14 Sun 14 Wed 17 Sat 20 Fri 12 to Sun 14	M S R F S S	Monthly Meeting Orange Blossom Festival Round 8 CAMS Supersprint Wednesday Run Shed Crawl Thoroughbreds & Fillies Weekend	Vicki Bell Malcolm Ireland Oran Park South - NSWRRRC Brian & Barbara Marshall Roland Clark Graham & Marilyn Olliffe	9958 8721 9416 3031 9651 2821 9653 2866 9630 3971
OCT.	Wed 8 Wed 15 Sun 26	M F S	Monthly Meeting Wednesday Run (MB Club Invited) Pride Of Ownership Day	Vicki Bell Ian Norman Vern & Wendy Kelly	9958 8721 9674 2717 9651 2770
NOV.	Wed 12 Wed 19	M F	Monthly Meeting/AGM Wednesday Run	Vicki Bell John & Val Dixon	9958 8721 9403 6905
DEC.	Sat 6	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)

In addition to the events listed on the previous page the following events are authorised TSCC events for the purpose of Conditional Registration (“Club Plates”) and have been extracted from the Council Of Motor Clubs (CMC) Website.

CALENDAR OF KNOWN EVENTS 2008

2008	Event	Venue
21 - 23 MARCH	FoSC ON THE MOUNTAIN	MT PANORAMA - BATHURST
21- 23 MARCH	(ROCC) RENAULT RENDEZVOUS	CANBERRA
21 - 24 MARCH	LAND ROVER OWNERS CLUB 60 TH ANNIVERSARY	COOMA
30 MARCH	AUTO ITALIA	CANBERRA, LAWNS OF OLD PARLIAMENT HOUSE
1 APRIL	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
5 APRIL	MID COAST FORD MOTORFEST	JOHN WRIGHT PARK , TUNCURRY
6 APRIL	MERCEDES-BENZ CLUB NSW SHOW 'N' SHINE DAY	CANADA BAY CLUB CARPARK, FIVE DOCK
16 APRIL	GEAR MOTORSPORT (50 TH MEETING)	WAKEFIELD PARK, GOULBURN
19 & 20 APRIL	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
24 -27 APRIL	WINGS, WHEELS & WINE	MUDGE
27 APR - MAY 2	VCCA NATIONAL 1 & 2 CYLINDER RALLY	FORBES
2-5 MAY	CMC THREDBO JAZZ FESTIVAL TOUR	THREDBO & SNOWY MNTS
18 MAY	NATIONAL MOTORING HERITAGE DAY	VARIOUS LOCATIONS - TBA
18 MAY	EARLY FORD V8 STATE CONCOURS DAY	WINFORD MOTORS, McGRATH'S HILL
24 MAY	70 TH BIRTHDAY OF THE VOLKWAGON BEETLE	FORECOURT, DARLING HARBOUR
25 MAY	3 RD ACT EJ-EH HOLDEN CAR SHOW	PARK NEXT TO BUNNINGS AT TUGGRANONG
25 MAY	VW NATIONALS	FAIRFIELD CITY SHOWGROUND
10 JUNE	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
11 JUNE	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
14 & 15 JUNE	FoSC FESTIVAL of SPORTING CARS	ORAN PARK GP CIRCUIT
15 JUNE	CCHCC CENTRAL COAST SWAP	GOSFORD SHOWGROUNDS
22 JUNE	SOUTH COAST HOLDNE OWNERS CLUB CAHRITY SHOW'N' SHINE	KEMBLA GRANGE RACECOURSE
22 JUNE	VCCA / VMCC ALL VETERAN RALLY	MARAYLA
28 & 29 JUNE	HSRCA HISTORIC RACING	ORAN PARK GRAND PRIX
13 AUGUST	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN

17 AUGUST	ALL BRITISH DAY	KINGS SCHOOL – NTH PARRAMATTA
23 & 24 AUGUST	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
26 AUGUST	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
6 & 7 SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK RACEWAY
21 SEPTMBER	BURWOOD SPRING FESTIVAL CLASSIC CAR SHOW 'N' SHINE	BURWOOD PARK
27 & 28 SEPTEMBER	HSRCA – HISTORIC RACING	WAKEFIELD PARK - GOULBURN
7 OCTOBER	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
8 OCTOBER	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
26 OCT – 2 NOV	VCCA / SHANNONS NATIONAL RALLY	CANBERRA
2 NOVEMBER	ALL CHRYSLER DAY	FAIRFIELD CITY SHOWGROUND
9 NOVEMBER	TLCAC "10TH ANNIVERSARY SPECIAL" SHOW N SHINE	WYONG RACECOURSE - WYONG
22 & 23 NOVEMBER	FoSC FESTIVAL of SPORTING CARS	WAKEFIELD PARK - GOULBURN
23 NOVEMBER	MARQUES IN THE PARK	JOHN KNIGHT MEMORIAL PARK, BELCONNEN
28 - 30 NOVEMBER	HSRCA – TASMAN REVIVAL MEETING	EASTERN CREEK RACEWAY
3 DECEMBER	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
9 DECEMBER	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN

A CHANGE TO THE RULES OF THE SPORTING CHAMPIONSHIP

At the April meeting the Committee agreed to change the rules of the Sporting Championship.

BACKGROUND

For some time, the TSCC's Sporting Championship has been at risk of becoming irrelevant due to lack of participation. In the club's earlier years, the Sporting Trophy was keenly contested, but such is not the case now. With only 1 or 2 active competitors, this obviously hasn't been a healthy situation. Currently, there are half a dozen or so club members actively participating (or considering it) in club level motor sport in events outside of the TSCC's sporting calendar on a regular basis. These events haven't been recognised by the TSCC.

DETAILS OF THE CHANGE

The changes are only minor resulting in an expanded events calendar and a slightly modified point score system designed to encourage greater participation and fairness.

Expanded events calendar

Instead of selecting a number of events from the NSW Super Sprint Calendar, the whole calendar will be included (providing 2 or 3 extra events p.a.) as the default calendar (for those without competition options outside the TSCC).

We now encourage and allow members who participate in CAMS sanctioned events outside of the TSCC calendar to submit their results to the Point Score Secretary for inclusion in the TSCC Point Score. Participants will be allowed to submit a total number of events not exceeding the number of events in the TSCC calendar (in 2008 it is 8 and it may change in future years) for inclusion in the TSCC Point Score. Participants will be responsible for advising the Sporting Secretary and the Point Score Secretary of their results.

Effectively, the only change is to increase the number and variety of events that members can choose from.

Modified point score system

The point score system has been modified by adding an additional 1 point for competing in each event (in addition to points for placings and FTD).

The point allocation is:

Entering	1 point (changed)
First in class	3 points (no change)
Second in class	2 points (no change)
Third in class	1 point (no change)
Fastest Time of the Day (FTD)	3 points (no change)

IMPROVEMENTS

The Committee believes that the changes will improve the Sporting Championship in the following ways:

- encourage greater participation;
- recognise the sporting effort of all our club members, no matter where they compete;
- develop a critical mass where the future isn't dependant on one member; and
- increase choice in the number, location and type of events i.e. members outside of Sydney can compete closer to home and additional events such as hill climb, motorkhana and regularity trials will spice things up.

THE NEW PROCEDURE FOR COMPETITORS

Whenever you compete in an event, gather the following information:

- event details;
- your position in class;
- whether you achieved the FTD (that won't be me); and
- if possible, a few lines (or more if you like) about the event and how you went, so that it can be incorporated in Top Gear and my report to the monthly meeting.

If you use the Natsoft Race Results Archive (an on-line service) an extract from that would be helpful. I've started a computer file of my own results extracted from Natsoft annotated with conditions and what I can remember of each set of laps (excuses) for my personal records.

Please forward this information (retrospectively till the beginning of the year) to:

- Malcolm Stephen and if you're doing it electronically, I would appreciate also
- Lester Gough (Pointscore Secretary) and
- Ian Norman (Top Gear Editor).

We look forward to receiving news of your on-track feats.

If you would like to discuss the new system or any aspect of competing in the Sporting Championship, please feel free to contact me.

Malcolm Stephen
TSCC Sporting Secretary
T 02 9717 3273 (h) 02 9543 2951
M 0413 171 806
E malcolm.stephen@ansto.gov.au
8 Breeza Place,
BANGOR, 2234.

Tea Gardens / Hawks Nest Motorfest 2008.

This event was held on Saturday 8th March 2008. When the call went out it was answered by a small (but select number) of members. I am actually continually amazed at how much laughter and fun can be had by such a small number of people!!! Malcolm Ireland was the organiser and as you can expect not only was it well planned, leaving nothing to chance, but all the stops were at the most appropriate places, accommodation was great so you can't help but have fun.

Six cars took off from Sydney after meeting at Maccas Hornsby, on the Friday morning (actually the Reynolds were rather late and met us at Morpeth due to some unexplained forgetfulness but we were assured that there was no arguing in the car as they have realized and eliminated the cause for arguments.....which is talking. So, no conversation in the Reynolds car!). As usual we made a great sight on the road driving our thoroughbreds. We had 2 BMWs, an XJ Jaguar, an E-Type, a Merc and a red (yes RED) Maserati.

We stopped at the very picturesque town of Morpeth for lunch (if you have never been there it is greatly recommended for a visit – you will love it). It is set on the Hunter River and in fact it was a historic river port. Sitting on a sidewalk café having lunch and looking over the river on to open green fields was just magic! At Morpeth we were joined by another member Bill Rankin. Bill is now a local there but was one of the “founding fathers” of our Club. So what an honour! (Records show his membership no. is 2). Bill hasn't lost his social skills (or his Scottish accent) and after recommending a great local café for lunch, invited us back to his place. Bill has actually bought the local Anglican church which has been converted very smartly to residential. Bill reckons that he has the quietest neighbors.....he actually adjoins the cemetery! Believe it or not he is still a “petrol head” – well done Bill.

Eventually we did make it to Hawks Nest in the afternoon where (after the usual pushing, shoving and teasing the lady at the counter) we checked-in to the motel. With a silent signal we all met by the pool side where mysteriously bottles of wine and beer appeared, more laughter, more jokes.....what a vicious circle! Even a Koala appeared and sat on the fence not at all impressed with these intruders.

On Saturday Malcolm ushered us, and our cars, in a straight line and marched us down to the Motorfest.....had to be there before 9am so the stick was the only way. We found our designated area where we were joined by another BMW, Mazda MX5, a Porsche and an MG.

What an absolutely fantastic and enjoyable show this was guys. Not only was the weather great, but the cars were many and varied. Us boys were like pigs in mud. Cars were from many clubs (the Mercedes Club put on a very large display), with many Australian cars on show. All up there were over 300 cars. The show was put on by the local surf life saving club and by the local rural fire brigade. Catering was by local associations and you got coffee and 3 cakes for \$5!!

The icing on the cake was when our Club was awarded 2nd place for Club Display. Not sure of the criteria used but laughter and fun must have been a consideration. Our cars did look swish with the Club sashes on and I found out that the E-Type made it into the Mercedes Club magazineGermans do have taste!

Well, now back to the food. Malcolm had arranged dinner for both Friday and Saturday nights at Abeez, a local restaurant. Food was very good with an excellent selection....again more wine, beer and drinks. Saturday afternoon a great little café was located where good coffee was served (at no cost to members.....read on). The piece-de-résistance was breakfast on Sunday morning organized at the Boatshed on the Myall River. You won't believe it but the members were still talking loud, laughing and stirring each other up, where on earth does that energy come from.....time to go home!

In case you were not able to join us, here is a quiz based on happenings on the weekend. If you want answers you must turn up next year otherwise you will never become knowledgeable and wise.

1. Whose car was scratched on the bonnet during the show? And who cheered him up by pointing out that these front scratches were now matching those in the rear - which were self inflicted?
2. Who, for the first time in their life, won a lucky draw prize only to find out that it was dinner at the local restaurant to the value of \$70? They sold it to 2 locals for \$50 and shouted the others coffee. They were then told that they should have sold it for \$70 and shouted everyone 2 coffees.
3. Who introduced Bill Rankin as Bob? He is now known as Billy Bob.
4. Who were caught at 6 am in their pajamas pushing their car out from under the office awning where they had pushed it the night before so it would be out of the rain?
5. Who has an M tattooed on each of his buttocks so when he stands on his head it reads “WOW”? And who is now going to tattoo WW on their buttocks so when they both stand on their heads and next to each other it will read WOW MOM !!!!

6. Who gave Keith the encouraging advice that whatever ailments he may get now, he won't have them as long as if he got them earlier?
7. Who asked the waitress at ABEEZ if he could pay "tomorrow night" because he was coming back and wanted to use his credit card?
8. Who is the lady in our club, who's etiquette by Sunday morning had deteriorated and proceeded to teach us new rude gestures.....like we really needed new ones?
9. Who, after having "some" wine by the hotel's pool felt so comfortable, suggested that we should just have a BBQ rather than get dressed and go out to the restaurant on Saturday night?

The members who participated at the show were-

Malcolm and Toni Ireland (organizers)
Vern and Wendy Kelly
John and Val Dixon
Keith and Carol Reynolds
Lance and Maree Dowle
Robert and Kay Finney
Colin Watts
Ian Norman
Bill Rankin
Peter and Eve Stefan

In the words of Geoff Fenech - Loveyousall

Peter Stefan

P.S. I probably have left some cars and/or attendees out of the above. Please accept my apologies (I was having too much fun and not concentrated on keeping notes). I have spoken severely to Eve and she promises to improve and take life more seriously in future!







As I sat watching the crowds milling around our cars at the Hawks Nest Motor Fest, food and drink in their hand, it occurred to me that if I were the car it might not be so much fun. So the idea was born for a poem from the cars' point of view.

It's just for fun, I hope you enjoy it.

Eve Stefan

The Thoroughbred Cars' Lament

Upon the whole, our lives are fine
We're polished 'till we gleam and shine
We travel far, to many towns
The most are up but there are downs

We love the runs, weekends away
It's so much fun we have to say
But when you line us up and leave us
That's the time that really grieves us

It's not the judging that we mind
Our fear is of another kind
We really get in quite a state
Left to the mercy of the gate

You humans have a wiley knack
Of disappearing for a snack
You're really great at finding places
For gourmet food, you come up aces

You never see what's going on
You're much too busy having fun
But when you leave our terror starts
Those prying hands and evil hearts

The children with their sticky paws
And lollipops in drooling jaws
The mums with children stuffed in prams
Who use them just like battering rams

The green eyed men, a little sly
Who kick our tyres as they go by
These men who open all our doors
With never a thought for any laws

They stuff their heads under our hoods
Such judging words, as if they could
We wish that we could slam them shut
Oh! Sorry,Oops, just lost a nut

Occasionally it gets quite rough
If we could talk we'd say "enough"
And now to put your minds to test
Let's recall HawksNest Motorfest

Poor Maserati's nose got quite a scratch
Her front and back were now a match
You were all gone for quite a while
Ah sausage sandwich gourmet style

And as you walk around you see
Another treat, three cakes with tea
A cars window views in to out
This one large girl turned that about

She got herself in quite a state
We thought the door they'd amputate
When pushing in she got quite stuck
Her husband heaved her out, what luck

And then there's teenage boys with gum
We'd like to run them up the bum-py road
The criminals with little tools
Who steal our badges and our jewels

So truly have you ever thought
How danger filled our lives are fraught
You need to watch those passers by
And make sure things don't go awry

So next time when you take us out
Please watch to see who is about

We'd much rather go out to play
Than line up and be scared all day

WITH LOVE FROM YOUR CAR

LUNCH AT BLACKHEATH

Firstly our thanks to Roland and Stephanie for the drive Wednesday 19 March.

Just spoke to Roland who is making a steady recovery with the assistance of his chiropractor.

The trip provided lots of sightseeing from landscape to culture.

It began with the usual "caps" at Rest A While and whilst there was the slightest rain shower to the north of Richmond Air Base, the day remained fine and cool.

First stop was the lookout on Springwood Road negotiated with lots of sharp corners for the quality vehicles.

The changing scene of what was the Penrith Lakes Olympic Course makes us realize there is nothing sacred when the bulldozer is let loose!

Onwards and upwards through East Springwood to Faulconbridge and the Norman Lindsay Gallery.

To some people this was the highlight of the trip. It was an experience to breast this cultural sanctuary. If any one believes the paintings were only for the eyebrows they will believe anything. It pays to demist the glasses occasionally. Seriously it is hard to believe the enormous talent and output from this man unless he lived for 200 years. His life story is an inspiration to all of us.

At "Gardners Inn" an excellent lunch filled with lots of laughs completed an enjoyable day.

Those attending are listed below:

Peter & Sue Smart
Paul & Jan Goddard
Graham & Marilyn Olliffe
Keith & Carol Reynolds
John & Val Dixon
Chris & Joan Johnson
Malcolm & Toni Ireland
Vern & Wendy Kelly
Ian Norman
Colin Watts
John & Karma Watson
Jack & Jennifer Jones

John Watson





Historic Conditional Registration in NSW or HCRS

As there appears to be some interest in the above the following detail has been extracted from the Council Of Motor Clubs (CMC) Website and should answer most questions Members have.

Ian Norman
Editor

THE HISTORY & BASIS

This scheme replaced the former “club plates” in 2002. It is registration with conditions on the use and type of vehicles. “Club Plates” were a 12-month permit to move an unregistered vehicle. The current HCRS has far more legal status and rights with the benefits of less work and costs for the clubs involved. The vehicle owner enters an agreement with the RTA, much the same as a conventional registration. The club provides proof that the owner and his/her vehicle comply with the regulations and the club or clubs create the events, or authorisations, whereby the vehicle may be used on the public road.

Please refer to the RTA Historic Vehicle Policy in this section and read it in conjunction with the following Advice.

QUALIFICATIONS REQUIRED

Clubs

To be allowed to issue the required documents to their members, clubs must apply to the RTA, to be recognised and registered by them as a suitable club. Clubs should be well established and have genuine intentions regarding the organising of events for members to enjoy their historic vehicles. The CMC recommends that clubs are incorporated under the NSW Incorporated Associations laws, administered by the Department of Fair Trading. This affords protection for the executive committee and the members. CMC also recommends that clubs have adequate Public Liability Insurance cover. CMC and the RTA recommend that a ‘pink slip’ be obtained for vehicles. Clubs may opt to have a qualified member carry out roadworthiness inspections. However, this should be limited to vehicles with unusual issues such as mechanically operated brakes and the like, which may present problems for a normal inspection station. There are inspection stations which tend to specialise in servicing historic vehicles and understand their idiosyncrasies. Check our links to find those in your area if you have difficulties.

The RTA stipulates that clubs with less than 2 years of operation must obtain ‘pink slips’. The option of a qualified member signing off on roadworthiness is not available for the first 2 years.

Clubs, which are members of the CMC, enjoy the benefits of our substantial numbers and our direct connections to the various departments and officers who administer HCRS in NSW. CMC will also provide accurate and up-to-date information regarding issues and changes to HCRS should they arise.

Individuals

You must be a member of an RTA registered and recognised club before you can apply to the RTA for HCRS on your vehicle. Some clubs have by-laws requiring membership for a set period before you can apply, and others may not. If you are not a member of a club, then check our member list on this site. Find a club which suits your marque of vehicle or the area you live in and contact them to enquire about membership, their rules and the type/range of events they have each year.

We recommend a visit to your selected club’s next general meeting to talk with the members and find out more before you sign up.

The RTA requires you to be a NSW resident just the same as they do for normal or “modern” registration. You will fill in two forms, one of which is known as the 1259, which must have the bottom right corner completed by an appointed official of your club, and it must also have the club’s stamp in that corner. Without these items completed the RTA will not process the HCRS. From then on you will receive an annual renewal in the mail, which must be processed by the club each year.

The club official should keep a copy of the completed 1259 form as it is a legal document, which the club has signed. The information on that form is private and must be kept that way by the club.

Vehicles

30 years old is the first and major criteria. You do not have to work to the exact month of manufacture; just the year on the compliance plate.

As close to original as possible is the next. That should be clearly interpreted as unmodified, apart from such items as seat belts and turn indicators (blinkers), if the vehicle did not have them when new. Another clause allows “period options and accessories if desired”.

This was added at the beginning of HCRS to ensure that clubs were allowed to decide the eligibility of such things as period brake boosters, original style alloy wheels, sports accessories and the like, for their particular vehicles. CMC recommends that clubs gather catalogues and advertisements from the era of their range of vehicles. This data then allows the club committee to agree or disagree with any member’s application to include items on their HCRS vehicle. The RTA and CMC do not and in fact cannot arbitrate on such issues. The concept is for the clubs to be the experts and determine these issues themselves, as they have the appropriate knowledge. This does not, however, give them the right to approve inappropriate conversions, such as modern or larger engines, transmission components from much later era etc. If the component was available in the years when the vehicle was manufactured then it should be considered. Note that the wording does not specify that the options and accessories must be from the vehicle’s manufacturer or dealers. If the component was made and sold by anyone in the automotive business in the era then it can be considered.

Just remember that the clubs are responsible and we do not want problems. The important word in all this is “PERIOD”, which should be interpreted as the time span that the type of vehicle was made and in common or normal, everyday use. Components from many years later should not be considered. Accurate replacements made now are a logical matter as some items wears out plus others are unavailable or unserviceable. Naturally consumables such as tyres, brake linings, batteries etc. have to be currently available items and such things as valve seat inserts to allow engines to run on unleaded fuel should be permitted. If a vehicle is restored using serviceable components from two or more similar vehicles and all of the components are correct for the model, then that vehicle can be considered for HCRS.

A replica made from modern mechanical components and fitted with a body which is a copy of a 30-plus year old vehicle is NOT acceptable for HCRS. It is to be considered as dating from its completion and until it reaches 30 years of age it is not eligible for HCRS.

Vehicle Use

You are permitted to take the vehicle on authorised club events or runs. These events should be publicised in your club’s magazine or other means of communication to members, such as a website. That means from your home or place of garaging, directly to the start of the event. Complete the event and then directly home again.

There is provision on the aforementioned 1259 form to list more than one club, of which you are a member. IF the first listed club, which is known as the ‘primary club’, is in agreement and has duly documented it in its constitution or by-laws, you may take part in those other club’s events as well as your primary club’s without obtaining a specific invitation to qualify the event for you.

A current club magazine or list of events should be carried in the vehicle at all times.

These additional clubs MUST be recognised and registered with the RTA for HCRS, AND you must be a current financial member of all the clubs listed. Some ACT clubs are recognised by the NSW RTA for nearby NSW members who wish to join in Canberra events.

There are allowances whereby you may take a short trip to a service station to obtain fuel, check tyre pressures, etc without seeking permission. This is normally limited to the days preceding an event or after repairs or adjustments have been made. It does NOT permit you to use the vehicle for other purposes such as short local trips to the shops. The definition of short varies with your location.

Additionally it is possible for the primary club to grant permission for the vehicle to be taken to repairs, special events etc. over longer distances if needs be. The HCRS registered owner must contact the primary club’s registrar or other committee member of the primary club. Full details of the trip and reason for it must be recorded by the club and the record must include the date, HCRS number and preferably the time. It is recommended that a written authorisation should be issued by fax, email or mail so that the owner has proof in the vehicle if stopped by the Police or RTA. The other clubs listed are NOT to issue such permission, only the primary club. A longer event, which takes the vehicle out of NSW, cannot exceed 3 months.

CONCLUSIONS

HCRS is a privilege granted to the Historic Vehicle Movement. We are very vigilant in making sure that no one abuses the system and puts our access to it at risk. The network of tens-of-thousands of club members is known for its ability to notify the CMC of anomalies and we are able to stop any incorrect activities either from within the club movement or, if necessary, with the assistance of the RTA and Police.

DO NOT CONSIDER THIS AS JUST “CHEAP” REGO. It is there for genuine enthusiasts who have other vehicles for everyday transport and wish to enjoy their ‘classic’ with like-minded club members.

NSW ROADS & TRAFFIC AUTHORITY HISTORIC VEHICLE POLICY APRIL 2002

Last updated on 25 September 2007

Historic (Veteran & Vintage) Vehicles

Background

This policy has been produced by the Roads and Traffic Authority (RTA) in conjunction with the Council of Motor Clubs, the Council of Heritage Motor Clubs NSW, the Old Motoring Club, the XW-XY Falcon Owners' Club, the Classic Italian Motorcycle Club and the Velocette Owners' Club.

The RTA registers historic vehicles under the Conditional Registration scheme, which provides the vehicle with limited access to the road network and Compulsory Third Party (CTP) insurance cover. Historic vehicles registered under this scheme are exempt from the payment of stamp duty, motor vehicle tax and national charges.

Conditional registration is only an option for historic vehicles if the registered operator of the vehicle is a member of an RTA-recognised historic vehicle club and the vehicle's use of the road network is restricted. See [Historic vehicle in the Conditional Registration Guide \(Vehicle sheets\)](#) for more information.

See also the list of [RTA-approved Historic Vehicle Clubs](#) (PDF, updated quarterly).

Note: For information about adding new clubs to the RTA-approved Historic Vehicle Club list, please contact the [Historic Vehicle Coordinator \(Contact information\)](#), Driver and Vehicle Administration, Grafton.

Eligibility

An historic vehicle must be 30 years of age or older as from the year of manufacture.

Vehicles must be as close to original condition as possible, with NO alterations except for safety features such as seat belts and turn indicators or period accessories and options, if desired.

The registered operator must be a member of an RTA recognised historic vehicle Club. Proof of Club membership (Historic Vehicle Declaration, [RTA form 1259](#)) must be provided to the RTA prior to establishing or renewing conditional registration. Club membership cards are not acceptable.

Vehicle Roadworthiness

A vehicle operating under the scheme must be declared roadworthy by:

- a safety inspection report (pink slip) issued by an Authorised Inspection Station examiner, or
- A club declaration of roadworthiness (valid for 42 days) issued by a club official (a safety inspection report must be provided if the club is less than two years old).
- If the vehicle is a historic plant vehicle, a customer roadworthiness declaration must be provided.

Vehicle Use

Vehicles can only be used for events organised by their Club, another Club or recognised community organisations provided an official invitation has been received and documented by the Club in the official minutes, or the official 'Day Book'.

Vehicles can also be used on a road or road related area for:

- servicing within a short distance from their place of garaging
- the inspection of the vehicle.

If a longer journey is necessary, the member must notify the Club Secretary so that they can enter the details in the Club's official 'Day Book' or minutes.

Any Club member wishing to use their vehicles for the carriage of persons to or from a wedding or reception should first check their legal obligation under the *Passenger Transport Act 1990* with the Taxi & Hire Car Bureau of the [Ministry of Transport](#). The Club must also authorise the use of the vehicle for this purpose.

Vehicles must display conditional registration number plates and a current registration label.

Name bars may be affixed to the number plate provided the positioning of the name bar does not obscure the number plate.

Conditions

Historic vehicles registered under the conditional registration scheme are subject to the following conditions of operation:

- Registered operator must be a member of an authorised motoring club'
- Use only in conjunction with an authorised club event or maintenance'

The name of the registered operator's Club (or primary Club if they belong to more than one) must be entered as a special condition. Other conditions may be applied as required.

The Certificate of Approved Operations, detailing the conditions applicable to the operation of the vehicle, must be carried in the vehicle whenever the vehicle is used on a road or road related area.

Loads

Historic vehicles registered under the conditional registration scheme must meet the following requirements if carrying a load:

- loads cannot be carried for commercial purposes. Loads must either be the private property of the vehicle owner and/or carried as part of a club event.
- the maximum load allowed is two thirds of the manufacturers load limit, and
- the load has to be restrained to the performance based standards detailed in the [Load Restraint Guide](#)

General

Motorcars, tourers and limousines can only carry one person per seating position. Seat belts must be worn, where fitted.

This policy applies to NSW and ACT Clubs listed on the RTA's database. All members must be financial members of these approved Clubs and must be NSW residents.

Vehicles registered under the scheme may operate temporarily in other states and territories, under the same conditions as apply in NSW. Temporarily is considered to be three months continuously.

Interstate vehicles (operating under a similar scheme in their home state/territory) may be driven in NSW if they legally comply with the rules and regulations of their permit/registration.

ORANGE WEEKEND 4th – 7th APRIL 2008



ORANGE
4th-7th April 2008

TSCC Club Members

Orange Attendees

1	Terry Daly	19	Phil O'Loan
2	Robyn Daly	20	Terri O'Loan
3	Lana Daly	21	Norm Johnson
4	Ed McMillan	22	Pam Johnson
5	Vern Kelly	23	Peter Stefan
6	Wendy Kelly	24	Eve Stefan
7	Keith Reynolds	25	Malcolm Ireland
8	Carolyn Reynolds	26	Toni Ireland
9	Paul Goddard	27	Greg Ball
10	Jan Goddard	28	Vicki Bell
11	John Dixon	29	Peter Newcomb
12	Val Dixon	30	Roland Clark
13	Rob Finney	31	Stephanie Clark
14	Kay Finney	32	Lance Dowle
15	Les Johnson	33	Maree Dowle
16	Roselle Johnson		
17	Lindsay Day		
18	Jill Day		



Friday 4th April 2008



ORANGE
4th-7th April 2008

Meeting point:

We are aiming to leave Kurrajong Village by 10:00am. If you would like to meet for breakfast I have alerted Sassafaras Creek Café in Kurrajong Village that some thirty odd people may arrive from 09:00am for breakfast and/or coffee.

For those who don't know Kurrajong Village it's on the "Bells Line of Roads" north of Richmond.

Sassafaras Creek has a great breakfast, great coffee with a great view. Just turn left off the Bells Line of Road and proceeds approximately one kilometer to the Village.

NB: The café doesn't open until 09:00am.

10:00am Leave Kurrajong Village and head off to Lithgow and then proceed on to Bathurst. On arrival at Bathurst proceed to the Mount Panorama Circuit and do a couple of laps.

12:00noon Suggest 1 hour/1.5 hours at the National Motor Museum.

13:30pm May I suggest a sandwich or pie from Bernard's Bakery on 81 George Street, Bathurst.

14:15pm Leave for Orange via Mitchell Highway.

15:00pm A compulsory stop at the old mining town of Lucknow. You must visit the Old Wares Shop on the left hand side.

16:00pm Arrive at our destination.
Turners Vineyard Lodge is about 5 kilometres before Orange on the main Mitchell Highway. It's on the left hand side up on the hill. Your cost for 2 including breakfast, to register etc for the three nights is \$
The facility has a "bar" just behind registration for those thirsty souls.

A buffet dinner has been arranged. Cost (excluding wine) is \$33.50 per head.

Breakfast at your leisure but we would like to leave tomorrow morning at approx. 09:00am.

Saturday 5th April 2008



ORANGE
4th-7th April 2008

We are hoping to get away at 09:00am

The Thoroughbred Club will head out back along the Mitchell Highway to Carcoar then onto Milthorpe (for lunch), then to Sir Jack Brabham Park (and a few laps of the Old Gnool Racecourse).

From there, we precede to Lake Canobolas take a trip to Mount Canobolas and return via Forest Reef (where we are stopping for a drink) before returning to Farmers Vineyard Lodge).

Dinner has been booked at: The Harrison
 Cnr Hill & March Streets
 Orange

Preset at \$35.00 per head (excluding drinks). The group may wish to 'car pool' or arrange cabs to town.

NB: Menus will be distributed on Saturday morning.

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Sunday 6th April 2008



ORANGE
4th-7th April 2008

Breakfast and morning is at your own leisure.

However, may I suggest a trip into Orange as there is so much to see:

- Cook Park
- Town Centre/Shops
- Borenore Caves

13:00 A sandwich lunch and wine tasting has been arranged at Turners Vineyard in the Museum - "you passed it on the way up".
 Cost for lunch

14:00 At approx. 14:00 (2pm) a bus will pick us up for a three hour wine tour of some of Orange's best vineyards.

17:00-17:30 return to Turners Vineyard for a "freshen-up".

17:45 Leave for a BBQ at Ed McMillans House including a tour of his old Jaguars - "BYOG".

21:00 Return to Turners Vineyard.

NB: We have the use of the bus from 14:00 to 22:00.

Cost for the BBQ is \$32.00.

Total costs for:

Dinner Friday night	\$ 33.50
Dinner Saturday night	\$ 35.00
Lunch Sunday	\$ 15.75
Dinner Sunday night	\$ 32.00
Bus Hire per person	<u>\$ 20.00</u>
	<u>\$136.25 per person</u>

NB: excludes drinks

Monday 7th April 2008



ORANGE
4th-7th April 2008

Breakfast at your own leisure and a day to return to Sydney (approx. 4 hour drive).

However, other great attractions which may "tempt" you to stay around or visit prior to returning to Sydney:

- 3 great Golf Courses
- Ophir, etc...

REPORTS

Day 2 - Saturday 5th April 2008

Members of the Thoroughbred Sports Car Club woke up to a delicious breakfast at The Vines' Restaurant overlooking the beautiful surroundings of the Turner's Vineyards. Some suggested the spectacular scenery resembled closely to the outlook of the Hunter Valley. While some members finished quicker than others, a few decided they would venture from their hotel balconies and examine the wine grapes up close. Everybody decided

it was best not to pick a grape from the vine as the taste of unripe grapes may just spoil the breakfast they had just consumed.

Although the car club was supposed to leave promptly at 9am, Norm Johnson could not seem to get his Jaguar XK120 to start. Terry Daly and other members helped Norm by pushing his car down the hill. The Thoroughbred lovers were now ready to kick-start their day of exploring the historic town of Carcoar, Millthorpe and of course their favourite part of the day, a trip around the Gnool Blas Circuit.

Edward McMillan led the way for the group with his black VW R32. Raised in Orange, Ed had no problem with directing the collection of car lovers, but some were unable to keep the R32 in close range and got lost along the way.

On arrival at Carcoar, majority of members fled their cars for the nearest cafe in need of their daily coffee fix. The cafe owner and his two female helpers were inundated with different coffee orders and were snowed under with business. One car club member was desperate for a peek at the antique store next door and kindly asked the lady if they could pinch her key for a look and possibly a buy, others soon followed.

Next was a look at the 1880's Pavilion designed railway station. Members wondered why the station was closed to full service in 1974. Others just wanted to dive down onto the tracks and get a photo taken, no need to look out for an approaching train. Although one man employed at the station still looked out for approaching trains for a year after it closed.

Some began to feel their tummies rumble, while others were still full from the morning's meal, nevertheless all members enjoyed a scrumptious lunch at Millthorpe's Old Mill Cafe. Afterwards many members could not resist the temptation of the Old Tyme Delights lolly shop. Some bought musk sticks; others enjoyed a milk bottle or a green mint treat. Some pretended they never even visited the shop in an attempt to stop other members from pinching their remaining lollies.

The car club lovers jumped in their car ready for a race around Orange's famous Gnool Blas Circuit at Sir Jack Brabham Park, not once but twice. Members raced along Pitt Straight around Mrs Mutton's Corner and into The Sweep. Bloomfield Straight followed, then Brandy Corner and down Hospital Straight. Afterwards some members got lost, while others filled up their tanks at a local petrol station. Some wondered where Phil O'Loan's burnt orange XB351 Coupe Ford had wandered off to; suddenly it was spotted getting greased up ready for the next adventure.

Members regrouped back at the famous circuit and once again followed Ed down to Lake Canobolas. Some members stayed and enjoyed the picturesque surroundings, while the remaining members took the journey to the amazing sights of Mount Canobolas.

After being immersed in the spectacular scenery, all members enjoyed a local beer at Forest Reef. A candlelight dinner at the newly restored Harrison's restaurant followed soon after, a night thoroughly enjoyed by all.

Eve Stefan

Day 3 – Sunday 6th April 2008

After a late breakfast, which was really brunch, thanks to the end of daylight saving, most of us went off to aerobics or the town. There were not too many Churchgoers I noticed! Phil made an impression (who is to say good or bad?) as the only male at the women's aerobics. After a while of sweating it with the girls, Colin and Ed took pity on him and took him off to see Colin's cars.

Meanwhile the Dalys took me into town with them in the back of Jag. With my head firmly wedged on my right shoulder the trip seemed to take longer trip than usual - these cars are really only meant for 2 passengers. Most of Orange was shut, but eager (female) shoppers did manage to spot a couple of places to stop. The highlight was a local character who sang to all on a street corner. At least I think it was singing - it was hard to make out the words, but there was a lot of noise and she seemed to be enjoying herself.

After we all meet up for lunch and wine tasting, we set off in search of more wine tasting. Unfortunately a busload of us was a bit daunting for some wineries with one putting up a "closed" sign, even after we had been booked in. Thanks to Terry's clever planning the bus did a second shift in transporting us to and from McMillan's for a fabulous dinner at their very impressive Gym complex. I have since discovered that I (nee McMillan) am not related to them, but it was fun trying to find out things in common.

The culmination for many, of the marvellous dinner prepared by Claire (and helpers) was her delicious caramel tarts and she was kind enough to give me the ingredients. I have estimated the quantities (*refer italics*) and while I can't promise they will be as delicious as the ones Claire made, my family thinks they are pretty dam good!

Claire's Caramel Tarts

Ingredients:

- Small Pastry cases (*I used 2 short crust pastry sheets to make 2 dozen tart bases*)
- Tin Carmel – 'top n fill' (*I used 1 tin*)
- Pistachio, almonds and walnuts (*I used about 350g*)
- Brown sugar (*I used about 1 cup*)
- Raspberry red wine vinegar (*I used a few slurps, to taste and about half a punnet of sieved raspberries as I could not find the raspberry vinegar*)
- Cream to dress

Method:

- Cook pastry cases
- Spoon caramel into pastry cases.
- Chop the nuts roughly
- In a saucepan combine nuts, brown sugar and vinegar. Bring to boil and simmer for 3 minutes.
- Cool, spoon onto caramel in pastry cases.
- Let set
- Serve with a spoonful of cream

Terri O'Loan













April TSCC Fun Run

April 16th's Wednesday fun run, organised by Keith and Carol Reynolds, saw us meeting at the M4 MacDonalds at 9.30 for a 10 AM departure. The merry (and, according to the President, high quality!!) band included (naturally!) Keith and Carol Reynolds (BMW Convertible), Vern and Wendy Kelly (Jaguar X300), Malcolm and Toni Ireland (Jaguar X300), Ian Norman (Jaguar Mark 2), Val and John Dixon (BMW Sedan), Vic Andrews and partner Margaret (Magna Sedan), Bob Walsh (Jaguar XJS) and Colin Watts (Honda Civic Type R, on its inaugural run no less – more of that later!). We were joined by Chris and Joan Johnston (BMW Coupe Convertible) at the luncheon venue.

After the usual liquid refreshments and after receiving detailed instructions from the Reynolds we set forth around 10 for what was to prove a most interesting and enjoyable run. After heading up the M4 we veered left along Mulgoa Road to Wallacia, whereupon we headed for the Oaks where we had a “catch up” stop and a brief visit for the Reynolds to their country relatives. Then we headed for the Burragorang lookout to view our water supply which is looking a bit more healthy these days I must say although there is room for further improvement! After a brief stopover there we motored back through the Oaks and stopped again, this time on top of Razorback Mountain, adjacent to where the Anthony Hordens' tree used to be. The more mature members of the club will recall their motto - "While I Live I Grow" – trouble is some rotten b@#\$%*d ringbarked it some time ago and, you guessed it, the tree carked it and Anthony Hordens is no more!! Back to the drive which proceeded down Razorback and on to Menangle, or more specifically, to Menangle Park, our ultimate destination. After some more liquid refreshments of the stronger variety we were all ready for lunch which proved to be highly satisfactory. Having been watered and fed we headed for home in dribs and drabs.

So what's this about a Honda? And what has happened to the MX5? Yes, it has been replaced by a Type R. Why, one may ask? To save repeating the story umpteen times let me tell you why! Last year I suffered a fairly major back injury and as a consequence, for some unfathomable reason, couldn't drive the MX5 for any length of time before the back gave out. I think it had something to do with the car's lowered suspension and low seating. The Mazda, sadly, had to go. So I “bit the bullet” so to speak and got myself into a less bouncy riding and “super seated” vehicle with some sporting pedigree and a degree of economy – hence the Honda – so next time you see me you won't have to ask will you!!!

Colin Watts







May Wednesday Fun Run

I thought I might give a brief preview of the May Fun Run as it is somewhat different in format to the usual event. We will be going to the Powerhouse Discovery Centre at Castle Hill for a guided tour of the exhibits there. This will take approximately 90 mins. After the tour we will be motoring up to Middle Dural for lunch. A group of around 20 people would be ideal as this is the maximum number that the Museum will take in a group. If we exceed that number they will split us into 2 groups and start us at opposite ends of the display, which shouldn't be a drama. Further details will be emailed to you closer to the date.

Colin Watts

JOINT BREAKFAST RUN WITH MERCEDES-BENZ CLUB
SUNDAY MAY 4TH 2008.

In something new over very many recent years, even as far back as some of our longer-standing members can recall, we have just conducted a joint run with another club, an inaugural joint run with the Mercedes-Benz Club of NSW.

Very briefly, for those who weren't aware, the genesis of the event lay in an initial discussion last year at a display day between myself and the then President of the Mercedes-Benz Club, Mike Fleming. At his suggestion, and my ready agreement, we decided that we should conduct two joint runs during 2008, with us attending one of their events, and vice versa. With the majority of their runs being on a Sunday, and the majority of ours on a Wednesday, it was further agreed that we would attend one of their Sunday events, & we would invite them to join one of our Wednesday Runs (which is planned for October).

The day began bright & beautiful, with cloudless blue sky. It was just a bit brisk to start, but with the promise of a lovely day once the sun climbed higher. A growing number of cars arrived to assemble at the meeting point of the McDonald's overflow car park at Thornleigh. There was, of course, a large number of all types of Mercedes-Benz vehicles - many beautiful cars of all vintages, including some lovely earlier models. TSCC was also very well and highly represented by a great range of cars, which proved very interesting to our friends in the M-B Club.

In all, there were 111 people from both Clubs joining the breakfast, of which 30 people in 17 cars were from TSCC.

Representing TSCC were:

Bob Walsh	Jaguar XJS
Ian Norman	BMW 330ci Cabriolet
Phil & Terri O'Loan	Jaguar "E" Type
Colin Watts	Honda Civic Type R
Russell & Carol Kelly	MG RV8
Paul & Jan Goddard	Mazda MX5
Lance & Maree Dowle	Maserati convertible
Malcolm & Toni Ireland	Jaguar X300 XJ Sport
Vicki Bell & Greg Ball	Porsche Boxster S
Peter Newcomb	Ford Mustang
Peter & Eve Stefan	Jaguar "E" Type
Lindsay & Jill Day	Triumph Stag
Lionel & Gael Walker	Aston Martin DB6
Terry & Robyn Daly	Aston Martin Lagonda
Peter & Jelly van Dyk	Mercedes-Benz 450SEL 6.9
Terri Harris & Richard	
Crawshay	Jaguar XKR
Vern & Wendy Kelly	Mercedes-Benz CLK430 Cabriolet

Poor Bob Smith had accepted to attend, but phoned me at the meeting point to advise that his Maserati had problems but that he hoped to meet us at breakfast. Unfortunately, the problems must not have been able to be overcome, because he didn't make it to breakfast.

From the meeting point, we travelled, given the number of cars, via a series of convoys up the old Pacific Highway via an extra loop around Peats Ridge & Central Mangrove and then down through Woy Woy to our breakfast stop at the Ettalong Beach Club, Ettalong Beach. I noticed many open-jawed people at the side of the road gaping at the number and range of vehicles passing by. It was indeed a great sight with so many lovely & interesting cars. The run was also an observation run, with co-pilots needing to be aware of impending questions as we drove along.

The Ettalong Beach Club easily catered for our numbers with a very good buffet breakfast. It was a very comfortable & relaxing location, right opposite the water.

After breakfast, prizes were awarded for the observation run winners. With so many people & with the questions being not too hard, there were many “winners”, with final results being determined by “lucky dip”. TSCC will probably not be invited back too quickly to an M-B Run, because we took two top prizes with Vice President Malcolm winning a bucket of car care products, & Treasurer Wendy receiving what she’s always wanted, an extra long electrical lead (I’ll be able to use it in the garage).

After the prizes were awarded, I took the opportunity of thanking, on TSCC’s behalf, the M-B organisers Vince Thompson (also a TSCC member) and Matthew Ritchard, who did a great organisational job with such very large numbers.

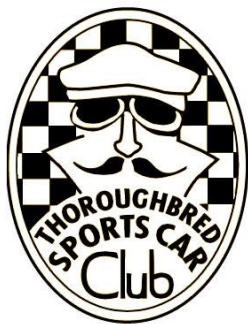
After breakfast, an optional further excursion was available on the way home for a visit to the Japanese Gardens at Gosford, which we couldn’t attend and I’m not aware if any TSCC members attended this.

In all, a very interesting and enjoyable day, and perhaps the start of something new in joining with enthusiasts from other car clubs.

Vern Kelly







Thoroughbred Sports Car Club

2008 Membership Form

Membership Year: 1 March 2008 to 28 February 2009

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

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.