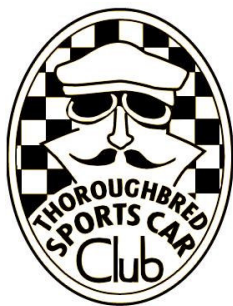


top *gear*



Les Johnson's DeTomaso Longchanp Coupe at Shannon's Eastern Creek Display



2010 COMMITTEE

| | | |
|--|-----------------|-----------------|
| President | Terry Daly | 9651 6175 (H) |
| Vice President / Social Director | Peter Stefan | 9624 8331 (H) |
| Secretary | Lisbeth Allen | 9799 2521 (H) |
| Treasurer | Malcolm Ireland | 9416 3031 (H) |
| Editor / Webmaster | Ian Norman | 9799 2521 (H) |
| Club Shop / Raffles / Club Property | Colin Watts | 9624 8202 (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 | Greg Ball | 9958 8721 (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

19 Mount Street

Hurlstone Park NSW 2193

Email: secretary@thoroughbredsportscarclub.asn.au

Web: www.thoroughbredsportscarclub.asn.au



President's Report

Hi ALL,

Well we are already 2/3rds of the way through 2010 and it still seems like Christmas was just yesterday.

There's been a lot happening over the last two months and even more happening over the next two.

Since I last wrote we have had Christmas in July at the wonderful Comet Inn. A great time was had by a somewhat small number with heaps of wonderful food for everyone followed by Coffee and Tea at Little Hartley.

We had two Wednesday runs, one to Wollombi and the other to the Southern Highlands. Both were well attended and I believe the number who attended the Wollombi run (29) was a Wednesday run record.

This was followed by the Annual Brass Monkey Run and a trip to Jenolon Caves for a lucky few. A great day/night was had by all.

We then had a Sunday Drive around Kurrajong/Lithgow organised by new member Chris Hallam, wonderful driving roads followed by a beaut lunch.

And over the last two weekends we have had the Shannons Eastern Creek day and the All British Day at Parramatta..both in glorious sunshine.

Over these two weekends I reckon I must have looked at over 2000 stunning cars of all makes and sizes. If you missed either you'll just have to wait until next year or you could attend the 101010 on the 10th October 2010 at St Patrick's Manly. By the way we are looking for Volunteers for this.

Of interest, Bruce Griffiths, John Moody and myself entered the Jaguar Display Day Concourse/D'Elat at the All British Day. Bruce and I were First and Second in the D'Elat whilst John won a Gold Award for his 1973 E-type. My XJC Coupe also won best XJC Coupe on the day.

Looking ahead, we have a busy Calendar with another day at Eastern Creek, The Muscle Car Masters, then the following weekend, we have the Orange Blossom Festival display day and most importantly we have the Harbour Cruise on the Waratah Princess on the Saturday 25th September. As of the time of writing we are down on numbers..please ask a friend or two along as we have a commitment and have to pay for 49 persons.

Also keep in mind the Pride Of Ownership on the 31st October at Oatlands house. Always a fabulous Day for everyone. Flyer is enclosed.

Regards

Terry

CALENDAR 2010

| | DATE | | EVENT | ORGANISER | PHONE |
|-------|-------------|---|-----------------------------------|----------------------------|--------------|
| JAN. | Sun 17 | R | Oran Park GP | NWRRC | |
| | Tue 26 | S | NRMA Motorfest | | |
| FEB | Sun 7 | S | Sunday Run | Jeremy Braithwaite | 0416 222 112 |
| | Wed 10 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Sun 14 | S | Ladies/Valentines Day Lunch | Bruce Griffiths | 9655 1474 |
| | Wed 17 | F | Wednesday Run | Barry & Carole-Anne Lunn | 9651 6358 |
| MARCH | Sat 6 | S | Shed Run | Roland Clark/Terry Daly | 9653 2866 |
| | Sun 7 | R | Eastern Creek | ARDC | |
| | Wed 10 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Sat 13 | S | Tea Gardens Hawks Nest M'F | John Burton | 4997 1859 |
| | Wed 17 | F | Wednesday Run | Roland & Stephanie Clark | 9653 2866 |
| | Sun 28 | S | Sunday Run (Breakfast) | Jeremy Braithwaite | 0416 222 112 |
| APRIL | Wed 14 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Wed 21 | F | Wednesday Run | Barry Farr & Dot Forrester | 9416 6260 |
| | Sun 18 | S | Ballooning Day/Weekend | Roland Clark | 9653 2866 |
| MAY | Sat 1 Sun 2 | R | HSRCA Eastern Creek | Adrian Walker | 9987 4299 |
| | Sat 1 Sun 2 | S | Wings, Wheels & Wine Display | | |
| | Sun 2 | R | Wakefield Park | MX-5 | |
| | Wed 12 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Sun 16 | S | Multi Club Display | Terry Daly/Vince Thompson | 9651 6175 |
| | Sun 16 | R | Eastern Creek | ARDC | |
| JUNE | Wed 19 | F | Wednesday Run | Keith & Carolyn Reynolds | 9634 6342 |
| | Sat 5 | S | Restaurant Night | Peter Stefan | 9624 8331 |
| | Sat 5 | R | Wakefield Park | NSWRRC | |
| | Sun 6 | S | Sunday Run | Jeremy Braithwaite | 0416 222 112 |
| | Wed 9 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Wed 16 | F | Wednesday Run | Jack & Jennifer Jones | 9654 1129 |
| JULY | Sun 20 | S | Breakfast Run | | |
| | Sun 20 | R | Wakefield Park | Mini Car Club | |
| | Sun 4 | S | Xmas in July | Jeremy Braithwaite | 0416 222 112 |
| | Wed 14 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Sun 11 | R | Oran Park GP | NSWRRC | |
| | Wed 21 | F | Wednesday Run | Vern & Wendy Kelly | 9651 2770 |
| AUG. | Sun 18 | S | AHOC "Brass Monkey" Run & O'night | Terry Daly | |
| | Sun 8 | R | Eastern Creek | ARDC | |
| | Sun 1 | S | Sunday Run | Jeremy Braithwaite | 0416 222 112 |
| | Wed 11 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Wed 18 | F | Wednesday Run | John & Karma Watson | 9875 3080 |
| | Sun 22 | S | Shannons Eastern Crk | Adrian Walker | 9987 4299 |
| SEP. | Sun 29 | S | All British Day Kings School | Ian Norman | 9799 2521 |
| | Sun 29 | R | Eastern Creek | NSWRRC | |
| | Sat 4 Sun 5 | S | Muscle Car Masters Eastern Ck | Adeian Walker | 9987 4299 |
| | Wed 8 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Sun 26 | R | Wakefield Park | Mini Car Club | |
| | Sun 12 | S | Orange Blossom Festival | Malcolm Ireland | 9416 3031 |
| OCT. | Wed 15 | F | Wednesday Run | Brian & Barbara Marshall | 9651 2821 |
| | Sat 25 | S | Harbour Cruise - Waratah | Malcolm Stephen | 9717 3273(w) |
| | Sun 26 | S | Sunday Run | Jeremy Braithwaite | 0416 222 112 |
| | Sun 10 | S | 101010 Concourse | Terry Daly | 9651 6175 |
| NOV | Wed 13 | M | Monthly Meeting | Lisbeth Allen | 9799 2521 |
| | Sat 16 | R | Oran Park South | NSWRRC | |
| | Wed 20 | F | Wednesday Run | Les & Roselee Johnson | 9412 1838 |
| | Sun 31 | S | Pride Of Ownership Day | Terry Daly | 9651 6175 |
| | Wed 10 | M | Monthly Meeting/AGM | Lisbeth Allen | 9799 2521 |
| | 12/14 | R | Australian Championship | Warwick District Car Club | |
| | Sat 13/ | | | | |
| | Tue 23 | S | New Zealand Tour | Terry Daly | 9651 6175 |
| | Wed 17 | F | Wednesday Run | John & Val Dixon | 9403 6905 |
| | Sun 28 | S | Sunday Run | Jeremy Braithwaite | 0416 222 112 |
| | 26 - 28 | S | HSRCA - Tasman Revival | Adrian Walker | 9987 4299 |

| | | | | | |
|------|-------|---|--|--------------|-----------|
| DEC. | Sat 4 | S | Christmas Dinner & Presentation Night (Away) | Peter Stefan | 9624 8331 |
|------|-------|---|--|--------------|-----------|

NOTES:

1. 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 pages 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 EVENTS

Please check the 'Affiliated Club + Links' page on this site to access individual club websites for more information on events

| 2009 | Event | Venue |
|------------|----------------------|--|
| 6 DECEMBER | TERRIBLY BRITISH DAY | PATRICK WHITE LAWNS, NEAR NATIONAL LIBRARY, CANBERRA |
| 2010 | Event | Venue |
| 17 JANUARY | ALL AMERICAN DAY | CASTLE TOWERS, CASTLE HILL |
| 26 JANUARY | NRMA MOTORFEST | SYDNEY CBD |

| | | |
|------------------|--|----------------------------------|
| 7 FEBRUARY | BATHURST HISTORIC CAR CLUB 24TH ANNUAL SWAP MEET | BATHURST SHOWGROUND |
| 20 & 21 FEBRUARY | HSRCA | WAKEFIELD PARK |
| 21 FEBRUARY | SYDNEY SUPER SWAP | HAWKESBURY SHOWGROUND, CLARENDON |
| 28 FEBRUARY | 7TH ANNUAL CENTRAL COAST SHOW 'N' SHINE | TUGGERAH (WYONG) |
| 13 MARCH | TEA GARDENS HAWKS NEST MOTORFEST 2010 | HAWKS NEST OVAL |
| 2, 3 & 4 APRIL | FoSC EASTER BATHURST | BATHURST |
| 1 & 2 MAY | HSRCA | EASTERN CREEK |
| 16 MAY | NATIONAL MOTORING HERITAGE DAY | VARIOUS LOCATIONS |
| 24 & 25 JULY | ALL FORD SWAP & DISPLAY DAY | EASTERN CREEK RACEWAY |
| 25 JULY | ALL FORD FAMILY DAY | EASTERN CREEK RACEWAY |
| 6, 7 & 8 AUGUST | FoSC WINTER INVITATION | WAKEFIELD PARK |
| 21 & 22 AUGUST | SHANNONS EASTERN CREEK CLASSIC | EASTERN CREEK RACEWAY |
| 4 & 5 SEPTEMBER | MUSCLE CAR MASTERS | EASTERN CREEK |
| 27 & 28 NOVEMBER | HSRCA | EASTERN CREEK |

Note: The following was copied from the CAMS Website www.cams.com.au and are also authorised events for the use of Club Plates

Ian Norman Editor

Event Calendar

[project d drift school](#)

From 09/01/2010 to 09/01/2010

Auto Test, Club
oran park raceway, NSW

[supersprint](#)

From 10/01/2010 to 10/01/2010

Speed, Multi-Club
oran park raceway, NSW

[project d drift school](#)

From 10/01/2010 to 10/01/2010

Auto Test, Club
eastern creek raceway, NSW

[2010 cams nsw supersprint championship round 1](#)

From 17/01/2010 to 17/01/2010

Speed, State
oran park gp circuit, NSW

[project d drift school](#)

From 17/01/2010 to 17/01/2010

Auto Test, Club
oran park raceway, NSW

[the last ever race meeting](#)

From 23/01/2010 to 24/01/2010

Race, Multi-Club
oran park, NSW

[january nams club championship hillclimb](#)

From 24/01/2010 to 24/01/2010

Speed, Multi-Club
ringwood park balikera nsw, NSW

[jugiong interstate challenge](#)

From 24/01/2010 to 24/01/2010

Auto Test, Multi-Club
jugiong park jugiong, NSW

[project d drift school](#)

From 24/01/2010 to 24/01/2010

Auto Test, Club
eastern creek, NSW

[multiclub motorkhana](#)

From 30/01/2010 to 31/01/2010

Auto Test, Multi-Club
bendemeer recreational grounds, NSW

[carline mufflers powercruise #22](#)

From 30/01/2010 to 31/01/2010

Race, Multi-Club
symmons plains raceway, NSW

[midweek social run](#)

From 02/02/2010 to 02/02/2010

Social, Club
hornsby patonga, NSW

[club motorkhana training day](#)

From 07/02/2010 to 07/02/2010

Auto Test, Club
riverstone, NSW

[annual show n shine](#)

From 07/02/2010 to 07/02/2010

Social, Club
prince edward park road reserve, NSW

| | |
|--|---|
| <u>2010 bathurst 12 hour</u> From 12/02/2010 to 14/02/2010 | Race, NATIONAL mount panorama, NSW |
| <u>motorkhana training</u> From 14/02/2010 to 14/02/2010 | Auto Test, Multi-Club eastern creek, NSW |
| <u>hsrca family training day</u> From 20/02/2010 to 20/02/2010 | Race, Multi-Club wakefield park, NSW |
| <u>state khanacross</u> From 20/02/2010 to 20/02/2010 | Auto Test, State hampton, NSW |
| <u>red mist rallysprint</u> From 20/02/2010 to 20/02/2010 | Rally Road, Club ringwood park, NSW |
| <u>spring all historic race meeting</u> From 20/02/2010 to 21/02/2010 | Race, Multi-Club wakefield park, NSW |
| <u>club practice lap dash</u> From 21/02/2010 to 21/02/2010 | Speed, Club oakburn park gunnedah road tamworth, NSW |
| <u>powercruise sydney</u> From 26/02/2010 to 28/02/2010 | Race, Multi-Club eastern creek raceway, NSW |
| <u>narooma booma</u> From 27/02/2010 to 27/02/2010 | Rally Road, Club narooma, NSW |
| <u>shannons sdma hillclimb round 1 nsw hillclimb championship</u> From 28/02/2010 to 28/02/2010 | Speed, State fairbairn canberra, NSW |
| <u>shannons sdma hillclimb</u> From 28/02/2010 to 28/02/2010 | Speed, State fairbairn park, NSW |
| <u>state motorkhana</u> From 28/02/2010 to 28/02/2010 | Auto Test, State nirimba, NSW |
| <u>ardc supersprint</u> From 07/03/2010 to 07/03/2010 | Speed, State eastern creek raceway, NSW |
| <u>nsw motor race championship</u> From 13/03/2010 to 14/03/2010 | Race, State eastern creek raceway, NSW |
| <u>shannons sdma hillclimb</u> From 14/03/2010 to 14/03/2010 | Speed, Club fairbairn park canberra, NSW |
| <u>2010 leyland p76 nationals</u> From 01/04/2010 to 05/04/2010 | Social, Multi-Club huntermulley nsw, NSW |

| | |
|---|---|
| <u>condohotal 750</u> | Rally Road, Multi-Club |
| From 02/04/2010 to 04/04/2010 | condobolin nsw, NSW |
| <u>easter at bathurst 2010</u> | Race, Multi-Club |
| From 02/04/2010 to 08/04/2010 | mount panorama bathurst, NSW |
| <u>powercruise</u> | Race, Multi-Club |
| From 03/04/2010 to 04/04/2010 | hidden valley raceway, NSW |
| <u>powercruise</u> | Race, Multi-Club |
| From 08/05/2010 to 09/05/2010 | hidden valley motor sports complex, darwin, nt, NSW |
| <u>ardc supersprint</u> | Race, State |
| From 16/05/2010 to 16/05/2010 | eastern creek raceway, NSW |
| <u>nsw motor race championship</u> | Race, State |
| From 19/06/2010 to 20/06/2010 | eastern creek, NSW |
| <u>shannons national racing series</u> | Race, NATIONAL |
| From 17/07/2010 to 18/07/2010 | eastern creek raceway, NSW |
| <u>victorian state race</u> | Race, State |
| From 23/07/2010 to 25/07/2010 | phillip island grand prix circuit, NSW |
| <u>ardc supersprint</u> | Race, State |
| From 08/08/2010 to 08/08/2010 | eastern creek raceway, NSW |
| <u>australian muscle car masters</u> | Race, NATIONAL |
| From 04/09/2010 to 05/09/2010 | eastern creek raceway, NSW |
| <u>shannons nationals racing series</u> | Race, NATIONAL |
| From 11/09/2010 to 12/09/2010 | eastern creek raceway, NSW |
| <u>nsw motor race championship</u> | Race, State |
| From 23/10/2010 to 24/10/2010 | eastern creek raceway, NSW |

42 event(s) found

THOROUGHbred SPORTS CAR CLUB

WEDNESDAY FUN RUN

2010 ROSTER

| | |
|--------------|-----------------------------|
| 17 February | Barry & Carole-Anne Lunn |
| 17 March | Roland & Stephanie Clark |
| 21 April | Barry Farr & Dott Forrester |
| 19 May | Keith & Carolyn Reynolds |
| 16 June | Jack & Jennifer Jones |
| 21 July | Vern & Wendy Kelly |
| 18 August | John & Karma Watson |
| 15 September | Brian & Barbara Marshall |
| 20 October | Les & Roselee Johnson |
| 17 November | John & Val Dixon |

If the designated dates do not suit the specified organisers, then please make alternate arrangements with any of the other members listed for a change of dates that are mutually suitable. Please advise me of any changes.

Would each of the nominated organisers please forward a copy of their proposed activity to Peter Stefan (peter.stefan@beiersdorf.com) for electronic distribution to all members prior to the monthly club meeting. Please also have flyers available for distribution at the meeting prior to the run.

Peter Stefan

WEDNESDAY RUN TO WOLLOMBI 21/07/10

The attendees(27)were:

Vern & Wendy Kelly
Adrian & Lorraine Walker
Graham & Narelle Blackadder
Barry Farr & Dott Forrester
Les & Roselee Johnson
Keith & Carol Reynolds
Jack & Jennifer Jones
Lionel Walker
John & Margaret Moody
Malcolm & Toni Ireland
Terry & Robyn Daly
Kevin & Robyn Leggott (met us at Wollombi - they live on Lake Macquarie)
Brian & Barbara Marshall
John & Georgie Spinks (friends of Brian & Barbara)

What started out as a grey old day turned into a wonderful drive in the country.

Twenty seven hardy souls met at McDonald's Mt Colah for the run up the Central coast. Following the normal coffee fix, organiser Vern called us all to attention. Instead of the usual run up the old Pacific Highway we were going to use the Freeway until Peat's Ridge and there through the wonderful back ways to Wollombi Cafe for lunch.

I personally took the opportunity to take my Jaguar XJC Coupe. A new motor had been installed the previous week and I couldn't think of a better way to run the new motor in. Also, in a recently acquired Jaguar was Jack Jones. Jack had brought this car earlier in the year after spotting it in a shed during the Wednesday run to St Albans. Jack had his wife Jennifer along as a navigator and had moral support in the form of the Moody's ridding along in the back seat.

Everyone except the Jones/Moody combination arrived without incident. Jack's Jaguar arrived with smoke (of some sorts) billowing out the rear. This is just what the Doctor ordered for our bunch of budding mechanics. The back of the Jaguar was subject to the smell check with several men (the women had departed to the Cafe) trying to sniff out the problem. Was it the Diff, Was it a petrol smell, was it a rubber smell, was it the type rubbing or was it a Brake smell. Lionel Walker, John Moody, Adrian Walker and Jack himself promptly Jacked the rear up and removed a wheel.. Still no oblivious sign. So a Blanket was extracted from the boot and Lionel and Jack went in under the Car.

In the meantime the other 23 TSCC people were ordering Drinks, food etc. and the laughter could be heard throughout Wollombi.

Now back to our bunch of Mechanics....An agreement was reached. It had to be a seized right hand brake calliper and yet another agreement was reached that Jack could drive the car the 120 kilometres back to Sydney provided he didn't use the brakes !!!!! Whilst Jack and John Moody didn't seem to think this was a major problem, both wives seem to have a different view and one wonders why?

In the meantime all enjoyed a wonderful lunch and we all thanked Vern and Wendy for not only the wonderful drive but ensuring the weather turned sunny. We had many choices of ways home. The Blackadders decided to go via Broke and down the Putty Road. Others went via Cessnock and back along the Freeway and others,

including the Jones/Moody combination would return via Peat's ridge. I volunteered to follow the Jones in case of mishap.

And the last I saw of them was Jack driving off into the distance with Jennifer clutching a FIRE EXTINGUISHER with a somewhat hopeful expression on her face.

Terry Daly





THE KURRAJONG GROUP RUN TO LITTLE HARTLEY, 1ST AUGUST 2010

After a week of rain and cold weather, the day started sunny – and very cold. Our XK120 doesn't have a heater, and the roof should be only used in a downpour. We had seven cars starting from Kurrajong. Malcolm and Margaret brought their WRX STI the furthest, from Sutherland way. Phillip and Terri brought their lovely red S1 E-type from the North Shore. From Kellyville we had Ross and Sandra in their Ferrari 328 GTS. Just around the corner from them came some old friends of ours from the Honda Sports Car Club, Simon and Jane in their very nice NSX. With an S2000 as my daily driver, I thoroughly appreciate a brilliantly designed and engineered sports car. The NSX is a classic collectors car which can be driven every day. I was expecting another XK120, from Oakville, but Norm and Pam chose their superb S1 E-type instead. A bit warmer I am told. The group was rounded off with good Kurrajong friends of ours, Graham and Carol in their MX5.

Having completed four Jaguar Drivers Club Mountain Rallies, I had got to appreciate the good driving roads that can be found west of the Blue Mountains. We chose a Sunday Run that used that great route, Bells Line of Road to start, and then picked up two sections of the 2010 Mountain Rally that Deborah and I had used three weeks before. The first section west of Lithgow took us to Wallerawang, where we had found an excellent coffee stop in the old Wallerawang Railway Station, now re-invented as a coffee and craft shop, with safe parking outside. After passing through Sunny Corner, we used one road between State forests where driving is just a complete pleasure, at whatever speed you choose.

After rejoining the Great Western Highway for a few Ks, we headed south to join Terana Road, and thence eastbound. This is a winding and fascinating section of road, with many one-lane bridges and/or underpasses of the railway line. One of the usual questions in the Mountain Rally is "How many times do you pass over or under a railway line between xx Km and yy KM?" We had this question this year in the Mountain Rally, and despite prior experience, still managed to get it wrong. The Ferrari had problems bottoming out in places, but all agreed that it was a great drive. It was fantastic to look in my rear view mirror and see two E-types closely following me on these twisty roads.

On a previous scouting run for this trip, we had found the Ambergmere Rose Inn at Little Hartley, built in about 1830, trading as a coach inn for many years. We organized the run to finish here for lunch, where our group had the main dining room to ourselves, complete with roaring open fire, just what XK drivers/navigators needed. As a biased trip leader, this is what a Sunday (or anyway) run should be: great driving roads with a great lunch venue, in great company.

Chris & Deborah Hallam





BRASS MONKEY RUN AND OVERNIGHT AT JENOLAN CAVES

Part 1

The Brass Monkey Run hasn't got its name because it's held in the heat of Summer! The only silly people from the TSCC to do this event were the Daly's, Clark's, Day's and the Reynold's. Vic Andrew's and his soon-to-be wife were sudden late starters. Considering the temperature, one can see Vic's point of view. Talking of temperature, it hit -3c on the way down.

This year's event started at the Crossroads at Casula at 06.00am sharp. And at exactly 06.00am some great old open top sports cars from the last half century headed off down the Hume Highway to Goulburn.

This year I was determined to get into the spirit of the event and take a convertible. Robyn had different ideas, it had to be a hardtop and it had to have a heater that worked. I guess you know who won.. Out came the trusty XKR.

After about a half hour on the road I was ever so pleased that Robyn had been so stubborn as we passed many a freezing motorist. In one TR3a we noticed the passenger was crouched down under the dashboard with just hair blowing in the breeze and it wasn't until we arrived in Goulburn that the crouched down passenger was in fact a Dog. They say a man's best friend is his dog and in this particular gentleman's case, his wife had refused to go much to the delight of the Dog. So Lady TSCC members, remember us TSCC Male members do have other's who will step in at just a moments notice.

Breakfast was held at the Goulburn RSL and was the usual Eggs, bacon, toast etc. After the delight's of Breakfast everyone admired all the cars from the many Clubs. Other's renewed friendships, whilst other's such as the Clark's and Daly's, headed to the Paragon Cafe for some real coffee and there we stayed until 11.00am, the agreed meeting time for our trip to Jenolan Caves via Taralga.

OVER TO CAROL

Terry Daly

Part 2

Terry had the previous task of writing the article because Keith and Myself were dragging the chain to Goulburn as we had an appointment at Bowral at 9am. Now to Continue

On arriving in Goulburn, the only car left was a beautiful green Aston Martin of Clark's, so after a quick cup of coffee we joined the group for the first leg of the run to Taralga.

Our lunch was at the historic 'Hotel Taralga' (surprised) .. built by M. Tyan in 1876. Lunch was definitely county style, large servings of great food, mouth-watering steaks and sobering drinks. Just before leaving, Keith and Rod decided to look at the War Memorial just across the road from the hotel. On inspection, it showed a list of the men that had enlisted in the 1914/18 war some 3 to 4 men from the same family, and the majority of which had not returned...no "Saving Private Ryan" those days...

The road from Taralga to Jenolan Caves was excellent, I think it was reasonably new and very wide for a country road, probably because of the trucks that use the road to transport the trees from the massive pine forests in the area. We travelled along Shooter road to Edith and then along the road down to the caves. This road was quite a steep descent, with a few blind corners but the drive was well worth the effort.

On arriving, we were all allocated rooms in the same block behind the Caves House. Terry had arranged for a tour of The Temple of Baal Cave, so off the group went , – Terry, Lindsay, Jill, Ros, Rod, Keith and myself, but someone mentioned 288 steps, I thought the steps to the cave were enough for me but the cave was truly spectacular. The guide worked the crowd well and made the tour interesting and fun.

Just for some interest: The cave was transformed in 2006 with a state of the art light and sound show designed to highlight the cave's stunning features. The cave boasts two massive chambers, one 42 metres high and is filled with beautiful formations such as the nine meters- long Angel's Wing shawl – one of the largest cave shawls in the world

After the tour, there was no time for changing, as our room was allocated, for Drinks and Nibbles. So conversations about caves tour, drive, lunch etc. were combined with the drinks, then off to dinner at Caves House.....Grand Dining Room Excellent three-course dinner ...coffee... Drinks????? Knocked over the first bottle of red wine and then ??????? did the same..... Oh! SorryForgot to mention there was a groove in the middle of the table. Everything ok. we were given a replacement bottle..... Good chatting by all and laughing... particularly after Robyn asked everyone "What was your favourite movie of all time " !!!!!!!

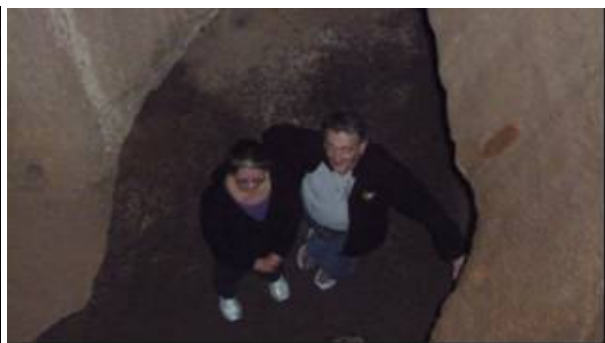
After dinner we all proceeded down to a small lounge room, lovely burning fire to partake of a bottle of port that Terry had bought along...Keith kept the night going....claiming that ...??????? had pushed his chair over and in turn landing upside down with the chair.....Great look, he will do anything for a laugh.

Next day, breakfast (excellent again) and then we all parted some heading to Oberon others making a longer weekend and us heading home..... Truly a Great Weekend.....For those who could not make it You missed a great time...

Carolyn Reynolds







WEDNESDAY RUN 18TH AUGUST

The following group met on a bright but cool morning at the McDonalds on the Hume Highway Liverpool for a run organised by John & Karma Watson.

Participants were.

John & Karma
Malcolm & Toni
Barry & Dott
Brian & Barbara
John & Georgie (Friends of the Marshalls)
Keith & Caroline
Ian & Lisbeth
Colin Watts

Porsche 911SC
Mazda 3
Ferrari Mondial QV
Aston Martin DB7
MGF
BMW 328C
BMW 330CI
Honda Civic R

Also joining us for lunch were

Terry & Robyn
Bob Walsh

Jaguar XKR
Jaguar XJS

The route took us down the Hume highway & then onto Camden Valley way. We skirted Camden on the bypass and returned to the Old Hume highway for a run over the Razorback to Picton. Then Tahmoor & Bargo before a brief return to the freeway, Mittagong, Bowral, past the Bong Bong race course & on to the lunch spot at the Burrawang Hotel.

John & Karma had organised a separate room for us complete with log fire. I'm sure we would all recommend the pub as the Bistro meal was first class & the staff friendly. Apparently it is a better mid week spot as it can be very busy on the weekend.

Thanks John & Karma for a most enjoyable run.

Malcolm Ireland





Shannon's Eastern Creek Classic – 22 Aug 2010

The early morning was crisp but the early rays of sun gently eased us into the day. I had decided a few days before to bring my Maserati Merak along rather than the trusty Porsche. I was apprehensive as I had not used it for 9 years! As I



drove to the event, I gingerly watched the temperature gauges and prodded the brakes when I could – listening to every change in noise as an indication or early warning of a problem. However, all went well and soon I was drawing up to park along side some of the TSSC cars.

The Club had a great display of various marque cars once again. Just my luck – I had to park next to Neil's glistening Daimler 250. I quickly looked to see if I could move to park next to something not so pristine, but alas, there was no escape – further down was Terry's GT40 and Ross's Ferrari!



After parking, I went to get an obligatory early morning coffee. As I was waiting, I looked over the Alfa Romeo's that were arriving. What a lovely site – could not help but walking through their display sipping my coffee. This lovely Montreal caught my eye. It is a complex car for its day with its 2.5L V8 engine. A 100 hundred were imported to Australia, more that 30 remain - but that's another day's story.



It was good to catch up with the other club members. It is always interesting to listen to the owners stories behind the purchase of their cars. Ross shared his purchase story with me as I poured over his delicious Ferrari. Not long after a 'big cat' rolled up and none other that Adrian jumped out! He had just purchased a Jaguar XJR a few days earlier. He just had time to give it a quick wash and then bring it along. Adrian opened up the engine bay and all I could see were lots of 'guns & glory' lurking in its depths. I'll leave him to tell you more details of his new acquisition.

There were over 1700 cars at Eastern Creek on the day so there was much to see. The objective of the days is to come along with your picnic basket (and a chair if your car is not too exotic to fit one in!) relax and idle the day away surrounded by the sounds and sights of cars.



I

however, was keen to walk around the cars and look and listen to their owners. So many cars, all interesting marque cars, so it is difficult to only mention a few.

One that did catch my eye was a genuine Alfa GTA. This is such an interesting car as it shows how innovative the Italian firm was when it came to stripping weight off a car to make it a track weapon. Now Italians have a slightly different approach in the period to say Porsche or Lotus – they pop riveted aluminium body panels to the chassis and shaved weight wherever they could (or maybe they just liked the novelty of using a pop rivet gun?). They were pretty ruthless and produced a car that ranks right up there with the early 70's lightweight Porsche RS. Here

picture showing the pop rivet detail along the fender channel. The twin spark motor is also a dead give away that this is the real deal (8 plug leads for a 4 cylinder motor – maths schooling finally came in handy!).



it
is a



In a blink of an eye, or so it seemed, it was time for TSSC to do their parade lap. I scrambled



into the
car eager
to be part
of this and
found
myself
tucked
behind
Les's

DeTomaso Longchamp. What a sight – it just oozes Italian charm punctuated by 4 brutal exhausts – and it's red! Up ahead I could also see glimpses of Ross's Ferrari, Norm's E Type and Colin's MG.



When we drove up to the beginning of the straight I suddenly found myself no longer looking into those 4 brutal exhausts of Less's DeTomaso – have no idea where he went, and I did not see any petrol stations along the way either – strange? Anyway – I just had to do the right thing and drive as fast as I could to catch up to the convoy which was somewhere ahead. Along the straight the thought did cross my mind 'a few' times as to whether this Maserati of mine, which had been standing for 9 years, would actually stop. I also suddenly found that elusive DeTomaso again – right in front of me. Thankfully my Maserati did stop!

After this it was time to enjoy a bite to eat and drink, before heading off to explore more cars and chat to their owners.





Back at TSSC base camp, I asked Terry to open up the engine of the GT40. I can remember seeing his car a few times here at Eastern Creek sometime before I actually joined the club. Needless to say it was cleaner the engine bay than the bodywork (which, er, incidentally was very clean). I reckon if you ever stuck for a quick cleaning kit – talk to Terry. Some saysome say, that he airlifts the things around. Next time we out at his shed - I'm going to look for a transport helicopter or something similar stashed somewhere



in
are

Once the eager onlookers departed from pouring over the GT40, it was close to 3pm and the day had drawn to a close and time to pack up and head home. A really enjoyable outing – will I be there next year? You bet!

Ashley Smith

SHANNONS EASTERN CREEK CLASSIC

As members are aware, each year the CMC organises for clubs to display a range of veteran, vintage & classic cars, bikes, buses & ex-military vehicles. This years event on Sunday 22 August was once again sponsored by Shannons Insurance & was the CMCs 46th annual display day. Given the fine weather, in excess of 1800 vehicles were expected & turned out.

The CMC affiliated clubs, of which there are 150, were invited to enter their best vehicles in the Concours on pit straight where the judging, purportedly, is based on the usual combination of originality, authenticity of restoration, condition & cleanliness. 25 vehicles ranging from a 1929 Rolls Royce Phantom II to a 1999 Aston Martin DB7 Vantage were entered with the top award going to a 1947 MG TC.

However our club was well represented with John & Margaret Moody taking 2nd place in the 1971-1980 category with their beautiful 1974 red Jaguar E-type. This was the most competitive category amongst the 6 categories judged.

Barry Farr



Those attending were:

- | | | |
|------|------------------------------|--------------------------------------|
| (1) | Norm Johnson | E-Type Jaguar Coupe |
| (2) | Adrian Walker | Jaguar XJR Supercharged Sports Sedan |
| (3) | Colin Watts | MG Midget Convertible |
| (4) | Lionel Walker | Jaguar MK2 Appendix J car |
| (5) | Neil Mason | Daimler 250 V8 Saloon |
| (6) | Ross Brackenbury | Ferrari 328 Coupe |
| (7) | Ian Norman | Jaguar MK2 Sports Saloon |
| (8) | Terry Daly | Ford GT40 Coupe |
| (9) | Bob Walsh | Jaguar XJS Coupe |
| (10) | Vern Kelly & Malcolm Ireland | Jaguar Sovereign XJ V8 Saloon |
| (11) | James Dimopoulos | BMW 635 CSI Coupe |
| (12) | Les Johnson | DeTomaso Longchamp Coupe |

- | | | |
|------|--------------|-----------------|
| (13) | Barry Lunn | MGB Convertible |
| (14) | Ashley Smith | Maserati Merak |
| (15) | Len Fardell | MG TF |





The following article, which appeared in the North Shore Times 21/8/10, was supplied by Les Johnson and may be of interest to members.

BUSINESS Super treasures will have to be hidden



doing business
Clive Mathieson

THERE'S been some bad news for those lucky few who considered the Whiteley painting on the wall, the American muscle car in the garage and the 12m cruiser at the marina as part of their retirement plan.

They'll still be able to collect such treasures but pretty soon they'll have a tough choice to make.

They can either put them in storage, never to be gazed at, driven or generally enjoyed. Or they can take them out of their super fund and give up generous tax benefits.

There is a growing army of Australians who manage their own



SUPER CAR:
1969 Boss
429 Mustang.

superannuation fund rather than rely on a faceless fund manager to protect their life savings.

At last count, there were about 423,000 of these "self-managed super funds", which are effectively overseen by the Australian Tax Office, managing about \$330 billion worth of assets.

Most invest in financial products – shares, bonds and the like. But some retirees have opted to load them up with more "exotic" investments, such as paintings, art, coin

and stamp collections, racehorses, classic cars, boats, wine ... even golf club memberships.

There's no doubt some of these "asset classes" have significant value and, if you avoid drinking the Grange, tend to appreciate over time, just like, in theory, shares.

The problem is they have not been treated like investments but like any other consumer product.

It's a loophole that needed to be closed. And last month, Jeremy Cooper's review of the super indus-

try recommended SMSFs be given five years to sell such collectibles.

The alternative was converting your SMSF into a fund overseen by the Australian Prudential Regulation Authority – a body with stricter rules than the ATO.

The biggest outcry came from the art industry, which feared a collapse in the value of paintings as SMSFs dumped collections on an already fragile market. It's estimated one in 13 paintings bought in recent years went into such a fund.

In late July there was relief, of sorts, when Labor said it would not adopt Cooper's recommendation.

The Government likes most of the review – including plans for a discount, no-frills MySuper fund – but is happy for SMSFs to continue to hold certain "exotic" assets.

However, there will be rules based on guidelines developed by the Self-Managed Super Fund Professionals Association of Australia.

You will not be able to hold assets in an SMSF for "personal benefit" until you retire.

So a painting must be treated like any other asset class. Documented, verified and held in storage or loaned to a gallery, not stuck on a wall of your house, or the house of "any related third party".

Wine would have to be in a proper storage facility, not your cellar. And forget about taking the Mustang for a spin every weekend.

The laws are still being drawn up by Labor – and tomorrow's election could complicate things. But most sensible commentators reckon this is a reasonable compromise.

■ Clive Mathieson is deputy editor of The Australian. For best business news and analysis go to theaustralian.com.au

TSCC SPORTING REPORT
Grant Liddell currently leading the Hillclimb Championship

Grant has woken the Sporting Report from its slumber with following report.

The first 5 rounds of the NSWHC have now been run. I can't report as much success behind the wheel results wise as at this time last year although I have had reasonable results.

Round 1 at Fairbairn Park (Canberra) saw an improvement on my previous best by 1.18secs for 49.57secs against the existing class record of 49.20. Aiden Curlewis in his Datsun 1200 sedan recorded a new record time of 48.38. This saw Aiden 21st outright and 5th tintop to my 9th. Second in a class of 4.

Round 2 at Bathurst Esses saw Aiden again setting the pace. I recorded a personal best of 31.17 against the existing record of 31.26. Aiden left the record at 30.38 which saw me second in a class of 3 Datsun 1200s.

Round 3 the next day on Mountain Straight was no different. I couldn't match my previous best while Aiden reduced the existing class record of 58.44 by no less than 4.17secs leaving it at 54.27! 3rd of 3 this time. Not a good day, however on getting home and having a good look at the Dato's exhaust, which had come apart at Bathurst (repaired by the TAFE crew) I could see where things could be improved. A new mandrel bent tail pipe and a new muffler - the old one had imploded, certainly has the Dato sounding better.

Round 4 at Mt Cooperabung, between Port Macquarie and Kempsey, was next. I didn't practice as I was alone in class, the track was reportedly breaking up and I was concerned that the car's new exhaust may be too noisy. The fact that Penny had travelled with me for the first time in over a year, as well as having the company of our neighbours, also had an impact. Lunch with my cousin in Port followed by a BBQ at Stoney Park on the Saturday night was really enjoyable. Sunday saw me reduce the class record from 32.845 to 32.567. In car footage showed me hard at work - 1st and last in class. The track caught a few out with Tim Edmondson in his Nicholson McLaren engined Gould GR55B not making it through practice (he was under the outright record on his first run!) along with Paul Finch in his PRB. Sunday saw ex-F1 designer, Malcolm Oastler, and his immaculate self-built Ferrabusa 156 come to grief while the Jones' Capri Sports Sedan was extensively damaged (rolled).

Round 5 at Grafton saw me camping out at the track, I was travelling alone and had enjoyed camping out at Bathurst - like being 21 again! Didn't quite match my previous best and off the record. 53.65 against the 52.23 existing record. Once again 1st and last in class.

I've managed to slip into the class lead with 61 points with Aiden second on 42.

Peter Gumley's more recent work on the venerable SCV has it looking a treat and once more leading the NSW Championship (62 points). Douglas Barry in his Lola F3000 is in second place (47), with Tim Edmondson now back in 3rd (39).

Looking forward to Round 6 in Tamworth.

Grant Liddell

o000o

I look forward to hearing from any club members who are out there competing in motor sport.

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

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

ALL BRITISH CAR DISPLAY DAY AT KINGS SCHOOL 29/08/10

Lisbeth and I arrived at The Kings School in the MK2 Jaguar around 8.45am after a good run from Hurlstone Park. I had not put the sticker on the car as the previous year it had blown off on the way so we had to stop in Masons Drive and affix it. In the line up to get in we spotted Barry and Carol-Anne in their MGB.

When we arrived at our designated area, four of our members had already arrived and were lined up. We proceeded to unload our chairs and table and get set up for the day. We had anticipated the morning would be quite cool and had rugged up accordingly but the sun was shining and we fairly quickly started to shed some of our layers.

Those attending were:

Phil O'Loan

Roland & Stephanie Clark

Len Fardell

Neil Mason

Barry & Carol-Anne Lunn

Les & Roselee Johnson

Vern & Wendy Kelly

Lana & Robyn Daly

Colin Watts & Peter Stefan

Malcolm & Toni Ireland

Adrian Walker

Ian Norman & Lisbeth Allen

Jaguar E Type Coupe

Aston Martin V8 Convertible

MG TF

Daimler MK2 250V8

MGB

Rolls Royce

Jaguar Sovereign

Jaguar XKR

MG Midget

Jaguar XJ Sport

Jaguar E Type Roadster

Jaguar MK2

This day was also the Jaguar Drivers Club of Australia (JDCA) annual Concours and Display Day and three of our members (Terry Daly E Type Coupe, John Moody E Type Roadster and Bruce Griffiths XJ40) had cars entered and all won prizes – refer Presidents Report for details.



In addition Jack Jones and Peter Newcombe were displaying their cars with the JDCA and visited our area during the day. We were also visited by members Keith Reynolds and Bob Smith (there may have been others but I did not see anyone else).

There is also an Art Show put on by the Kings School which always draws a large crowd. The number and variety of artists and paintings is quite substantial with prices ranging from under \$300 to several thousand. From our observation it was mainly the cheaper paintings which were selling perhaps reflecting the current economy.

This year there was a display of vehicles through the decades showcasing the development of the motor vehicle and each club was invited to participate. The TSCC were represented by Roland & Stephanie Clark's Aston Martin DB4. There were a number of interesting cars and one in particular which took my eye was in the Rover display which was near us. This car, a Rover P5 3 litre convertible, was apparently converted when new by English Coach Builder FLM Panelcraft. The quality of the conversion was very good and it looked like a factory job.



We left at 3.45 after a very enjoyable day with perfect weather, great company and interesting cars to look at. If you haven't been to this event I can recommend it.

Ian Norman







PROPOSED RALLY 2011

During the last 2 general meetings, as well as the last 2 Wednesday runs, there has been discussion around when another rally will be organised. Most will be aware that Les & Roselee Johnson organised the last Rally, the Great North Rally, run over 9 days during May last year.

This year, members were invited to undertake a tour of New Zealand. For next year, Dott & I, together with Keith & Carole Reynolds, have offered to organise a rally with valued advice being offered by Les & Roselee Johnson.

The proposal is to have a rally over say, a maximum 10 days (could be less) around Victoria encompassing et al, some vineyards & the Great Ocean Road, either:

a. In May - from say, Wednesday 18-27 to finish in Bowral to coincide with the Club's 30th anniversary celebrations at Peppers Manor House on Saturday 28 May (note that Easter is late April & coincides with Anzac Day 22-26 April)

or

b. Later in the year, say in September 7-16 inclusive, outside the NSW & Victorian school holiday periods & so that it does not clash with the Jaguar Club Concours & All British Day (note school term 3 ends on 23 September & term 4 commences on 10 October in both NSW & Victoria)

Those interested & available to partake in a rally next year, please email a response, whether you would prefer a. or b. & add any comments, by 14 September 2010 to:

barry.farr@yahoo.com.au

Barry Farr

JAGUAR WORLD TOUR 1990 - Toni & Malcolm Ireland

Part 1

In May 1990 Toni & I joined a group of Jaguar enthusiasts on The World Jaguar Tour organised by Les Hughes of Australian Jaguar Magazine fame.

This was our first overseas trip (Fiji hardly counts) and was to take 6 weeks with highlights being the World Jaguar Weekend in Coventry & the Le Mans 24 hour race. For the stayers there was a further 2 weeks touring in the United States.

The trip was arranged thru Flight Centre in Brisbane with the coaches provided by Top Deck Travel. The couriers & drivers were New Zealanders usually employed by the Top Deck group to escort their double decker bus tours of India etc.

With Les Hughes in charge the group came together for the first time, early on Friday morning the 18th May at Frankfurt Airport, with, at that stage approx. 70 people from Australia, New Zealand & America. There were only three other couples from JDCA with Chris & Di Haigh joining later in Edinburgh & leaving after Le Mans.

We boarded the 2 buses (later to become known as the snooze bus & the booze bus) & in no time we were at the Rosso Bianco museum (closed 2008). A private collection of 50/60 Sports/Racing cars. Light weight "E" type Jaguar, Birdcage Maserati, many Ferraris, Lotus & Porsches. Also on display was a large collection of motoring related paintings and sculptures. I was in seventh heaven and the battery on the new video camera took a beating.



Porsche



Birdcage Maserati

It was then on to the autobahn for a trip to Altmunster near Salzburg Austria.. A pictureque village on the edge of Lake Traunsee & surrounded by mountains. This was the home of Lofty England (Retired CEO of Jaguar) and his wife Doris. We spent 2 nights there, Lofty had organised a number of social functions. These included a dinner with the Australian Ambassador & local town dignitaries, a cruise on the lake & on the Saturday morning the local Jaguar Club arrived with a great collection of Jaguars. Two warrant a mention, one a Series 3 "E" Type with a XK engine & a convertible Mk 10. Lofty assured us that both were factory produced cars.



Sat.morning Altmunster

On Sunday it was across Austria & Germany to Zurich with a lunch stop in Liechtenstein. We brought our sandwich at a stall displaying a NSW number plate, evidently the owner's brother was a baggage handler at Mascot.

An early departure saw us in Mulhouse mid morning to visit the French National Motor Museum (Schlumpf collection). This was a mind blowing experience. The collection was assembled by the two Schlumpf brothers, in virtual secrecy, during the 60/70's. It was housed in part of their extensive textile factory. The Brothers ran into financial problems & the workers took over the collection in March 1977 prior to it being open to the public. The display covers some 6 acres under one roof, there are approximately 427 cars on display, all in showroom condition & in working order. The collection includes 122 Bugattis' including two of the worlds six Bugatti Royales. I drooled for some considerable time over the line up of 250F & 300S Maseratis. Think of a manufacturer and they were represented. The roof is supported by hundreds of pillars, topped with reproductions of lights on the Grand Canal in Venice. There is ample natural light and on our visit they were only turning the lights on for five minutes every hour. Cost? Mulhouse is near the Swiss/France border and not far from Basle & the Museum is not to be missed.



Maserati 300S



Maserati 250F



Bugattis

After all this excitement we had a night at Nancy, an old university town.

Then it was on to Paris for 3 nights. We were joined there by our daughter Tracey & her boyfriend (now husband) Phillip who were working in London. We had not seen her for 18 months so great excitement & tears. With ample room on the bus they were able to join us for the included sight seeing tours around the city (no cost). We did all the tourist things, the Eiffel Tower (to the top), the Louvre & Lido

From Paris we travelled to Rheims and after a visit to the bullet splattered cathedral most of the males visited the remnants of the old Rheims circuit. Toni convinced the couriers to take the other bus to visit Tattenger winery, famous for their champagne

The night was spent near Koblenz at the junction of the Rhine & Mosel rivers.

Next morning it was off to the Nurburgring. After visiting the museum, mostly Porsches at that time, it was back onto the buses for a drive around the old circuit. This was open to the public and for a nominal fee you could do a lap. No speed limit. There was a continual stream of high speed traffic passing the buses & one bike rider crashed in front of us. There were spectators lining the most dangerous bends so there must have been enough action to make it worthwhile. An unforgettable experience. We then continued across Germany to Hamburg.

An early start next morning saw us on the way to catch the ferry to Denmark. This began a six day visit to Denmark, Norway & Sweden with the programme put together by Ole & Bea Sommer. Ole's father was the original Jaguar dealer in Denmark & in the 50's Ole worked at Jaguar Coventry

From the ferry we headed to the 12th century Aalham Castle to tour the Castle & wander around the 200 cars in the museum, mostly veterans. They have the oldest Daimler in the world. The Count talked to us about his cars & we then viewed the Castle grounds from his steam train.



The Counts Collection

The night was spent in Copenhagen with an evening walking around the Tivoli Gardens.

Next morning we drove to Ole Sommers Veteran Car Museum. This included genuine SS100, "C" & "D" Jaguars. Ole is the world acknowledged guru on genuine "D" Types. The collection included a wide variety of cars all in pristine condition.



Jaguar C-Type



Jaguar D-Type



Jaguar SS 100



Riley

The next stop was Kronborg Castle & then Frederiksberg Castle. At some stage we had a photo stop to see the Little Mermaid. We walked the shopping mile & visited the quay to see Hans Christian Andersen's house.

The following morning we had breakfast on the ferry between Denmark & Sweden arriving in Limhamn a suburb of Malmö at 9.00AM. By 9.30AM we were viewing the private Soderstrom Collection created by two generations of the family of car importers. Again a wide variety of vehicles with some late model BMWs. My favourite was a French blue Lago Talbot sports car from the late 30s. Our destination was Gothenburg with a stop at Sæve Airfield to test drive the latest Volvo model range. Imagine giving some 40 odd car nuts the opportunity to drive 18 different model Volvos. They had arranged a 16Km test route thru the countryside. Toni & I only did one lap as even then I found driving on the wrong side of the road unsettling. All of the cars remained unscathed with some of the speeds achieved in the turbo cars impressive. The Volvo Collection, housed at the airport was also visited. Then on to Oslo

A free day in Oslo saw us doing the tourist things which included visiting a museum which has a couple of viking ships. It is hard to believe that in 850AD they had the ability to design & build these beautifully proportioned objects. I just kept returning to stare.



That evening we joined the local Jaguar Club for a meal at a Restaurant in the alps above the city. After the meal we wandered around having a look at the Jags. These included a white XK150 coupe and it looked so good in the setting I'm sure it influenced our purchase of our Red coupe (Ruby) some 11 years later. A few minutes walk from the Restaurant was the Holmenkollen ski jump one of the first built. Being able to wander around in fading daylight at 11.00Pm was an advantage



XK150

After some more free time in Oslo we headed off into the mountains for our overnight stop at the Haugllseter Hotel in the ski fields. There was still snow around so we enjoyed the novelty.

The next day was our last in Scandinavia with a drive to Stavanger to join the cruise vessel(ferry) across the North Sea to Newcastle in the UK. To say this drive was spectacular is an understatement. With ski fields, fiords, very narrow roads & ferry crossings the scenery changed by the minute. A memorable end to our visit to Scandinavia.



Despite what we had heard of the North Sea our overnight trip to Newcastle was uneventful. We arrived in the UK on 2/6/90 17 days after leaving Sydney.

After clearing Customs/Immigration it was back on the buses for the trip to Edinburgh. We stopped at the small village of Duns, the home of the late Jim Clark & visited a museum displaying most of his trophies & other memorabilia. Clark started his career in D-Type & Lister Jaguars. We were joined by Graham Gould an original member of the famous Scottish racing team Ecurie Ecosse who took out Le Mans for Jaguar in 1956 & '57. He was also Jim Clark's biographer.

Our 3 night stay in Edinburgh was spent mostly doing all the tourist things, visiting the Castle, walking the Royal mile, Castle Hollyroodhouse. Several trips visiting Perth & Loch Larn. One car related function was a visit to the original site of the Ecurie Ecosse team. This is now just a garage in a back lane. The girls in the group found it highly amusing to see a group of grown men paying homage to a garage door. Some things are hard to explain.



Site of Ecurie Ecosse workshop

Graham also took us to the Doune Motor Museum which housed a wide ranging collection of Aston Martins, Morgans, M.G's, Bentleys, Jaguars, Rolls Royces, Maseratis & Ford GT40. Mostly the private collection of the Earl of Moray & a number of the cars had interesting histories. This museum closed Nov. 1998.

We left Edinburgh on Tuesday for York. This took us towards Glasgow & then down the M6 passed Lockerbie, scene of the Pan Am crash some 18 months earlier, with a lunch stop at Kendall in the Lakes District.

A day in York was just enough to wet the appetite. Memories are, trying to keep up with our 70+ lady volunteer guide walking around the wall, The York Minster with the Roman drain still flowing underneath, the Shambles & the underground Jorvik Viking Centre. No time to see what was said to be the best train museum in the world.

Our next night was spent in a Flotel at Northwich in Cheshire. As you can guess this was a motel on barges. Very novel, very small rooms with a few of the group having trouble getting into the showers. We joined the Cheshire Cats at their local pub for a meal & the car park was littered with a great collection of Jaguars. The very impressive lady President was also the President of the MG Car Club.

Oh! I almost forgot on the way to Northwich we visited Vicarage Classic Car Co. who rebuilt Mk 2 & E Type Jaguars. For Stg60000 you could have a Mk 2 rebuilt with 3.8L engine, 5 speed Getrag gear box, coil spring rear suspension, air, P/S, power windows .etc. Also the Midlands Motor Museum at Stanmore Hall Bridgnorth. The museum had over a 100 exhibits from the 1920's to 1980's with Jaguars, Austin Healeys, Lagonda, Aston Martins MG Morgans, Ferraris & also a wide ranging collection of motor bikes.

Our arrival in Coventry on Friday 8th June signalled the beginning of The World Jaguar Weekend. This was a weekend where Jaguar enthusiasts from all over the world came together to celebrate Jaguar's 40th year at Le Mans. The whole weekend was heavily sponsored by Jaguar Cars Ltd and organised by the late Roger Woodley & wife Penny.

It started with lunch at the Browns Lane & then, after a wander around the museum, which included the XJ13, we had a tour of the factory. The XJ40 was in production on a very labour intensive production line. The girls attracted almost continual wolf whistles from the workers. The amount of hand finishing that went into the timber work & the leather interior was astonishing. Toni & I visited the factory again in 1996, by then the X300 was in production on a brand new line installed by Ford. Heaps of robots no whistles.



Browns Lane



XJ13

Later in the day the Lord Mayor of Coventry welcomed us to his city at the Coventry Museum of Road Transport. In honour of our visit a collection of Jaguar related artworks was on display. More importantly was the unveiling of the newly refurbished XJ220 prototype. This had a quad cam V12 motor & all wheel drive; a big heavy beast. The eventual production version had a turbocharged V6 & rear wheel drive only. The museum had a great collection, mostly of vehicles built in the Coventry district..



XJ220

That night we had a Welcome Dinner at the hotel hosted by the Jaguar Car Club.

On Sat. morning it was out to Charlecote Park, a National Trust property, for an English country fair, auto jumble & huge display of Jaguars. The house was also open for inspection. At lunchtime Tracey & Phil arrived, having driven up from London. They took us down to Stratford-upon-Avon & on to the Cotswolds for a flying visit. That evening, at the invitation of the Chairman & Directors of Jaguar Cars Ltd., we attended a formal dinner in honour of the Jaguar Car Clubs. There were 4/500 people, maybe more, in attendance & included a number past & present Jaguar notables. These included Lofty & Doris England, Roger & Penny Woodley, Jim Randle & Norman Dewis. At our table we had Bert Hadley who had been co driver in the XK120 at Le Mans in 1950 & also in 1953 in the XK120 that ran for 7 days & averaged 100MPH. Stirling Moss was one of the four drivers involved. Both of these cars were also on display. Also at our table was Stuart Spencer & his wife. Stuart was a graphic artist in the design department and retired recently. Sir John Egan Chairman Jaguar Cars proposed the toast to "The Clubs". He had spent 10 years as the Chairman and had overseen the sale to Ford. This would have been one of his last official duties as he retired 30/6/90. Les Hughes responded.

His Deputy John Grant proposed a toast "To the Future" with the response from The night was a once in a life time experience



Le Mans XK120

On the Sunday morning we left for London. On the way we stopped off at the visitors centre at the Bosworth Battlefield(22/8/1485) & then Donnington Racing Circuit for a special Jaguar race day & the final event of the World Jaguar Weekend. There was a top collection of Jaguars with many "C" & "D" types, the full XK range & Mark 2's. To see so many valuable cars being driven so hard was hard to believe. We also had the opportunity to visit the Donnington Collection. This had been put together by Tom Wheatcroft and at that time it was the largest collection of single seater grand prix cars in the world. Ian Cummins was the curator in 1987.

I was really looking forward to this as they had a Vanwall, my all time favourite GP car. You can imagine my disappointment to find that the car had been replaced by a sign "Out on Loan". I did eventually get to see a Vanwall (two actually) when in 1999 Toni & I spent a day at the Goodwood Revival. It was worth the wait.



Start Line Donnington



V16 BRM

To be continued next issue.

HARBOUR CRUISE ON THE STEAM TUG “WARATAH”



You are invited to join fellow members of the TSCC on a cruise around Sydney harbour on the historic steam tug “Waratah” c 1902 owned by the Sydney Heritage Fleet. What better way is there to spend a spring Saturday than cruising:

- on one of the world’s most spectacular harbours;
- on a world-wide recognised preserved ship;
- in the esteemed company of Thoroughbred Sports Car Club members.

| Cruise Details | |
|-----------------|---|
| Date | Saturday, 25 September, 2010 |
| Boarding | The Heritage Shipyard on James Craig Road, Rozelle |
| Depart Wharf | 11:00am (assemble at 10:30am) |
| Return to Wharf | 3:00pm |
| Catering | Self catering – BYO food and drink |
| Parking | Free (near the shipyard) |
| Cost (pp) | To be confirmed ~\$40 - \$45 (depending on numbers) |
| Organiser | Malcolm Stephen |

For those interested in joining us on what should be a beautiful day out, please contact me (preferably by E-mail) to reserve your place.

Regards

Malcolm Stephen

T 02 9717 3273 (w) 02 9543 2951 (h)

M 0413 171 806

E malcolm.stephen@ansto.gov.au

WARATAH 1902



World's oldest operational coal-fired steam tug

Vital Statistics

| | |
|-----------------------|------------------------------------|
| Overall length | 108ft (32.9m) |
| Beam | 20ft (6.1m) |
| Displacement | 165 tons |
| Powered by | Two cylinder compound steam engine |
| Acquired by the Fleet | 1968 |

Waratah, a coal-fired tug, was built at Cockatoo Island, Sydney and launched on the 21st May 1902. Originally named *Burunda*, her primary role was to tow dredges and barges between the various ports along the NSW coast.

She is the oldest tug in working order in Australia. She carried a crew of 14, including six officers who were accommodated in separate cabins aft.

With raked funnel and counter stern, *Waratah* has the graceful proportions of a vessel of her era.

Her sea-going days nearly ended in 1948 when, due to her age and condition, she was restricted to Newcastle Harbour. In 1968 it was announced that the old tug was beyond economical repair and was to be disposed of for scrap. The Sydney Heritage Fleet, realising her historical importance, acted to save her and proceeded to purchase the vessel from the Department of Public Works. After a subsequent five-year restoration program she is now, once again, fully operational.

The *Waratah's* authentic restoration has gained the Fleet world-wide recognition for historic ship preservation.

Waratah is available for charter and is suitable for corporate and private functions such as weddings, birthdays and other events. Operating times are 10:00am to 10:00pm, on Fridays, Saturdays, Sundays and Mondays. She carries 49 passengers on four-hour cruises of Sydney Harbour.

For further information, or to make a reservation, contact the Membership Co-ordinator on 02 9298 3841 or email: mdalton@shf.org.au



PRIDE OF OWNERSHIP DAY

**OATLANDS HOUSE (Circa 1823)
42 Bettington Road, Oatlands**

SUNDAY 31st October 2010

Dear Fellow TSCC Members,

Please join us again at this magnificent venue for our annual Pride of Ownership Day. Either just display your vehicle among other fine thoroughbreds, or submit it for pointscore judging at your option. More than one car per Member may be judged or displayed. Enjoy the company of your fellow Club members & their cars on this relaxing, enjoyable day – one of the highlights of our annual calendar of events.

Time: 10:00am to 10:15am - vehicles to arrive (& judging may commence)
11:30am – drinks will be served in the display area & garden
12:00 noon – Luncheon will commence in the Rebecca Room

Cost: \$70 per person ***all-inclusive***, which covers pre-lunch drinks with nibbles, 3 course meal with wine, beer & soft drinks, followed by tea, coffee & port. **(Please note that cost is subsidised by the Club from \$82 per person)**

Awards – will be judged & awarded as follows:

- 1) Best presented car 30 or more years old (at time of event)
- 2) Runner up to above
- 3) Best presented car less than 30 years old (at time of event)
- 4) Runner up to above
- 5) Ladies Choice
- 6) Car of the Year – chosen as the car with the highest pointscore from 1) & 3) above.

Please return the reply slip below as soon as possible with your payment of \$70 per person & details of vehicle(s) to be entered. Cheques should be made payable to TSCC & forwarded to:

Malcolm Ireland 9 Lyle Ave Lindfield 2070

Note: Please reply as soon as possible, **but by no later than Mon 25th October** as we are required to advise Oatlands House shortly thereafter of final numbers for catering.

REPLY SLIP

Names: _____

Cheque attached for (No. of)_____ people at \$70 per person \$_____

Details of vehicle(s) for Judging:

Year of manufacture_____

Make/Manufacturer:_____

Model:_____

Reg' No:_____

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

Car Badges (Metal)\$25.00

Cloth Badges\$ 5.00

Lapel Badge\$12.50

10 YR Lapel Badge\$12.50

25 YR KEY RINGS\$10.00

Lightweight Jackets.....\$48.00

Polar Fleece Jackets-Discontinued line...\$ask

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

Colin Watts 96248202

THOROUGHbred SPORTS CAR CLUB

NAME BADGE ORDER FORM

Badges with TSCC logo and your name

At a cost of \$10.00 each

Name:

Name:

\$_____ Enclosed

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

Colin Watts
55 Rosina Cres
Kings Langley 2147

OR Give it to me at the next meeting

THOROUGHbred SPORTS CAR CLUB

POLO SHIRT ORDER FORM

SUMMER WEIGHT SHIRTS MADE FROM A MOISTURE-RELEASING FABRIC —
POLYESTER COVERED BY A COTTON YARN WITH A SOFT NATURAL FEEL,
BREATHABLE AND WRINKLE RESISTANT. GOLD COLOUR WITH BLACK
PIPING & RAGLAN SLEEVES

NAME:

SIZE: (SEE ATTACHED SIZE CHART)

NAME:

SIZE:

SHIRTS ARE \$30.00 EACH

PAYMENT ENCLOSED:.....\$
(PLEASE MAKE CHEQUES PAYABLE TO TSCC)

SEND YOUR ORDER FORM WITH PAYMENT TO:

COLIN WATTS
55 ROSINA CRES KINGS LANGLEY 2147
OR
GIVE ME AN ORDER AT THE NEXT MEETING

TSCC Club Polo Shirts

Listed below are the sizes for the club Polo Shirts.

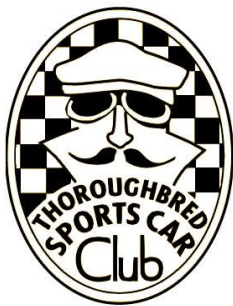
Chest/Bust and Length measurements are in centimetres.

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 |



Thoroughbred Sports Car Club

2010 Membership Form

Membership Year: 1 March 2010 to 28 February 2011

Mail form and cheque to the Treasurer,

Mr. Malcolm Ireland, 9 Lyle Avenue, Lindfield NSW 2070

| | | |
|---|---|---|
| <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:
THE THOROUGHbred SPORTS CAR CLUB INC

All articles and advertising to:

Ian Norman
19 Mount Street
Hurlstone Park NSW 2193
PH: (02) 9799 2521
M: 0432 680 232
Email: ian_norman@pacific.net.au

Disclaimer:

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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.