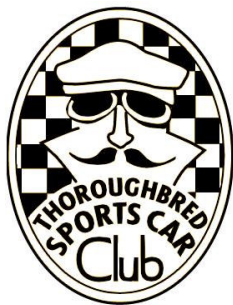


top *gear*



Vic Andrews competing at the Tasman Revival in his Formula Ford – refer article



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	Les Johnson	9412 1838 (H)
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

President's Report for the last "TOP GEAR" of 2010-12-14

As 2010 draws to a close, one can only wonder "where it went". Overall it was a good year with the Club running many activities finishing with our Presentation Diner and Awards Night so ably organised by Vice President Peter Stefan. This event along with the TSCC's tour of New Zealand are the featured articles in this edition of Top Gear.

I would like to thank the Committee for all their help in 2010 with a particular thanks to Ian Norman for Editing and producing Top Gear. Additionally after, who knows how many years, Roland Clark has handed the Plate Register responsibilities to Les Johnson. Thanks Roland for all those years of service.

We can now look to 2011 and see what excitement and fun we can organise for the year. The Calendar is included in this addition with just about something happening every month. We start with the NRMA Motorfest in late January and if you haven't already got a ticket then you'll miss out.

In February we have the trip up Thunderbolt Highway to Walca staying over Saturday night. This road is really one of the greatest driving roads in Australia so book as soon as the flyer comes out. Two other events planned for the year that are really worth a mention are the 30th Anniversary Diner on the 28th May. We have a small sub committee working on what will really be a memorable weekend. Remember if you have already booked and are considering staying Friday or Sunday night as well, please book with the hotel ASAP to avoid disappointment.

The other event I should mention is the Tour / South in the last two weeks of September. Barry Farr and Keith Reynolds are organising this. A flyer is in this edition and we would like to know within a few months who will be going. We need to Book Accommodation, event participation etc, so your early consideration (and deposit) will be appreciated. Believe me it will be a most enjoyable and memorable event and enable you to get to know your fellow members just a little better.

I'll finish this report by wishing all the Very Very Best for Christmas and the New Year.

Terry Daly..

TSCC DRAFT CALENDAR FOR 2011

<u>Month</u>	<u>Day</u>	<u>Date</u>	<u>Event</u>	<u>Organiser</u>
January	Wednesday	26 th	NRMA Motorfest	
February	Wednesday	9 th	Monthly Meeting	Lisbeth Allen
	Wednesday	16 th	Wednesday Run	
	Saturday/Sunday	26/27 th	Thunderbolts Way Run	Tom Aczel
March	Wednesday	9 th	Monthly Meeting	Lisbeth Allen
	Wednesday	16 th	Wednesday Run	
	Sunday	27 th	Breakfast Run	Les & Roselee Johnson
April	Sunday	10 th	Sunday Lunch Run	Jeremy Braithwaite
	Wednesday	13 th	Monthly Meeting	Lisbeth Allen
	Wednesday	20 th	Wednesday Run	
May	Sunday	1 st	Opera At Fagan Park	Brian & Barbara Marshall
	Wednesday	11 th	Monthly Meeting	Lisbeth Allen
	Wednesday	18 th	Wednesday Run	
	Saturday	28 th	30 th Anniversary Dinner	Sub Committee
June	Wednesday	8 th	Monthly Meeting	Lisbeth Allen
	Wednesday	15 th	Wednesday Run	
July	Wednesday	13 th	Monthly Meeting	Lisbeth Allen
	Wednesday	20 th	Wednesday Run	
	Saturday	23 rd	Restaurant Night	Peter & Eve Stefan
August	TBA		AHOC "Brass Monkey" Run	
	Wednesday	10 th	Monthly Meeting	Lisbeth Allen
	Wednesday	17 th	Wednesday Run	
	Sunday	21 st	Shannons Eastern Creek	Adrian Walker
September	Sunday	28 th	All British Display Day	Ian Norman
	Sunday	11 th	Sunday Lunch Run	Jeremy Braithwaite
	Wednesday	14 th	Monthly Meeting	Lisbeth Allen
	Wednesday	21 st	Wednesday Run	
	Friday /Wednesday	16/28 th	Tour South	Farr/Reynolds
October	Wednesday	12 th	Monthly Meeting	Lisbeth Allen
	Wednesday	18 th	Wednesday Run	
	Sunday	30 th	Pride Of Ownership Day	Terry Daly
November	Wednesday	9 th	Monthly Meeting/AGM	Lisbeth Allen
	Sunday	13 th	Sunday Lunch Run	Jeremy Braithwaite
	Wednesday	16 th	Wednesday Run	
	Saturday/Sunday	19/20 th	Weekend Away (West)	Les & Roselee Johnson
December	Saturday	3 rd	Xmas/Presentation Dinner	Peter Stefan

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.

CMC (COUNCIL OF MOTOR CLUBS) Coming Events

December 2010

Tuesday 7th	Oasis Run - Dural Country Club - Dural
Wednesday 8th	G.E.A.R. MOTORSPORT WAKEFIELD PARK - GOULBURN
Friday 17th	Memories of "The Farm " at The Austrian Club - 20 Grattan Cres. Frenchs Forest Anniversary Lunch - Tickets \$85 pp

February 2011

Sunday 6th	BATHURST HISTORIC CAR CLUB 25th ANNUAL SWAP MEET Note: This is a one day only swap meet Bathurst Showground. Gates open 6.00am. Entry \$3.00 per person. Outdoor sites free, indoor sites (by prior arrangement) \$25.00 per day. Set up from 3.00pm on Saturday. NO ACCESS TO SHOWGROUND PRIOR TO THIS TIME. Camping \$10 per night unpowered, \$15.00 per night powered. Catering from 6am. Enquiries Terry Mahony 02 6331 1995 or 0412 541 396 or John Hodges 02 6332 6304 or 0412 814 590
Friday 11th - Saturday 12th	Gnoo Blas Classic Orange
Friday 11th to Sunday 13th	FoSC - Wakefield Park
Friday 11th - Saturday 12th - Sunday 13th	The 3rd Highland Steam & Vintage Fair - 2011 "Friends of Oran Park Motor Racing" & "The New South Wales Road Racing Club" Are pleased to announce details of the next:-ORAN PARK REUNION It's on again, only bigger and better this time! To be held at the St George Masonic Club at 7-00pm 86 Roberts Ave., Mortdale
Saturday 12th	An opportunity to share experiences of 48 years of Motor Racing at the Circuit, with Drivers, Riders, Pit Crew, Officials, Media & Enthusiasts. Driver and Rider Forum including John Leffler and Don Holland representing the Cars, and Len Atlee and Tony Hatton (Bikes) Films, Slide Shows, & Memorabilia of the Great Circuit A short tribute will be held for the late George Murray, a former Club President and one of the

enthusiasts who founded the Oran Park circuit

The night will be held in a private function room of this modern Club, which is equipped with Sound and Video equipment plus a private bar with refreshments at Club prices. Cost of the night, including a comprehensive variety of Finger Food is \$25-00 per head.

An early bird discount of \$20-00 per head for Bookings prior to Dec 31st.

Bookings can be made via EFT to Bank A/C. 491874713 - BSB112-879

or by Cheque made payable to "Friends of Oran Park Motor Racing" and mailed to :- 51 McGirr Street Padstow NSW 2211

Enquiries to the following FOOPMR Committee Members:-

Nev. Beyer 0438160140

Ted De Lissa 0412740549

Darrylyn Huitt

Kerry Butchers 0412718135 Dianne Lacey 0428238608

Organise your groups now as numbers are limited!

Saturday 12th -	Berrima District Historical Vehicle Club's
Sunday 13th	36th Berrima Rally at Mittagong
	Contact: Rally Secretary
	Jenny Harkness 02 4677 3404 or Rally Director: 02 4868 1252

March 2011

Friday 4th to	Yeehah - Bathurst
Sunday 6th	

April 2011

Friday 22nd to	FoSC - Eastern Creek
Monday 25th	

May 2011

Saturday 14th -	3rd Hunter Valley Truck Masters
Sunday 15th	Commercial Vehicle Show
	Richmond Vale Railway Museum

Sunday 15th	National Motoring Heritage Day
	Various Locations

June 2011

Friday 24th to	HSRCA - Eastern Creek
Saturday 26th	

August 2011

Saturday 20th -	Shannon's Eastern Creek Classic
Sunday 21st	Eastern Creek Raceway

September 2011

Friday 2nd to Muscle Car Masters - Easter Creek
Sunday 4th

Friday 23rd to HSRCA - Wakefield Park
Sunday 25th

November 2011

Friday 11th to FoSC - Wakefield Park
Sunday 13th

Friday 25th to HSRCA _ Eastern Creek
Sunday 27th

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

Cams Event Calendar

12 event(s) found

Page(s): 1

[SYDNEY TELSTRA 500](#)

From 03/12/2010 to 05/12/2010

Race, , National
homebush, NSW

[Multi-Club Supersprint](#)

From 04/12/2010 to 04/12/2010

Speed, , Multi-Club
conrod straight, mt panorama, NSW

[RAY VESTY MEMORIAL CHRISTMAS CUP](#)

From 04/12/2010 to 05/12/2010

Off Road, , Club
crookwell, NSW

[Z CAR CLUB XMAS CRUIZE](#)

From 05/12/2010 to 05/12/2010

Social, , Club
glenbrook bowling club, NSW

[BORIS VW PICNIC DAY](#)

From 05/12/2010 to 05/12/2010

Social, , Multi-Club
cook park "the pines", dolls point, NSW

[Multi-Club Hillclimb](#)

From 05/12/2010 to 05/12/2010

Speed, , Multi-Club
mountain straight, mt panorama, NSW

[8 HOUR PRODUCTION CAR RACE](#)

From 11/12/2010 to 12/12/2010

Race, , Multi-Club
, NSW

[ROSS' RAUCOUS RALLY & CLASSIC RALLY CLUB CHRISTMAS PARTY](#)

From 12/12/2010 to 12/12/2010

Social, , Club
rosehill, pleasure point, sydney,
NSW

[SOUTHERN HIGHLANDS SOCIAL RUN](#)

From 18/12/2010 to 18/12/2010

Social, , Club
pheasants nest to austinmeer, NSW

[2011 ARMOR ALL BATHURST 12 HOUR](#)

From 04/02/2011 to 06/02/2011

Race, , National
mount panorama, NSW

[0Z50 MINI CARNIVAL](#)

From 27/02/2011 to 06/03/2011

Social, , Club
bathurst, NSW

[MORRIS MINOR CC OF AUS 15TH NATIONAL RALLY](#)

From 22/04/2011 to 25/04/2011

Social, , Multi-Club
westport park, port macquarie & hastings, NSW

TSCC PRIDE OF OWNERSHIP DAY

The Club's annual Pride of Ownership Day was again held at the magnificent Oatlands House on Sunday 31 October 2010. There must have been some intrepid car owners leading up to the event as showers & rain persisted the week prior & showers were forecast for the day. As it turned out, we had a momentary shower just after most cars had arrived that was followed by a dry, warm & sunny day for which I believe we have to thank Rainmaster Vern Kelly.

Dott & I had an unusual experience upon arrival, in that as soon as we parked the Alfa, a guy I did not recognise came over to drool over the car. He had spotted us on Pennant Hills Road & followed us to the venue just to get a close up look. He explained his father had a similar model decades ago & he fell in love with it as a kid but had not seen another since.

This year's display of cars submitted for pointscore judging were truly representative of the Club's name, with the following marques/models entered.

Alfa Romeo - Giulietta Spider Veloce (Barry Farr & Dott Forrester)
BMW - 330 Convertible (Ian Norman & Lisbeth Allen)
BMW - 840 CSI (Bob Smith)
Jaguar - XKR (Terry & Robyn Daly)
Jaguar - E-type V12 Series III Roadster (John & Marg Moody)
Jaguar - E-type 3.8 FHC (Norm & Pam Johnson)
Jaguar - E-type 3.8 Convertible (Adrian & Lorraine Walker)
Jaguar - XJ Vanden Plas Series III (Jack & Jenny Jones)
Maserati - Mistral (Roland & Stephanie Clark)
Maserati - Merak (Ashley & Tyrone Smith)
Mercedes Benz - 430CLK Convertible (Vern & Wendy Kelly)
Mercedes Benz - 350SL (Graham & Narelle Blackadder)
MG - B (Jack & Jenny Jones)
Subaru - WRX STI Spec R (Malcolm & Margaret Stephens)

Once all cars were assembled, expert Judges Tony Pallas & Geoff Scott set about scoring each one amid the background of much jovial & the occasional motoring chatter. Then Oatlands House wait staff appeared with very welcome cold beers, champagne, wine & soft drinks which enabled all to continue chatting whilst also sampling canapés. Bruce Griffiths also put in a brief appearance to ogle the cars. It was then time to gather in the dining room of this early 19th century building for lunch. Joining the above car entrants were many other Club members supporting the day, namely Barry & Carole-Ann Lunn, Paul & Jan Goddard, Malcolm & Toni Ireland, Peter & Sue Smart, Peter & Eve Stefan, Keith & Carol Reynolds, ML Howard & Richard Brown, Rob & Kay Finney, Kevin & Robyn Leggott, Lester Gough, Deb Pallas & Liz Kornhaber who brought along her beautiful Aston Martin DB7 Vantage.

An excellent lunch was had by all with ample good quality 3 course meals, plentiful wines & soft drinks, coffee & after dinner mints & port, enabled by the Club subsidising the cost thereof. Our President started proceedings in his usual jocular fashion by telling a marginal joke only to be outdone by a clean joke from Lorraine Walker which was appreciated by all. More chatter with many switching seats/tables to ensure all caught up with each other. Terry then called everyone to order & presented the trophies for the winners & runners up in the Pre & Post 1981 classes & Ladies Choice, who were :

Pre 1981 - Winner Barry Farr's Alfa Romeo Giulietta Spider Veloce 750F
Pre 1981 - Runner Up John Moody's E-type Jaguar V12
Post 1981 - Winner Terry Daly's Jaguar XKR

Post 1981 - Runner Up Malcolm Stephens Suburu WRX STI Spec R
Ladies Choice - Winner Barry Farr's Alfa Romeo Giulietta Spider Veloce 750F

Thanks to Terry & the organising committee for another great day of friendship, food & frivolity & of course, to the entrants for detailing their fine thoroughbreds & not least, to Tony Pallas & Geoff Scott for providing their time & expertise in judging. The Car of the Year Award will be announced at the Christmas Dinner & Presentation Night on Saturday 4 December 2010. Be there!

Barry Farr







NEW ZEALAND TOUR 13/11/2011 - 23/11/2010

DAY 1 Sydney to Lake Tekapo 13/11/2010

A 0500 am start greeted all our New Zealand bound travellers except the Braithwaite's who left more than a week before to tour the North Island . All including the Walkers arrived in plenty of time to board the 0905 Qantas flight to Christchurch , Some of the luckier travellers enjoyed Eggs Benedict and Champagne in the first class lounge before departure.

The Flight over was uneventful with no engine failures , leaking oil , etc and the plane landed on time in NZ . The last 20 minutes of the flight was truly scenic with the Snowy tops of Mt Cook and the beautiful Canterbury plains in view as we approached the Airport.



The arrival and the custom clearances were very efficient and before long the six couples were all at ACE Car Rentals carefully looking at what cars we were driving for the next 11 days. The Moody's got a white Nissan Sunny , the Ireland's a white Nissan Sunny , the Daly's a white Nissan Sunny , the Braithwaite's a silver Nissan Sunny , the Ian Norman / Lisbeth Allen a (you guess it) a white Nissan Sunny , whilst the Day's got a Toyota Platz . You may well ask : what did the Walker's get..On the second , or was it third attempt, they got a green Nissan Sunny. Why ? The ariel on the first car presented was broken so we waited while they found a replacement car. Anyhow at \$33 NZ per day including insurance who was to argue(only Adrian !).

At just after 4.00 pm the six cars set out in convoy to travel the 230 kms to Lake Tekapo and it wasn't long before this convoy of six became a convoy of 4 as we lost both the Walkers and the Days. As the drive was very straightforward down Highway 1 to Ashburton and then out route 79 via Geraldine and across through Fairlie to our overnight stop . The route itself has an array of different scenery ranging from the Hedges of the Canterbury plains to the Snow caps mountains of Ben Ohau Ranges which include NZ's highest mountain , Mt Cook. And the final 3 kilometres into Lake Tekapo is a scene straight from the movies.....A magnificent touriquise Lake surrounded by mountains covered in snow. As Jill Day said " simply awesome" and what a wonderful place to spend the first night of our NZ trip



After unpacking and taking in the wonders of the area (including the beautiful little Church and the statue to the NZ Sheep dog) a few of the boys meet at the pub overlooking the Lake.



It was then onto diner at Mackenzie's for a well deserved meal . The Restaurant as well as our rooms all overlooked the Lake so anytime you wanted a reminder of the beauty of the area you only had to look towards the lake and with the sun going down just before 1000pm you had plenty of time to take in all Lake Tekapo had to offer.

Most retired around 1100 pm after the somewhat early start in Sydney

Terry & Robin Daly

DAY 2 SUNDAY 14/11/2010 Tekapo To Queenstown

We awoke to an overcast a very windy morning. From our room we had a great view overlooking Lake Tekapo with the snow covered mountains in the background. The famous little Chapel was visible to our right. A great start to the day.

Four couples gathered for breakfast at a local café at approx 9.00am with the Days & Braithwaites already on the road & Ian & Lisbeth dragging the chain, After breakfast it was off to refuel the mighty Sunny at NZ1.93 a litre. Fortunately the cars proved to be very economical.

We started the drive to Queenstown with a visit to the Chapel and then a detour just out of Lake Tekapo to visit a lookout. Very steep drive to the top but were rewarded with a magic view of the lake and surrounding mountains. To say it was windy was something of an understatement.



It was then back on to the main drag for the 104km run to Mt Cook. Great road, very scenic, little traffic. Our convoy stopped at Lake Pukaki for a photo shoot & with Mt Cook visible in the distance the cameras were busy. The road into Mt Cook follows the lake for almost 20kms so the cameras continued to get a workout. Kodak must hate digital cameras. The wind continued and the Sunny was inclined to wander. We also encountered the first of the one way bridges.

Most of the group met up again at The Hermitage at Mt Cook for lunch. The Mt. was mostly visible, which was a far cry from when Toni & I visited some 13 years ago, when it was under cloud. The Days took the opportunity and visited the camping ground a couple of km from Mt Cook and then went off to the Tasman glacier lake with glimpses of the Tasman glacier in the distance.





Back to the main road it was thru Twizel, Omarama over the Lindis Pass (934m) to our late afternoon tea stop at a nice roadside café. One of the local car clubs was also in attendance with a diverse range of cars. Hupmobile, Morris Minor Woody, VW, XK150 OST etc. The final run took us thru Cromwell along the Kawarau Gorge Rd. to Queenstown.

Terry had organised accommodation at the Glebe Luxury Apartments. We arrived to find we had been upgraded to 3/3 bedroom apartments (the whole floor) looking straight down the lake, a perfect spot to spend 2 nights.



One of the apartments had a barbecue & Jeremy volunteered to be chef. Much eating, drinking & talking followed.



A great first full day in NZ with approx. 350km of very diverse roads covered.

Malcolm & Toni Ireland

DAY 3 Monday 15 November 2010 – QUEENSTOWN

Woke up in our penthouse suite with our “share house” chums, the Ireland’s and the Daly’s. Terry had gone on his usual run, very uphill this time as the mountains rise from the base of Lake Whakatipu, with the town centre hugging the lake.

Our free day was put to good use. Toni needed to go to a doctor due to an allergic reaction to an insect bite back in OZ. The Moody’s had to have a windscreen wiper repaired: only a fuse.

Ian and I were able to enjoy ourselves immediately by walking the edge of the lake around the public gardens. It was good to stretch our legs even though it was very cold. We saw a model steam tug being sailed on the park lake. Some of our group went on the real thing later in the day, the steam ferry SS Ernslaw.



We had coffee in “The Bathhouse” by the lake on the way back to our suite for a picnic lunch. In the afternoon I was on the hunt for a possum/merino jacket but found a very smart vest. Came in handy on the west Coast.

We all met in our suite for pre-dinner drinks. “No nibbles” stressed Terry as we were to go up to the Skyline Restaurant via gondola for a buffet dinner. Margaret & I were very apprehensive as the gondola ride was a very steep ascent. I was distracted by continuous chatter from the Braithwaite’s – worked a treat.



We were the second sitting and were able to watch the light fade over Queenstown. A wide selection of food awaited us. The usual hot and cold fare although Venison Rogan Josh was a bit different. Adrian enjoyed his 5 plates of food.



A novel way to spend an evening after another eventful day in New Zealand.

Lisbeth Allen & Ian Norman

Day 4 Tuesday 16 November 2010 Queenstown to Te Anau

A liesurely start to the day for the 702 mob with another excellent bacon and eggs breakfast cooked by Jeremy..... and the second morning in a row where the fire alarm was set off. Today the range hood was not on it was on yesterday but still set it off. Opened the doors and windows and three off us standing there and waving magazines and tea towels at each of the smoke detectors.... without effect... We looked so silly we all cracked up laughing and then realised it was the sensor just inside the front door that was the one that had tripped. So we had been wafting at the wrong sensors anyway. Still more laughter.

Departed at 1000 after a couple of coordinating visits from Tour Directeur Extrordinaire Terry. Jeremy and Julie went for a drive out to Glenorchy for a look before chasing the peleton to Arrowtown. Jill and I stopped for fuel but pretty much went straight to the Chinese Village at Arrowtown and spent a couple of hours wandering up and down looking at it before walking up through the bush to a couple of art galleries which had some nice paintings.



Next was a visit to the bakery for morning tea after which we made contact with the brunch brigade who were enjoying the fare in the Cafe Mondial behind the bakery.

A trip to the post office was a step back in time with the old sloping desks and other fittings from a bygone era. After getting some stamps it was time to look at the museum which was one of the best regional museums I have seen anywhere. It opened in 1946 so the group operating it have had time to refine the exhibits which were all up to date in their content and presentation with a new Chinese exhibit under construction. The story about pioneer women up river in the village of Dacey was particularly poignant where the washing could be put on the line and still not dry after a week of being frozen to the line in winter.

Another strategic visit to the bakery for lunch looking for the local specialty which came down to a choice between a venison pie or a lamb and mint pie. Jill and I both went for the lamb and mint pie and it was fabulous as we sat on the green at the bottom of the Chinese village to eat them before setting off to Te Anau.

Down along the road at the base of the Remarkables we had to do a couple of strategic photo stops... getting to be a habit but where else can you stop in the middle of a highway to take a photo? Scenery was fabulous as it has been every day so far. Still puzzling and trying to work out how the water level is controlled in Lake Wakitipu as all the rivers seem to run into to it. One can only speculate that there is an underground exit for the water at the Kingston end of the lake. I recall that there were floods in Queenstown about 5 years ago where the water was half way or more up the door posts of the shops down near the lake. It is hard to imagine the entire lake being about 4 or 5 metres higher than it was during our visit and how long it took for the level to be restored.

We turned into Kingston to see if the Kingston Flyer was still there. The locomotive looked to be in pretty good condition in its yard but most of the coaches looked like they could do with some TLC. The station building has been upgraded and converted into a cafe. The goods shed and wharf used by the TSS Earnslaw are still in place.

Back on the road south towards Lumsden it is spitting with rain mostly with the odd section where the wipers were required continuously. Lots of rich green farming country which descends from Kingston towards Lumsden. We took the

short cut across to the road to Te Anau and so did not go into Lumsden. More rich farming country on the way up to Te Anau. Was getting sleepy sitting five back in the queue behind a campervan so overtook and had a great drive for the last 40 km into Te Anau. Flowing bends and interesting views over every crest. The 1496cc of fury conveying us achieved 6 litres/100km for the day.



Drinks on Terry and Robyn's balcony were followed by a fine Chinese banquet at the Jade Garden with us rolling back across the park to our rooms around 2130. Now for a good sleep before the trip to Milford Sound tomorrow.

Lindsay & Jill Day

Day 5 – 18th November 2010 Te Anu To Milford Sound

Yesterday's fine sunny weather had been replaced by grey skies and drizzle. Given that according to Terry it rains 300 days out of 365 that wasn't so surprising. We left Te Anau around 8.30 heading to Milford Sound to catch the 11.15 cruise. The journey up was magical made more so by the wet conditions. The "Land of the Long White Cloud" lived up to its name with the clouds hanging down low in the valleys and over the mountain tops. Every time we went around a corner it was another photo opportunity with snow capped mountains, lakes, waterfalls and the lush greenery of the rain forest as we drove up through the mountain passes.

We arrived with plenty of time to spare so had time for coffee before Terry ferried us to the terminal as it was raining. Terry, of course, being made of sterner stuff then parked the car and walked back in the rain without an umbrella although many had been offered

The trip through Milford Sound was magnificent with numerous waterfalls, sheer mountains and ravines as we journeyed up the Fiord to the Tasman Sea. Captain Cook and other explorers had sailed by on numerous occasions unaware of what they were missing.



We had close encounters with seals lazing on the rocks and an even closer encounter with a waterfall as we sailed right up to it.



Most avoided the roar and spraying water by coming inside except for the brave, or foolhardy, like Jeremy who braved the elements to take some photos. Thankfully both Jeremy and his camera survived and we look forward to seeing the photos!!



We learnt a lot as we travelled through Milford Sound about history and geography and Margaret had an education about transvestites after Robin pointed out one on board causing Margaret's jaw to drop in disbelief.

On our return after a short rest we gathered for drinks on the Daly/Moody balcony for pre-dinner drinks before finishing another memorable day with a great meal at The Ranch Hotel.

Lorraine & Adrian Walker

Day 6 – Te Anau to Dunedin

The group, minus the Braithwaite's, headed directly to Dunedin travelling through the small towns/villages of Lumsden, Gore and Balclutha. The drive involved backtracking to Mossburn but after this it was a new adventure, the road swooping through rolling hills dotted with yet more sheep (baa) and cows (moo). The cows are in the ascendancy these days, but you can still buy those amusing sheep T shirts.

After booking into the Alhambra Oaks Motor Lodge at Dunedin many of the group spent the afternoon visiting Larnach Castle on the Otago Peninsula. The Castle was built in the second half of the 1800's for William Larnach, a banker/businessman/parliamentarian who, presumably, wanted to emulate the castles of the landed gentry of his Scottish forebears. He chose a magnificent spot on the Otago Peninsula with sweeping views over Otago Harbour.

After William's death in 1898 the Castle and grounds were used for a variety of purposes, none of which resulted in the buildings and grounds being maintained and the property fell into disrepair. In 1967 Margaret and Barry Barker purchased Larnach Castle and set about restoring the old girl to her former beauty – a massive project that should be kept in mind when a car restoration looks too daunting!

Anyway, the Castle is now fully restored and the gardens planted to complement the buildings. There are nine themed gardens (the Patterned Garden, the Lost Rock Garden, the Serpentine Walk, the Rain Forest, the South Seas Garden, the Alice Lawn, and the Laburnum Arch and Green Room) where roses, rhododendrons, azaleas and peonies happily co-exist with native and exotic trees.



While this was going on at a leisurely pace, the Braithwaite's headed south from Te Anau as we wanted to visit Invercargill to see the tribute to Burt Munro, he of 'The World's Fastest Indian' fame.¹

Nice drive due South to the coast and the first stop was at a beach where you could pick up gemstones washed up by the tide. No - we didn't find any sapphires, but did find some other presumably non-precious stones.

¹ <http://www.indianmotorbikes.com/features/munro/munro.htm>



We headed down to the Bluff - 30km south of Invercargill - and took some pics from the magnificent lookout. That's as close as we've been to the South Pole. Then headed inland to Dunedin and met up with some of the group back from their visit to the Castle and Peninsula. Stories of winding roads, big drop-offs onto the Harbour and no guard rails but they all made it OK.

We joined Lindsay and Jill, Terry and Robyn and John and Margaret on a run to drive up the world's steepest street, Baldwin Street, just up the road from the motel. At its steepest its 1:2.86! The slope at the bottom of the road was deceptively modest, but towards the top the gradient became very, very steep. Car 1 made it OK, but discovered there was no turning circle at the top so drove into someone's driveway. Car 2 braked and Car 3 stopped on the brow of the hill, leaving us in Car 4 - and the only manual - stopped on the steepest part of the road. Once the road in front was clear the attempted restart resulted in a massive smoke cloud but zero forward locomotion. Jeremy had to back down the entire length of the street, a masterful display of reversing, whilst ignoring the helpful (?) suggestions from the other drivers on their way back to the bottom of the hill. We again attempted to get the 'Silver Streak' (as our Nissan Sunny was nicknamed) to the top. This time she came through with flying colours, getting a huge cheer from the Philipino Maid Society a.k.a. The Sunny Fan Club who were stationed near the top of the hill and filmed both attempts between bouts of giggles!

From here we followed Terry and Robyn to a lookout with a stunning view over Dunedin, before making our way back to the Motel.

The decision was made to eat Indian for dinner (we thought this appropriate after we had paid homage to the Indian motorbike in Invercargill) and we all enjoyed a delicious dinner where no-one went hungry. Adrian was given three or four containers of leftovers and proceeded to eat curry for breakfast the next morning and dinner the following night, all with no apparent ill effect. (But Lorraine had to drive the next day!)

Jeremy & Julie Braithwaite

DAY 7 DUNEDIN TO WANAKA 320K

We left Dunedin about 8.30am on our way to Wanaka. The scenery on the way was stunning every turn on the road was picture perfect. We stopped at Ranfurly for morning tea. John ordered a mug of chino and was served a mocha chino, this happened a couple of times. It seems that in New Zealand that have trouble with his accent. There was a good Antique Shop in Ranfurly, Robyn bought a Royal Dolton plate and John bought 2 screw drivers for \$1 each.

We continued on to Cromwell for lunch. Part of this town is situated on Lake Dunstan which is a man made lake and reservoir. The lake was formed on the

Clutha River as a result of the construction of the Clyde Dam for a hydro scheme to supply power to Dunedin and Christchurch and all the farms in between.



Parts of the town of Cromwell, 230 homes, were flooded and relocated to a new area above the new lake. The Old Cromwell Historic Village is situated on the edge of the lake where the most important buildings from the old gold miners settlement, founded in the 1860s have been re-erected. The Cromwell Museum has interesting material on the history of the town. It also has Craft Shops, Art Gallery, Blacksmith and Mechanical Workshop and a Cafe where we had the best meat pies on the trip for lunch.

We headed on to Wanaka on our way to New Zealand's National Transport and Toy Museum. This fascinating collection houses one of the largest private collections in the world. The Museum is the result of one man's dream and 50 years of collecting and preserving pieces of the past. The transport collection boasts rare and unusual air craft, cars, trucks, motor cycles, fire appliances, military vehicles and tractors.



A nostalgic selection of toys has something to fascinate the child in every one, such as clockwork and battery powered toys, porcelain dolls, a large collection of Barbie dolls, teddy bears, pedal cars and money boxes.



The Museum consists of 100,000 sq. feet of indoor displays and 16 acres of outdoor display area. 600 vehicles, 30 fire engines, 30,000 toys, construction and earth moving vehicles, steam engines, 3000 tin and wind up toys, 2000 teddy bears and dolls, thousand of household hold items, movie and tv memorabilia and many more too many to mention.

The Museum was very interesting, some of the women didn't go through all of the Museum they decided to have an ice cream. Toni and Lorraine felt so sorry for the overweight Labrador as he sat and watched them with his big sad eyes eating their ice cream, that they gave him the remainder of their ice creams.

We thought it was incredible that one man had the foresight to collect such a variation of memorabilia over the last 50 years.

We stayed the night at Wanaka lake which was another beautiful spot and had a great meal together, to top of a terrific day.

John and Margaret Moody

Day 8 Wanaka to Franz Joseph ...

Once again the overnight stop was on a Lake and the views as we woke we more of cloud and scatted rain which is not unusual in this area . However, as we ventured out of the town the weather picked up and by the time we reached our first stop we only had cloud cover. That first stop was Lake Hawea another beautiful piece of scenery in the South Island of NZ. As usual many photos we taken some of which are attached.



We then travelled through the Haast Pass built originally in the thirties as a track and then made into a proper road in the fifties. Unfortunately Mr Walker wasn't feeling the best after four straight meals of Curry so the Walkers speed was a little slower than the rest..



Most stopped at Haast for lunch (White Bait fritters) and some of the ladies couldn't resist the shops so our paced slowed somewhat to the extent the Walkers managed to catch up.. And like all good women the shopping took sometime so we fell somewhat behind schedule which meant that most bypassed the Fox Glacier and went straight to the Franz Joseph Glacier. Unfortunately , to really see the Glacier one had to walk the 2 kilometres from the car park to the foot of the Glacier and just about everyone did.





This in turn worked up both an appetite and a thirst so we all adjourned (except Adrian who was still feeling the effects of too much Curry) to the Braithwaite's for pre diner drinks and to recount the day's activities and it was then onto diner.

Diner was about 200 meters from the motel so a brisk walk in 9 degree temperature was somewhat refreshing and by the time we all got to the Pub we were all looking for a lovely log fire.

We didn't quite get that but we sat outside in the crisp clean air with Gas heaters as company. And for the hungry few amongst us the meals were large and tasty and the beer cold.

So ended another day of beautiful scenery , great driving roads and wonderful company.

Terry & Robin Daly

DAY 9 SUNDAY 21/11 FRANZ JOSEPH/CHRISTCHURCH

When I volunteered to write the article for the 2nd day I thought I was being smart & getting the commitment over early. Wrong, seven days later it was our turn again.

As our notes said this was to be our longest trip with distance some 390km. & included the drive over Arthurs Pass.

In convoy with the Dalys & Moodys we set off for Hokitika. On the way we had a stop at Ross for a visit to the Historic Goldfields Walkway. Arriving at Hokitika it was a quick look around the town & a visit to the beach, the sea was very rough & the sand grey. We then retired to a café for morning tea having been joined by Ian & Lisbeth. While sipping their coffee Terry & John started looking at the map as there were several roads to Arthurs Pass. Their discussion attracted the attention of a local sitting at the next table with his wife & he joined in. The upshot was that the group was invited to visit their house (a B&B) on the outskirts of the town & have a look at his alluvial gold mine. Ian & Lisbeth decided not to take up the offer.

After refuelling (184c against 200.7c in Franz Joseph) we met up with our new best friend & went up to their house. Beautiful home on a hill overlooking rolling country (& the gold mine) with the ocean in the background. Apparently looking inland on a clear day you could see Mt Cook. The 2 B&B rooms were very up market, we did not ask the price. He had some soil from the mine & we had a quick lesson on gold panning. Very successful with many specs in the pan. I think he said they got approx. 4.5oz a day. Not bad a present prices.



We then visited the mine & had the method explained. All very interesting & we were not asked to buy shares. Our host appears in the photos & he reminded me of one of our club members.



After this interlude it was time to hit the road again with a stop at a road side pub for lunch. Whilst at the pub a Red Cross rescue crew stopped on their way back from the mine disaster. Little said but nothing positive, very tragic. After lunch it was onward & upward over Arthurs Pass, very spectacular with the Sunny down to low for brief periods even with the A/C off.



After a stop off at Castle Hill (rock formation) for a walk & a photo shot it was back on the road to Christchurch & the Southern Comfort Motel. This proved to be a comfortable spot for our two night stay & was within walking distance of the city centre. The group walked around the corner to a pizza place for Sunday nights tea. The last driving day was memorable & a fitting climax to our tour.

Malcolm & Toni Ireland

DAY 10 Monday 22nd November - Christchurch

Free day in Christchurch today and everyone did their own thing. Lisbeth & I decided to walk downtown from the motel and look at the city centre including the Cathedral. Plenty of evidence of earthquake damage in the form of

vacant blocks where buildings have been demolished or the facades shorn up awaiting repair. Amazingly the Cathedral did not appear to have suffered any damage.



We spent a pleasant time wandering round the square and having a coffee at a quaint mall based on Spanish Mission architectural style. The tram route passes though and there is a stop in this area which presented a good photo opportunity. We returned to the motel via the Avon River which meanders through the city. Some of our group did the tram ride and also the punt on the Avon.



In the afternoon we visited the Antarctic Centre which is near the airport. There are a number of experiences/exhibits starting with the four seasons. A sound and light show depicting the four seasons of Antarctica complete with snow falling.

The next experience was the snow and ice room with temperature around -8c, warm jackets and overshoes being provided. There was a group of high school children having a wow of a time sliding down the ice on their backsides. Most of them were not wearing the jackets.



The highlight was a visit to the Penguin enclosure during feeding time. This is a combined indoor/outdoor viewing area and houses up to 26 Little Blue penguins which have been rescued and cared for, some since they were chicks. Due to physical disabilities many would not have survived in the wild.



There was also an exhibit of items used in past visits to the Antarctic such as snowmobile, sled, tent clothing etc. with a sign encouraging interaction. Another good photo opportunity!



After this it was onto the 17 minute audiovisual from filmmaker Mike Single. It depicted a day from sunrise to sunset shot from a camera slung from the underside of a helicopter.

Last but not least was a 10 minute ride in an authentic Antarctic all-terrain vehicle called a Hagglund. Lisbeth found this a bit unnerving and had to get out, just before the last steep hill and water crossing, and walk back.



That night we had our final dinner at a Greek restaurant, a short walk from the motel, called Costas. Authentic Greek dishes such as Moussaka were well received by all. At the end of the meal we were entertained by everyone sharing their favourite NZ experience.

Lisbeth Allen & Ian Norman

DAY 11 Tuesday 23 November – Christchurch to Sydney

We all met at a cafe round the corner from the motel for a late breakfast. This was followed by a drive across Christchurch in convoy following Terry. Due to the traffic he had to stop a number of times for all to catch up.

Once we had regrouped it was off up the hills of Banks Peninsular behind Christchurch to a lookout where we had a photo session with the cars.



The road was quite winding and narrow with sheer drops and no guard rails or fences. Rather unnerving for the passengers as they were on the outside.

It was then on to Lyttleton and back through the tunnel to the airport, stopping on the way to fill the cars up with petrol. So ended a great driving holiday covering 2500 kilometres in 11 days.

Thank you to Terry & Robin for organising such a great trip.

Lisbeth Allen & Ian Norman

TSCC Wednesday Run 17 November 2010

Attendees:

M L and Richard
Dot and Barry
Roselee and Les
Carol and Keith
Val and John

Due to the small numbers attending the event and the nature of the on again/ off again weather it was decided to cancel the short run from Maccas at Mt. Colah and meet for a leisurely lunch at Eden Gardens.

Confusion in the Ranks – an initial booking was made for 8 people, this was changed to 10 and we sat down to a table for 12 people with 10 diners !!!

There was plenty of catching up to do – medical procedures and ailments seemed to take up a considerable portion of the conversation. Barry and Carol had both recently had “nips and tucks” maybe a penalty for their misspent youths in the Aussie sun.

Barry floated some ideas for his September run in 2011 to gather our opinions and gauge our reactions to his proposals - sounds interesting. More will be revealed later.

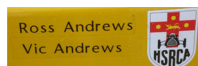
After lunch a stroll round the gardens and [of course] some shopping before heading home.

Another enjoyable TSCC Wednesday Run good company, good conversation, good food and “a little wine for thy stomachs sake”.

A lovely way to end the TSCC Wed Run Calendar for 2010.

John & Val Dixon

Tasman Event November 2010 ... Historic Formula Ford Racing Andrews Racing



Van – Diemen 1981 chassis number VD81/401 **History of Vehicle**

This car was built in England by the Van- Diemen in 1981 and first raced in England from 1981 via the Scholar Engine factory until 1986. A factory fire destroyed all records of its race its history but the car was recognised from its gearbox number and photos by the Van Diemen Company at Kent to obtain CAMS historic approval in Australia. Ayrton Senna used the exact model to start his racing career which I understand is in a museum in England.

In 1986 Peter Verheyen needed a car to complete his year of racing when his sponsor pulled out and left him without a car so this one was located in England and imported. The car was then sold to Mark Larkham and raced by him until he went on to V8 Supercars and then sold to Gino Mollo. Ray Ross ex TSCC president obtained the car and used it in various club events such as supersprints and hillclimbs with good success. I bought the car from Ray in 1996 and used it for a few club events before making the effort to go historic racing in 2008.

I have always been impressed with design of the chassis and its suspension and I like the traditional layout with the radiator in the nose up front against later model formula fords which have side mounted radiators for a better nose air penetration. Although these cars have about 100bhp they weight only 420kg which is equivalent to a road car having + 600 bhp, so they get along quite well!

With a good chassis, gear ratios you change to suit the circuit and great handling from a car that is properly set up, lap time's car be impressive for the running cost that is why this has been one of the longest and most successful formulas in motorsport.



Back to the Tasman weekend.

Thursday..... Unofficial Practice and I am so glad I got out there to check the car for problems as the carburettor was not working correctly and I only got half way round before parking against the wall. I spent the next few hours trying to find the problem which finally cleared so I could make the last session.

Friday Official Practice Car working well but I am very rusty since it has been a year since my last event with a cautious lap time of 1:59.57.

1st Race 6 laps... I find some more speed and finish 16th out of 21 behind Yusuke Kubota from Japan in a beautiful Lotus 51C and a top driver whom later I found I could pass going into turn 1 at the end of the straight, what a blast! My best lap 1:55.86.

Saturday 2nd Race 6 laps... Some difficulty getting past the other Japanese driver who sliding and changing his race line unpredictably however finished 18th out of 21 with a best lap of 1:55:02. If you can make a good start on lap 1 and pass a few on the way to turn 2 it makes a lot of difference in the rest of the race as it is so hard to pass these equally matched cars.



Saturday3rd Race ...6 laps. Again battling with the back group even though the car is getting quicker with preparation and a grandfathers aging reflexes' also have now another group of historic Formula fords competing with us which are higher tech and this has raised the bar for Fa & Fb types. Finished 16th out of 20, best lap 1:56.85



Sunday ...4th Race 10 lap On Saturday I changed the front camber on advice and found it improved the steering when pushing out of a corner so I thought it would be a good idea to make a similar change to the rear. Made a good start gaining a few places with a wet track but spun going downhill from turn 3, bugger and then again after turn 5, bugger, bugger. I lost more than 20 seconds with two spins due to tyres not bedded into the new camber setting and wet track, well that's my excuse. Next lap the car felt a lot better as tyres were heated up so I did my best to get back some of the places I lost and finished 13th out of 18 and I was very pleased with my effort after the 1st lap spins.

This years Tasman Revival International event was the best so far and it was great to come across TSCC members roaming the pits.



Last May I decided to give my son Ross a run in the car as he had completed the Peter Finlay course for his CAMS licence and has had some performance driver training with Peter Mezeras Porsche school. The result was he did not put a wheel wrong all weekend and achieved a best lap of 1:51:7 with a 13th out of 26, I was very impressed as he is quicker than me at the moment but I don't mind at all.

Vic Andrews

TSCC TOUR SOUTH/SOUTH-WEST SEPTEMBER 16-28, 2011

INVITATION

- **DRIVE THE ENTIRE GREAT OCEAN ROAD**, one of the world's top 3 scenic drives
- **PARTICIPATE IN THE BAY TO BIRDWOOD RUN**, the world's largest continually staged motoring event, which in 2011 is open to classics manufactured between 1 January 1956-31 December 1977
- **HOP ON BOARD THE BLUES TRAIN**, an evening of great music on a 4 carriage steam train including dinner
- **STAY AT TOP QUALITY MOTELS/HOTELS**, with B&B & often DB&B ranging from \$105-\$190 per double
- **ENJOY AN ENGAGING ITINERARY**, with something for everyone

This is your opportunity to fulfil all aspects of being a TSCC member by driving your classic/thoroughbred across borders on sealed roads, taking in spectacular scenery & interesting activities along the way with fellow Club members. You will be away 13 days/12 nights, staying at Albury, Geelong (2 nights), Apollo Bay, Port Fairy, Mt Gambier, Coonawarra, Adelaide (3 nights), Mildura & Wagga Wagga.

SO MARK YOUR DIARIES NOW, MAKE PLANS TO GET YOUR THOROUGHbred READY & COMPLETE & SUBMIT THE ATTACHED ENTRY FORM.

An early commitment is required to enable all accommodation reservations to be locked in as demand will be high due to other car clubs participating in the Bay to Birdwood Run as well. Participants can expect to pay a deposit of approximately \$700 per couple by 31 January 2011.

Don't get fussed if you don't have a 56-77 classic as the Bay to Birdwood Run is one of the greatest motoring events for spectators as well as participants & besides some members may have a spare rear seat for the Run. It is you we want to see attend irrespective of which vehicle you take on the Tour.

ENTRY FORM

I/We intend to participate in the Tour.

Please either email the above acceptance to barry.farr@yahoo.com.au

Or

Post to Barry Farr, 33 Shirley Road, Roseville, NSW, 2069

RSVP 31 DECEMBER 2010

NEW MEMBERS

We welcome the following members who have joined the Club this year.

Jeremy & Julie Braithwaite
Thomas & Geraldine Aczel
Ashley & Janime Smith
John Burns
Simon & Jane Mitrovich
Graham & Narelle Blackadder
Gordon Newman (Welcome back)
Christopher & Deborah Hallam
Nigel Bryan & Lea Farrell
Maxwell & Terri Pegler (Welcome back Max)
Robert Dunsterville



TSCC Conditional Registration Information



There has been some concern over the use of Conditional Registration and not understanding conditions lay out by the RTA in regards to car club use of this scheme and using them on events organised by other clubs other than the TSCC with out formal permission. It is not suggested that this is being done with any malice a fore thought but simply because of a lack of understanding of the rules.

We all know that this system is a great privilege extended to motoring enthusiasts by the RTA and that anything seen as abuse of it could mean that it might be withdrawn altogether.

The RTA Rules strictly limit the use of cars with Conditional Registration for authorised Club events and for servicing or inspection. Authorised Club events are those of the Club through which the Conditional Registration is obtained {in our case TSCC}, but can include events organised by another Club to which the TSCC is formally invited.

This invitation must be published in plenty of time in our magazine TOP GEAR. The events of several other affiliated car clubs are included in our Calender of events to make things easier and in the hope of avoiding clashes of dates .If you intend to take your conditionally registered car on another club's event please ask that club to formally invite members of TSCC by letter or email so that it can be listed in plenty of time in TOP GEAR. Remember it only comes out every second month.

If you fail to do this, your car will be effectively an unregistered vehicle and will carry NO CTP insurance.

Remember you should always carry the copy of TOP GEAR which contains the invitation with you to these events to prove your right to be on the road .if you require servicing or other repairs etc. please email me on number below ,to enable a formal approval to be sent to you as further protection on your behalf .

Les Johnson
TSCC Conditional Registration Officer
Email frogshollow1@bigpond.com.au

Happy Motoring in TSCC 2011 our 30 th Anniversary Year

Car for sale

I am selling my Toyota Aurion in Jan 2011(or earlier if I get a buyer!). It is a late 2006 “Prodigy” model. It has covered 43K and is in immaculate order with full Toyota service records. It has leather interior, climate control air, trip computer, steering wheel audio controls, alloy wheels, near new original equipment tyres, and is white in colour. It is very economical for a 3.5 litre – on a recent trip back from Canberra I achieved 6.7 litres per 100 K. I am the original owner. New on the road the Aurion was \$44K. I am selling at \$21K or near offer. For further enquiries ring Colin Watts on 96248202 or email seewat@bigpond.com

Wednesday Run Venues

I have been researching a number of out-of-town restaurants and nearby places of interest. To the best of my knowledge these venues haven’t been used in the immediate past and may be of interest to members organizing club runs. I am happy to pass on this information to anyone looking for a Wednesday or Sunday run venue.

Colin Watts (96248202 or email seewat@bigpond.com)



A new column where all can contribute scandal, innuendo, and the sort of jokes that Terry tells at meetings!

Inspiration for this column was derived from a boys day out at the races at Homebush on the Friday.

Keith Reynolds kindly posed for the masthead photograph ... and there is an even better one in store for you in the next issue! Not too sure what products or services the girls were promoting & not too sure that Keith could care either!

Present on the day were Jack Jones, John Moody & Jeremy Braithwaite in addition to Keith. Many thanks to Jack for organising tickets and transport!



It was an interesting day. We saw lots of offs, caught Jimmy Richards in his underpants, checked out Dumbrell's data, got a ride on a golf cart, and generally had a good close up look at all the cars.



Back home for the weekend to watch the action on TV and a great result for James Courtney and Dick Johnson's team.



Paul Morris' car advertised Love:



But we thought if that is what he was looking for a shave might have helped:

We were above Turn 8 and some people really hit the curb hard - this is Will Davidson who has a new ride for next year likely replacing Steve Richards at the FPV team.



Jimmy Stone's driver Shane van Gisbergen nearly won the Sunday race



Jamie Whincup nearly won the Series



and Bradley just kept smiling - or trying to as his nephew Andrew has yet another meeting with the wall!



T.S.C.C. Conditional Registration
(Movements outside T.S.C.C. Calendar of Events)
December 2010

Date	Name	Reg Number	Journey
10/12/201	Terry Daly	MG B	W/Shop Dural to Collaroy return

T.S.C.C.Conditional Registration Approvals

Date	Member	CAR	Reg No.	Insuranc	Insp No.
10/11/2010	I. Norman	Mini Clubman	37077H	GIO	AF19822-00
8/12/2010	A. Walker	1960Jaguar MkII	23514H	Vigil	LSAF17570-12

Les Johnson
T.S.C.C.Conditional Plate Officer

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.

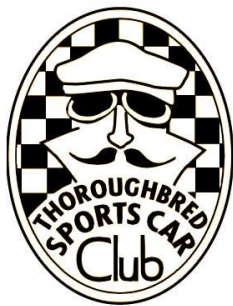
Chest/Bust and Length measurements are in centimetres.

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

2011 Membership Form

Membership Year: 1 March 2011 to 28 February 2012

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:

Any opinions published in the Newsletter should not be regarded as being the opinion of the Club, of the Committee, or of the Editor. No responsibility is accepted for the accuracy of any information in the Newsletter, which has been published in good faith as supplied to the editor.

Articles are invited and should be sent, faxed or emailed to the Editor for publication, showing the name and address of the author.