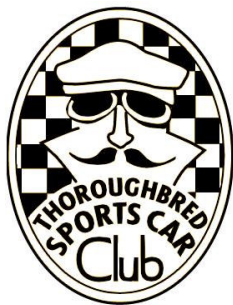


top *gear*



Ross & Sandra Brackenburry's rejuvenated 328 GTS Ferrari at Auto Italia Canberra - refer article by Barry Farr



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,

In case you haven't noticed it's the start of the new Financial year. One can only say the 2009-2010 was a pretty average year.

Talking of "average" that's the sort of roll ups we are having to the events. I'm not sure whether it's the type of events, the costs, the timings, or what but I know it's disappointing for an event organiser to have only a few members turn up.

The Committee, when setting next years calendar will have to be mindful of this. If you have any ideas or would like to contribute to the discussion, please feel free to talk to any member of the committee. It's your club so we should be organising events etc that you like.

Next year 2011 sees the 30th anniversary of the TSCC and we are organising a very special overnight event to celebrate the occasion. The committee (and with the special help of Kay and Rob Finney) has secured Peppers Manor House at Sutton Forest (www.peppers.com.au) on Saturday night the 28th May 2011 for this wonderful occasion. Detail costing are still being finalised but we have managed to obtain a 39% discount for overnight accommodation and Breakfast at \$239 per couple. Peppers will also honour this rate if you wish to either stay the Friday or the Sunday night (or both if you like).

For the golfers, there is a fabulous 18 hole links type Golf course and for the Tennis fans there is two recently refurbished Tennis Courts. For the Ladies who prefer shopping there are some great Boutiques in both Bowral and Berrima and if you chose do none of the above there is a great open fire to read a book or have a chat. So Mark the 28th May 2011 in your diaries and stay tuned for more information.

Finally, 2010 is humming along with a stunning lot of cars already entered. If you have an outstanding car please enter! As Chairman of the Car selection Committee I've been privileged to see some great cars. Example: A 288GTO Ferrari, one of only two in Australia. A Type 57 Bugatti that has spent the last 46 years in a shed etc.etc.

In the second half of the year we have a very busy calendar starting with the Christmas in July and the two display days, The All British Day at the Kings School and the Shannon's Eastern Creek Classic.

And a quick reminder, the July Club Meeting's agenda will contain a presentation and slide show on the Monaco Historic. A presentation any club member would enjoy.

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	
	TBA	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	S	Cruise	Malcolm Stephen	9543 2951
	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
NOV	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
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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 huntermullock 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

TSCC ARTICLE - PHILLIP ISLAND TOUR

Mid to late March, Dott & I undertook a 3000 kms roadtrip to Phillip Island in our Ferrari with the threefold objectives of experiencing places we had not stayed at before, attending the Phillip Island Historics over the March 20-21 weekend & just touring in the Ferrari. No car pre-preparation was necessary as I have all the fluids changed every 6 months or 5000 kms whichever comes first. Our route was to go down the Hume Highway as far as Wangaratta then over the Great Alpine Road to Bairnsdale, the Princes Highway to Morwell then the Bass Highway to Cowes. On return we would take the Bass Highway out of Cowes to Leongatha to pick up the Gippsland Highway to Sale, thereafter the Princes Highway to Shell Harbour then across the Kangaroo Valley to return home via Bowral & Berrima.

Our first day & every subsequent day was full of sunshine with temperatures most days in the mid to high 20's. 2800-3000rpm pushes the 3 litre V8 along at the required 110 kph on the motorway so after a couple of hours we were in Goulburn for morning tea at the Paragon Café. We fed ourselves with Devonshire Tea & the car with fuel & calculated we obtained 10.5 litres per 100 kms over the initial 247 kms. We stopped at Gundagai for lunch at the turn of the century Niagara Café at which Prime Ministers Curtin, Whitlam & Hawke have dined. Highway cruising the next 288 kms at just above the speed limit to Wagga Wagga consumed 10.1 litres per 100 kms. As the 'capital' of the Riverina region, Wagga Wagga is the largest inland city in NSW & is a very tidy, prosperous looking country city of some style as evidenced by the Carlyle Suites in which we stayed overnight & the old Railway Station. Culinary-wise it has larger city sophistication - the 'Three Chefs' restaurant was superb.



Railway Station

The second day we stopped at Albury for morning tea at a Victorian style Hotel 'The Bent Elbow' - well worth a look at as it is full of character in first class condition with a certain old world Victorian charm. Then onto our next overnight stop at Rutherglen, where it was easy to find our accommodation, smack bang in the middle of the main street. 'Bank on Main' as the name suggests, is a B&B in an old ANZ Bank building, initially erected in 1899 which closed in 1996. The history of & around Rutherglen is most interesting as the area was originally settled in 1836 by a number of squatters but the settlement rapidly expanded in 1860 when gold was discovered in nearby Chiltern. An entrepreneurial John Wallace, who had established the Star Hotel, was one night told he could name the town

whatever he liked if he shouted the whole bar. He did & called the township Rutherglen after his home town in Scotland.

After checking in, we had most of the afternoon to explore the wineries & chose two - Rutherglen Estates & All Saints Estate, the latter, one of Australia's original wineries established in 1864 by another two entrepreneurial Scots. A mud hut soon gave away to grandiose plans of a splendid Castle which was built during the 1880's with the Oregon beams brought by sailing ship from the USA then transported by bullock teams from the Port of Melbourne.



All Saints Castle

By the turn of the century it was the largest wine storage facility in the Southern Hemisphere. The 'barrel hall' lined with 100 year old casks with 80 year old Muscat & Toquay therein is to this day used for large functions & weddings. After tastings we bought some wine which we consumed on the B&B's back verandah before advancing to dinner at Beaumonts, virtually next door. This too, was a first class dining experience in a packed restaurant justifying the fact that we had been earlier told to book some 10-14 days ahead. Thankfully we had.



B&B Rear Garden

I had forgotten just how good & expansive B&B breakfasts can be. This was our start to Day 3 on which we only had to travel a short distance to Myrtelford so along the way we went to Glenrowan & detoured to Baileys Winery located in the foothills of the Warby Range. Settlers Richard Bailey & his son Varley, originally farmed 'Bundarra' (meeting of the hills) & after recognising the soils uniqueness, produced their first vintage of Shiraz in 1870.



Baileys original Winery

Over the next 100 years wine making passed from father to son for 4 generations. The blacksmith's forge, Clydesdale stables & the original winery still stand today & gives visitors a good insight into a bygone age of wine making. We had the obligatory tasting & purchased a few bottles of wine, liqueur & olive oils which made appreciative gifts for friends. A little further on we pulled into Brown Bros Winery at Milawa. John Francis Brown made his first wines in 1889 in 'The Barn' that was built in 1857 & still stands today.



Brown Bros 'the Barn'

This winery also boasts a large restaurant under the name of 'The Milawa Epicurean Centre' overlooking a colourful garden. When busloads of tourists arrived, we departed to the other end of the same road to do some cheese tasting at the Milawa Cheese Company Restaurant & Bakery, which by the way, makes a really delicious Vanilla Slice. Our sanctuary that night was the Carawa Ridge B&B set in an idyllic 6 acres of tranquil gardens & bushland with stunning views of the Buffalo Creek Valley.



Carawa Ridge B&B

Hosts Sam & Manfred Reimann have established a truly magnificent & unique haven here. That evening we drove to Myrtelford to dine at yet another first class restaurant called The Range where again, bookings in advance are recommended.

We were both looking forward to Day 4 as we would drive the Great Alpine Way for the first time. After filling up in Myrtelford (11.2 litres per 100 kms over the previous days 420 kms) we turned right just before Bright to 'do' the road to Mt Buffalo. We paid our concessional \$6 entry fee & had fun the next 1 and half hours going up & coming back down the virtually deserted but well sealed road.



Mt Buffalo Road

The views at the top were somewhat restricted but the drive was still thrilling (don't go for the scenery). More enjoyment was yet to come as we rejoined the Great Alpine Way & passed through Bright where we, not surprisingly, discovered consumption over the last 143 kms had increased to 14 litres per 100 kms. We then negotiated the tight, twisty & narrow road up & over Mt Hotham, past Omeo & onto Bairnsdale, experiencing 12 litres per 100 kms over the 250 kms journey. Our destination that night was Cowes but after the prior 4 hours of very spirited driving, I was all but spent so after reviving at a Bairnsdale Service Station, I settled back into normal driving mode & covered the 334 kms to Cowes at 12 litres per 100 kms to reach our hotel at nightfall. A long day, so nice to see Tony Pallas & his son Tarkis as we parked at the Waves Apartments reception. We immediately made arrangements for dinner at a local Italian with them during which we heard all about Tony having to hold the gearshift in 4th gear - a rather daunting prospect on a circuit such as Phillip Island.



Tony's Jag

Day 4 dawned dry & sunny which is always a bonus at Phillip Island. I went to the track at 7.30am with Tony & Tarkis as Dott had decided she needed a more leisurely start to the day & some retail therapy. There's nothing like entering the Pits of a race circuit early in the morning to see the hive of activity - bacon & egg rolls for breakfast, cars being uncovered & readied for the day, stall sellers setting up their wares & the best of all, being able to mosey up alongside race cars that until now I had only ever

read about, seen pictures of or glimpsed on some old racing tape or DVD, being able to take up close photos without crowds of people surrounding the subject vehicles & on occasion, being able to have a brief discussion with the respective owner/driver. I wandered about all day in & out of the pits, enquiring of Tony's progress in his ex-Wilmington Jag, roaming the track for best viewing spots, visiting the outlying Pits as well & having chats with acquaintances.

The 4.4 km racing circuit abuts the island's southern coastline & therefore provides spectacular views of the southern ocean. This year marked not only the 21st year of the Classic which is the largest motorsport festival of its type in the southern hemisphere, but also featured Alfa Romeo in recognition of its 100th anniversary. Consequently, there were a number of special pre-war & post-war Alfas.



1921 61

This Merosi-designed, Edwardian-style Alfa was rescued from western Queensland in the 1960s & subsequently underwent engine & gearbox rebuilds in NZ. It is a 7.4 litre Roadster, the sole survivor of the 52 built. It has a very interesting history as soon after it was sold to a Queensland Grazier in 1921, he went bankrupt but squirreled the car away in a neighbouring property where it sat for 25 years until found by a couple of Jackeroos in 1947. They put it to good use, in their minds, rounding up cattle until the diff broke, then used it to power a water pump. A far cry from the use to which Enzo Ferrari put his G1 'company car' when he was a works driver for Alfa Romeo in 1921!



1931-2 Tipo B 'P3'

This is the ex Nuvolari sole surviving first series P3 which American, Peter Giddings, regularly races around the world & does he push it well! The P3 was created by genius engineer Vittorio Jano who was Alfa's Technical Director from 1923-37 & who designed its predecessor the P2 which won outright its first event in Monaco & then went on to beat the best in the world at the French GP in Lyon in 1924 & at the Italian GP at Monza. It subsequently went on to win many GPs up to 1929 as well as the 1930 Targa Florio. There were just 6 P2s built.



1934 6C 2300 Berlina GT

This Aerodynamica pillarless 4 door body is by Touring of Milan & is owned by New Zealander Phips Rinaldo. One of 473 built, the twin cam puts out 76bhp at 4400 rpm & has a top speed of just 130 kph. More a leisurely tourer than a race car as evidenced by the raised seats & recessed shelves for the grappa in the rear.



1935 Tipo 8C - 35

This is owned by another American, Peter Greenfield, & is a very fast race car for its age with its 3.8 litres producing 330bhp pushing along just 960 kg. This car was put together in the late 80's in the UK by using correct running gear, engine, gearbox & suspension whilst the body work was copied from another original Tipo C.



1938 6C 2300 MM B Spyder

This has been owned by Victorian John Lawson since the 1980's & his familiarity with it was evident as it looked fast on track.



1939 6C 256 Berlinetta Competizione

This is another Victorian car, owned by Georg Leidl & restored in that State.



1950 Alfetta 159

This is an Alfa Museum car which was brought to Australia for this event. Fangio drove this car to victory in the Swiss GP in May 1951 & to the first of his 5 world drivers' championships. This car actually dates back to 1937-8 in its original 158 version as in 1947 the 1.5 litre was supercharged to boost its power output from 200bhp to over 300bhp & in 1950 the car won every race in which it competed. At the end of that season, the further updated 159 version produced 425bhp. The 158/159 remains today Alfa Romeo's most successful Grand Prix race car in its 100 year history.



1971 T33/3

This is the 'Autodelta' ex-de Adamich/van Lennep car which ran 2nd to Vacarella's similar car in the 1971 Targa Florio. It was also overall winner in the 2003 Le Mans Classic & is owned & driven most capably by Englishman Andy Newall.

Having been to the Historics at Laguna Seca, Monaco & Goodwood over the years, there was certainly not the range of cars seen at those events but the racing was as good as anywhere & to successfully run the 48 events for the 540 entrants over 2 days within time, without any major incident, was really impressive.

With the excitement of the weekend over, we set off on Day 7 to cover just over 400 kms to Lakes Entrance via the Gippsland Highway & Sale. On a fine Autumn day, Lakes Entrance is truly beautiful with a mixture of the open sea, the river, the lakes & the natural bushland & we took full advantage of these by staying at the Déjà Vu B&B nestled in amongst the trees on a hillside. After 7 days of feasting on gourmet food, we cracked open a bottle of wine on the balcony & ordered some take-away.



Déjà Vu B&B

The next day we were hoping for a relatively free of traffic Princes Highway to travel to Merimbula & fortunately we got our wish. On a clear road it's a wonderful drive as the road winds its way through picturesque hills & dales & the beautiful seaside towns of Eden, Pambula & Merimbula. Our destination

however, was another 20 minutes north of Merimbula in the Bega Valley. Kanoona Court B&B is the country property we would all love to own.



Kanoona Court B&B

It is a tranquil, rural retreat which backs onto the Bega River with extensive gardens & scenic lake with its own island. Dott immediately fell in love with the place upon arrival & was totally convinced once we had walked the grounds, as there were at least 300 rose bushes all in flower, strategically placed all over the property.



Dott in garden

Upon arrival we were offered warm homemade cake & tea by gracious hosts Rod & Anne Pearce & had an interesting chat together. That evening we took their recommendation to eat at yet another first class restaurant called Wheelers Oyster Barn & Seafood Restaurant at Pambula. Sure it was a 25 minute drive, but it was well worth it! Next morning, we were treated to a wonderful breakfast during which host Rod, who is retired, indicated he had to be off for another flying lesson proving one's never too old to learn new skills. We also learned that sadly, they had just sold the B&B to move to Gloucester, closer to their grandchildren.

The second to last day of our trip was mixed. We thoroughly enjoyed the drive through Bega, Cobargo, Tilba, Narooma, Bodalla, Moruya, Batemans Bay & Ulladulla but we were somewhat disappointed with our stopover in Huskisson. We stayed in a cute little timber cottage on the edge of

town that was the Huskisson B&B & which some decades earlier had been uplifted in its entirety from the Jervis Bay Naval Base. Before dinner we took a walk & tried to have a drink in the RSL only to be refused entry because Dott did not have ID with her so we went to the only hotel in town which is in dire need of restoration. Such a pity as its location is ideal. Nevertheless, the night was redeemed as the restaurant we chose, the Seagrass Brasserie, was very good.



Huskisson B&B

On our last day, we turned left north of Nowra to once again pass through Kangaroo Valley. I could have spent more hours flicking through all the boxes of old motoring memorabilia in the Nostalgia Factory in Kangaroo Valley but the road ahead beckoned once again & to our disappointment, a number of trucks spoilt our run. We stopped in Berrima where the pie shop sells great pies & the Lolly Swagman has all those delicious sweets the corner shop used to sell, then reluctantly headed towards the dreaded M7/M2 for home.

I decided to wash the Ferrari the next day as I figured I would need a full day to do it justice. The front bumper bar which is normally black, was yellow from the hundreds of locusts we had collected. Five days later I finished cleaning the car - I decided it needed a detail, the likes of which I cannot remember having undertaken in a long while. I am still yet to figure out a way of removing the scores of locusts from the front of the radiator core.

All in all a grand tour in our beloved Ferrari to which all I have done since returning is change the spark plugs.

Barry Farr

THOROUGHbred SPORTING CAR CLUB

Wednesday Lunch Run 21st April, 2010-05-04

The clever part in organising a car club run is ensuring that the weather is perfect and in this regards Barry Farr excelled himself with a lovely sunny autumn day.

Twenty five members gathered at McDonalds Dural at 10am for coffee and natter prior to the 10.30am departure for a most pleasant 70km drive through Middle Dural, Glenorie, Pitt Town, Richmond and back to Annangrove and Regal's Rendezvous Restaurant where we were joined by Roselee and Les Johnson for an excellent luncheon in convivial company.

Members who attended are as follows:-

Adrian and Lorraine Walker – Ferrari 308 GT4

Colin Watt – MG Midget

Ian Norman – BMW

Jame Dimopoulos – BMW

Jennifer and Jack Jones – Mini Cooper “S”

John and Val Dixon – BMW

Carolyn and Keith Reynolds – BMW

Robyn and Terry Daly – Lotus Élan

Roselee and Les Johnson –

Stephanie and Roland Clark – Maserati

Toni and Malcolm Ireland – Jaguar

Margaret and John Moody

Barry Farr and Dot Forrester – Ferrari

Carole-Anne and Barry Lunn – MGB

Plus new members:-

Ashley and Janine Smith – Porsche Boxter

Jeremy and Julie Braithwaite – Jaguar

Barry Lunn





AUTO ITALIA CANBERRA

On Saturday 17 April 2010, Dott & I set off early in our Alfa to partake in the annual Auto Italia automotive display. I had just fitted new spark plugs, changed the engine oil & had the Weber jets airblown to ensure no accumulated foreign matter in the fuel would obstruct our highway motoring. We sat on around 3500 rpm (100-110kph) & after a morning tea break arrived at our hotel at 1pm.

Immediately after unpacking I set about cleaning the car (again) particularly the frontal area, windscreen & side mirrors which were splattered with bugs as the ambient temperature had been in the late 20's. That done, I placed the car cover over it & ambled along to the local restaurants for a leisurely light lunch as we had been invited to the Italian Ambassador's residence for cocktails & canapés (& generous bowls of pasta), that evening to celebrate the 25th anniversary of Auto Italia Canberra. The event has gained such prominence on Australia's automotive calendar that it was a privilege for all entrants in the featured marque timeline to be invited to the Embassy & to mingle among the Alfisti & to chat with fellow guests including Di & David Berthon, who had the enviable task of piloting the 1921 Alfa G1 on behalf of Neville Crichton.

The Italian Cars Association Inc together with the Canberra Chapters of the Fiat & Alfa Romeo Car Clubs organise the Auto Italia display which is open to all makes of Italian cars, motorbikes & motor scooters. This year's event was held on the Patrick White lawns, an undulating grassed area between the National Library & the southern shores of Lake Burley Griffin. On Sunday April 18, Jon Pike & his hardworking committee were relieved to see a clear blue sky & mid 20s temperature welcome the more than 300 entrants, who duly parked in marque groups. Given Alfa Romeo's centenary, the featured marque this year was Alfa Romeo & strategically positioned all along the foreshore were the specifically selected 40 Alfa Romeos representing a timeline scanning 90 years, showcasing the various significant Alfa Romeo models over that period.



The G1 from 1921 took pride of place but unfortunately there was a big time gap to the next oldest which was my 1958 Giulietta 750F. Three cars represented the Giulietta 750 series, a cream 1960 Sprint 750B, a cream 1960 Berlina TI 753 & our red 1958 Spider Veloce 750F. There were no representative cars of the Giulietta 101 series but there were 4 cars representing the Giulia 101 series, 2 red Spider Veloces, 1964 & 1965, a red 1964 Sprint Speciale (SS) & a 1964 Berlina TI sedan. What's the difference between the models you may ask. Well the Series 1 Giuliettas have 1300cc engines, 4 speed tunnel case transmissions & 2 shoe drum brakes, the Series 2 Giuliettas have 1300cc engines, split case transmissions & 3 shoe drum brakes & the Giulias have 1600cc engines, 5

speed transmissions & front disc brakes. In the case of the Spiders, the Series 2 Giuliettas are 2" longer than the Series 1 Giuliettas & have non-functioning vent windows & the Giulia series Spiders are a further 2" longer & have noticeably different bonnets to accommodate the larger engines. Across all 21 models of the Giulietta & Giulia manufactured between 1954-65, for those who may be interested, the production numbers are as follows :

Giulietta 750 Series 1

750B	1954-59	Sprint	10507
750C	1955-60	Berlina	32052
750D	1955-59	Spider	6381
750E	1956-59	Sprint Veloce	1474
750F	1956-59	Spider Veloce	1253
753	1957-60	TI **	<u>38404</u>
<u>TOTAL:</u>			90071

Giulietta 101 Series 2

101.00/101.22 *	1959-61	Berlina & Promiscua	14905
101.02/101.05 *	1959-1965	Sprint	17183
101.03/101.04 *	1959-1962	Spider	9694
101.06/101.24 *	1959-1962	Sprint Veloce	2047
101.07/101.25 *	1959-1962	Spider Veloce	1911
101.11/101.09/101.13 *	1959-1963	Berlina TI	48156
101.20/101.17 *	1959-1962	Sprint Speciale (SS)	1350
101.26	1959-1960	Sprint Zagato (SZ)	187
101.28	1961-1963	Berlina	7095
101.26	1961	Sprint Zagato (SZ2)	<u>30</u>
<u>TOTAL:</u>			102558

Giulia 101

101.29	1961-1964	TI **	52640
101.12	1962-1964	Sprint	7107
101.23/101.19	1962-1965	Spider	9250
101.21	1963-1966	Sprint Speciale (SS)	1400
101.18	1964-1965	Spider Veloce	<u>1091</u>
<u>TOTAL:</u>			71488

* USA version

** Turismo Internazionale

Alfa Romeos represented around half of the entrants & exceeded all previous years Alfa Romeo vehicle numbers considerably. Fiat & Lancia were also well represented as were Exotics which included 33 Ferraris & a number of Maseratis, Lamborghinis & de Tomasos.

Also entered in the general Alfa Romeo display was a 1956 Giulietta Spider 750D which owner, Richard Granger, had painstakingly converted to a Veloce spec.



Wandering around the other marques Ross & Sandra Brackenbury's rejuvenated 328 GTS stood out amongst the Ferraris being pristine all over & it was good to see Rob & Kay Finney once again, taking in the display.



Ross Brackenbury's 328GTS

I have had my 750F on the road now for 18 months during which time Dott & I have regularly used it clocking up 5100kms but never had we seen so many Giuliettas & Giulias in the one place so it was an ideal opportunity to meet & chat with the respective owners & swap tales of acquisition, restoration & driving experiences. Just after lunch, Chief Organiser Jon Pike, who has a 1964 2600 Sprint, walked along the 40 car Alfa timeline display providing informative comments on each of the vehicles over a PA system & this great initiative was very well received & showed just how passionate Jon is about the Alfa Romeo marque, & rightly so.

Trophies were awarded for classes within the Alfa Romeo, Fiat, Lancia & Exotics marques & separately for the Alfa Romeo timeline & Dott & I were greatly honoured to be awarded the principal trophy of the display, that of Best Alfa Romeo. The organising committee also selected another Giulietta, the 1960 Sprint entered by Tim Doyle, to be awarded the I J Campbell Memorial Award. The Giulietta Hat Trick was complete when Richard Granger's 1956 Spider was awarded the Best Spider Trophy in the general Alfa Romeo display. Ross I believe, was hard done by as the Ferrari 308 GT4 that won the Exotics class, was in my opinion, nowhere near as good as Ross's 328 GTS. Nevertheless, Ross's consolation was that he had an admirer who wanted to buy the car on the spot which of course, he flatly refused. One never wants to part with a good Ferrari.

All trophies were presented by none other than the Italian Ambassador himself, Mr Gianludovico de Martino di Montegiordano.



Barry Farr

WEDNESDAY RUN 19TH MAY 2010

Five couples met at the start at McDonalds Dural for the usual coffee before the drive to Wiseman's Ferry

Barry Farr & Dott Forester - in Dott's Mercedes Convertible

Terry & Robin Daly – Jaguar XKR

Adrian & Lorraine Walker – Astra Convertible

Keith & Carolyn Reynolds – BMW Convertible

Lisbeth Allen & Ian Norman – BMW Convertible

At Wiseman's ferry we met up with:-

Jeremy & Julie Braithwaite – Jaguar XK Convertible

Graham and Narelle Blackadder - Range Rover

Unfortunately the planned stop at Wiseman's Ferry Park for a "stop, revive, survive" was called off the day before due to the forecasted rain. The scones which were being provided by Keith & Carolyn had to be put back in the freezer. As it turned out on the day the expected rain did not eventuate and it was mostly fine and sunny.

The route went from Dural up the Old Northern Road to Wiseman's Ferry, across the ferry and along the river to Spencer. Then via Mangrove Mountain to the Central Coast Highway and on to the Boathouse Restaurant at Koolewong on the Brisbane Waters. This was a very pleasant drive with varied scenery including a portion of rain forest.

We were a little late arriving at the restaurant and John & Val Dixon, who had driven directly there due to an earlier engagement, were already seated with drinks in hand. The restaurant is built over the water and the service and food was excellent. Thanks to the organisers, Carolyn & Keith Reynolds, for such a good choice.

We all departed around 3.00pm for the drive home.

Lisbeth Allen & Ian Norman







RESTAURANT NIGHT

Seventeen hungry club members arrived at Florentino Italian Restaurant, Bella Vista, on June 5 ready for the usual fun time. It was in a novel position being in the new Circa shopping complex.

Peter and Eve Stefan made sure we were all comfortably seated before surprising us with the lucky chair prize. Yours truly won the copious Nivea products which also meant I wrote this article!

There were four courses starting with antipasto which included my favourite- oysters, followed by lasagne, choice of mains and dessert. Food aplenty as you can see. The conversations flowed and I couldn't help staring at Roselee and marvel at her rapid improvement and obvious enjoyment at being with us again. Did I mention Armando- the singing waiter and host? He got very close to some customers with his microphone to wish them a Happy Birthday.

A great night out again, thank you Peter and Eve.

Lisbeth Allen

Participants

Eve and Peter Stefan, Roselee Johnson,
Lisbeth Allen and Ian Norman, Kerry and Colin Watts,
Robyn and Terry Daly, Robyn and Kevin Leggott,
Val and John Dixon, Dott Forrester and Barry Farr,
Carol and Keith Reynolds.



TSCC WEDNESDAY RUN 16/6/2010

Well the day started off beautiful and as it went on it just got better. Sixteen people met at McDonalds at Mount Colah and we met up with Keith and Carolyn Reynolds at Patonga. We left Mount Colah at aprox. 10.45am and drove up the old Pacific Highway, then through Kariong and onto Woy Woy Rd. Halfway along this road we stopped at a lookout which has a panoramic view over Brisbane Water.

At this point our visitors from Kurajong, Graham and Narelle, needed some running repairs on their Mercedes to fix a broken rear flange on the muffler. We managed to extricate some wire from the lookout fence for these repairs.

On approaching Woy Woy Terry and Robyn had to stop to feed the big cat some fuel. When we arrived at Patonga Beach there awaiting our arrival was Keith and Carol. After locating our table in the courtyard we decided that we would rather sit in a more sunny position, so we proceeded to re-arrange the tables to provide as much sun as possible.

For those who have not been to Patonga for some time, the Hotel has been recently restored and a magnificent bar has been installed, made of sandstone blocks and topped with a solid timber top. This bar was originally built in an Hotel in Sydney at the time we won the America,s cup in the early 1980,s.

Those attending were:

a.. Terry and Robyn Daly	Jaguar XKR
b.. Lisbeth Allen and Ian Norman	BMW
c.. Malcolm and Toni Ireland	Mazda
(apparently the Jag was low on fuel)	
d.. John and Karma Watson	Porsche 911
e.. Keith and Carol Reynolds	BMW
f.. Brian and Barbra Marshall	Aston DB7
g.. John and Georgie Spence (Friends of the Marshalls)	MGF
h.. Graham and Narelle Blackadder	Mercedes 380SL
i.. Jack and Jenny Jones	Jaguar XJ6

After a long lunch and as the sun was dissapearing behind the hill it started to get a bit chilly so everyone then made their way home and a great day was had by all.

Jack & Jennifer Jones



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

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.

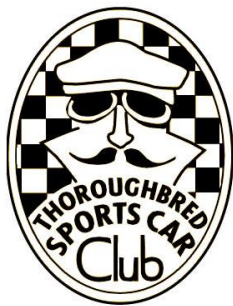
Chest/Bust and Length measurements are in centimetres.

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:
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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.