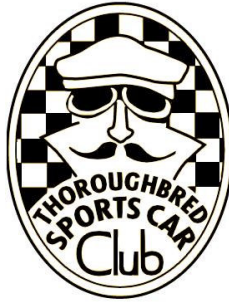


top *gear*



Terry's Jaguar XKR at Lightning Ridge – refer Presidents Report April 2011



2011 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



Presidents Report

No report this issue as Terry is overseas

CALENDAR 2011

	DATE		EVENT	ORGANISER	PHONE
JAN	Tue 26	S	NRMA Motorfest		
FEB	Wed 9	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 16	F	Wednesday Run	Les & Roselee Johnson	9412 1838
	S/S 26/27	S	Thunderbolts Way Run	Tom Aczel	4567 7445
MARCH	Wed 10	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 16	F	Wednesday Run	Roland & Stephanie Clark	9653 2866
	Sun 27	S	Breakfast Run	Les & Roselee Johnson	9412 1838
APRIL	Sun 10	R	Eastern Creek	NSWRRC	
	Sun 10	S	Sunday Lunch Run	Jeremy Braithwaite	4573 2575
	Wed 13	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 20	F	Wednesday Run	Barry Farr & Dot Forrester	9416 6260
MAY	Sun 1	S	Opera At Fagan Park	Brian & Barbara Marshall	9651 2821
	Sun 8	R	Wakefield Park	MX-5 Club	
	Wed 11	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Sun 15	S	Multi Club Display	Terry Daly	9651 6175
	Wed 18	F	Wednesday Run	Keith & Carolyn Reynolds	9634 6342
	Sun 22	R	Eastern Creek	ARDC	
	Sun 28	S	30 th Anniversary Dinner	Sub Committee	
JUNE	Sun 5	S	AHOC "Brass Monkey" Run	Les Johnson	9412 1838
	Wed 8	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 15	F	Wednesday Run	Jack & Jennifer Jones	9654 1129
	Sun 19	R	Wakefield Park	Mini Car Club	
JULY	Wed 13	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 20	F	Wednesday Run	Vern & Wendy Kelly	9651 2770
	Sat 23	S	Restaurant Night	Peter & Eve Stefan	9624 8331
	Subn 30	R	Wakefield Park	NSWRRC	
AUG.	Wed 10	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Sun 14	R	Eastern Creek	ARDC	
	Wed 17	F	Wednesday Run	John & Karma Watson	9875 3080
	Sun 21	S	Shannons Eastern Crk	Adrian Walker	9987 4299
	Sun 28	S	All British Day Kings School	Ian Norman	9799 2521
SEP.	Sun 11	S	Sunday Lunch Run	Jeremy Braithwaite	4573 2575
	Wed 14	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Wed 21	F	Wednesday Run	Brian & Barbara Marshall	9416 3031
	Sun 25	R	Eastern Creek	NSWRRC TBC	
	Fri 16/ Wed 28	S	Tour South	Farr/Reynolds	9416 6260 9634 6342
OCT	Wed 12	M	Monthly Meeting	Lisbeth Allen	9799 2521
	Sun 16	R	Wakefield Park	Mini Car Club	
	Wed 18	F	Wednesday Run	Colin Watts	9624 8202
	Sun 30	S	Pride Of Ownership Day	Terry Daly	9651 6175
NOV	Wed 9	M	Monthly Meeting/AGM	Lisbeth Allen	9799 2521
	Sun 13	S	Sunday Lunch Run	Jeremy Braithwaite	4573 2575
	Wed 16	F	Wednesday Run	John & Val Dixon	9403 6905
	Sat 19/Sun 20	S	Weekend Away (West)	Les & Roselee Johnson	9412 1838
	Fri/Sat/Su n	R	Australian Championship – Mallala SA	SASCC	
DEC.	Sat 4	S	Christmas Dinner & Presentation Night (Away)	Peter Stefan	9624 8331

NOTES:

- The events above are club sanctioned for the purposes of using club plates. Other events listed elsewhere may be sanctioned upon application at a monthly meeting of the Club.

LEGEND: M = Club Meeting (3 Points) S = Social Events (2 Points)
R = Racing Event (1 Point) F = Fun Run (No Points)

CLUB MEMBER OF THE YEAR: The above points are awarded to members for participation in the events specified in the TSCC Calendar as printed, and any later amendments. With racing events, one point is awarded either for racing or

attending as a spectator. Also, you will be awarded two points for contributing an article to **Top Gear** (to a maximum of 10 points)

In addition to the events listed on the previous 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 -	Gnoo Blas Classic
Saturday 12th	Orange
Friday 11th to	FoSC - Wakefield Park

Sunday 13th

Friday 11th -

The 3rd Highland Steam & Vintage Fair - 2011

Saturday 12th -

Sunday 13th

"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

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

Saturday 12th

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

Yeegah - 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

<u>SYDNEY TELSTRA 500</u> From 03/12/2010 to 05/12/2010	Race, , National homebush, NSW
<u>Multi-Club Supersprint</u> From 04/12/2010 to 04/12/2010	Speed, , Multi-Club conrod straight, mt panorama, NSW
<u>RAY VESTY MEMORIAL CHRISTMAS CUP</u> From 04/12/2010 to 05/12/2010	Off Road, , Club crookwell, NSW
<u>Z CAR CLUB XMAS CRUIZE</u> From 05/12/2010 to 05/12/2010	Social, , Club glenbrook bowling club, NSW
<u>BORIS VW PICNIC DAY</u> From 05/12/2010 to 05/12/2010	Social, , Multi-Club cook park "the pines", dolls point, NSW
<u>Multi-Club Hillclimb</u> From 05/12/2010 to 05/12/2010	Speed, , Multi-Club mountain straight, mt panorama, NSW
<u>8 HOUR PRODUCTION CAR RACE</u> From 11/12/2010 to 12/12/2010	Race, , Multi-Club , NSW
<u>ROSS' RAUCOUS RALLY & CLASSIC RALLY CLUB CHRISTMAS PARTY</u> From 12/12/2010 to 12/12/2010	Social, , Club rosehill, pleasure point, sydney, NSW
<u>SOUTHERN HIGHLANDS SOCIAL RUN</u> From 18/12/2010 to 18/12/2010	Social, , Club pheasants nest to austinmeer, NSW
<u>2011 ARMOR ALL BATHURST 12 HOUR</u> From 04/02/2011 to 06/02/2011	Race, , National mount panorama, NSW
<u>0Z50 MINI CARNIVAL</u> From 27/02/2011 to 06/03/2011	Social, , Club bathurst, NSW
<u>MORRIS MINOR CC OF AUS 15TH NATIONAL RALLY</u> From 22/04/2011 to 25/04/2011	Social, , Multi-Club westport park, port macquarie & hastings, NSW

THOROUGHBRED SPORTS CAR CLUB

Wednesday Runs

2011 Roster

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

If the designated dates do not suit the specified organizers, 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 Ian Norman 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.

If you need to email me please do so on:

peter.stefan@beiersdorf.com

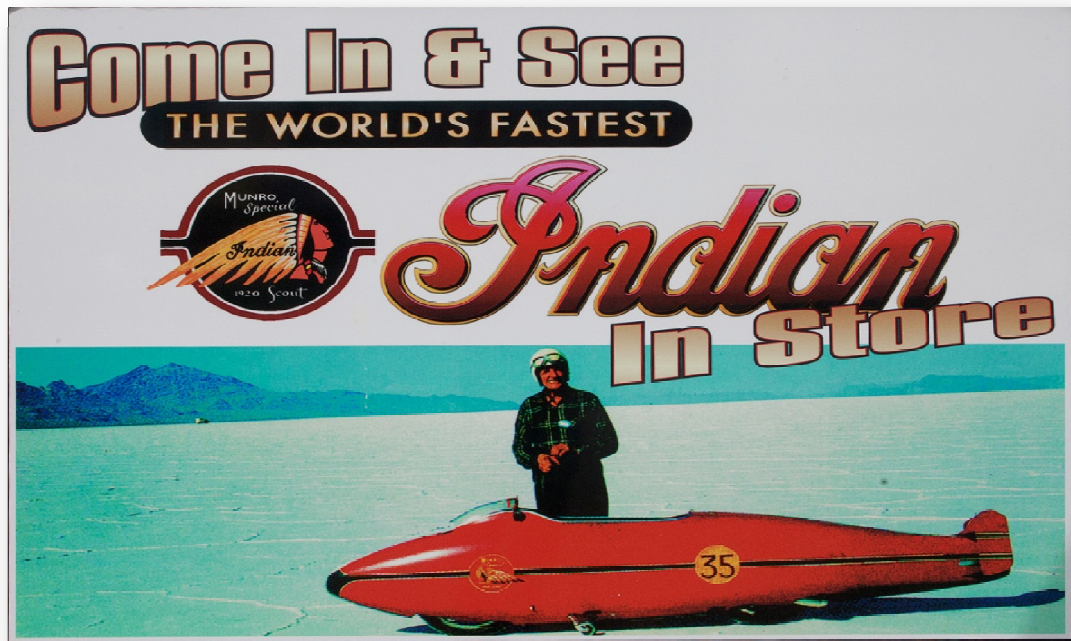
Peter Stefan



A Visit to an Indian Aladdin's Cave..... by Roger Morgan

Most people recognise the name Bert Munro, the Kiwi world land speed record holder whose bike was admired by TSSC members on their recent visit to NZ. The Bert Munro land speed record holder sits proudly in Invercargill in the South Island of NZ, but few people know about an Aladdin's Cave of Indian motorcycles lovingly cared for and brought back to life in the backwoods just outside Windsor in New South Wales.

Picture taken outside Hayes Hardware in Invercargill during the TSCC visit to NZ 201



19 members and guests of TSSC enjoyed the hospitality of the Morgans (who supplied food, drink & commentary) and the generosity and good spirit of Vic Maberley - the caretaker and owner of a plethora of early motorcycles nestled in an Aladdin's Cave of principally Indian motorcycles. His shed was full to the brim with a range of parts, many of them protected by iron oxide or layers of paint. The stock of frames, engines, rims, tyres, etc was almost beyond comprehension.

And of course there were just a few other rare motorcycles: Long gone manufacturers such as Cleveland, Excelsior, Invincible Jap, NerACar and a few modern bikes filled the space not taken up by Vic's passion for Indian Motorcycles.



Have a look at the amazing steering setup on the NerACar!!

The “Indian Motorcycle Company” was founded by George Hendee and Carl Oscar Hedstrom, former bicycle racers who first built a single cylinder motorcycle in Hendee’s home town of Springfield, Massachusetts. This motorcycle was sold to the public in 1902.



Indian Motorcycles were manufactured from 1901 until 1953. The company, originally known as the Hendee Manufacturing Company, was renamed as the Indian Motorcycle Company in 1928. In 1911 Indian riders, Godfrey, Franklin and Moorehouse took the first three places in the Tourist Trophy races in the Isle of Man. During this decade Indian became the largest motorcycle manufacturer in the world culminating in production of 32,000 units in 1913.

In 1914 Indian were first with both electric lighting and an electric starter, although electric starters were “dropped” after just six years.

Vic has almost a complete set of Indian Motorcycles either fully finished or in part restoration. Three of his bikes were displayed at the 101010 Concourse event which took place in Manly in October 2010. The 3 bikes were:-

- A 1916 Indian Model H
- 1917 Indian Model O, horizontally opposed side valve of 257cc
- And Vic’s favourite, a 1919 Indian Powerplus which can be ridden reliably at close to 100km per hour using its 3 speed gearbox, but with only a rear brake care has to be exercised.



The 1919 Indian Powerplus of 986cc was designed by Charlie Gustafson, Indians Chief designer. The Powerplus was launched in 1916 and Indian, keen to promote the performance credentials, sent Erwin G. "Cannonball" Baker to Australia in 1916 to establish world records which he did by covering 1027 miles in 24 hours at Mortlake in Victoria.





In 1916 sisters Adeline and Augusta Van Buren also became the first women to cross the USA on a pair of Indian Powerpluses. Most of the pre-1920 bikes were brought to a halt by prayer, distance or ineffective rear brakes.....most Indian riders had very thin soles on their shoes.....an emergency aid to braking, but not the most effective.

Whether it be a Scout, an Indian Chief or an Indian Four Vic has one in his shed, and an Indian model which, in Vic's view, probably led to the demise of the company, the Indian 841 Shaft drive V twin model produced against a US Department of Army tender. The arrival of the JEEP at almost the same time and price most probably led to financial collapse of the company.

Vic has rare single cylinder Indian models, Overhead valve race models, you name it Vic has it.....and he was most gracious in sharing his knowledge, his enthusiasm for the marque, his time and his shed.....

The Indian Company has been resurrected several times since its failure in 1953, and Vic also had on display several post 1953 models which complete his collection. These mostly OEM models were badged Indian but don't have the feel and look which now attracts a worldwide following, more particularly since Anthony Hopkins portrayed Bert Munro and his heavily modified Scout in the film "The World's Fastest Indian".

The Rest of the Day..... by Jeremy Braithwaite

Like everybody else we loved the World's Fastest Indian. In fact we were sufficiently interested to make our own way to Invercargill on Terry Daly's South Island jaunt last year to visit the relics at Hayes Hardware. So when Roger started waffling on about Indians at a club meeting it made a lot of sense to ask him to arrange our visit to Vic's shed.

The Hallam's and Braithwaite's departed from Kurrajong - after an informal meeting with the rest of the Kurrajong group who were otherwise engaged on the day - and just beat the Morgan's to Vic's place. We parked the XK120 & XKR alongside Vic's XJ6 lineup - he was Service Manager at Bryson's for many years - and introduced ourselves. What a lovely bloke!

Joining us were Rob and Kaye Finney, Roland and Stephanie Clark, Nigel Bryan, a total of four Moody's, Norm and Pam Johnson in the XKSS and Bruce Griffiths.

Roger then provided the commentary under Vic's tutelage and was only interrupted by Tess's elevenses complete with hot cross buns.

We eventually pulled ourselves away before the girls became too bored and headed off to Windsor and Francesco's Restaurant. A shady table under an awning and - literally - an endless supply of good seafood and other tucker rounded off a great day. We headed off before the clouds opened.

Hope everybody else enjoyed the day as much as Julie and I did.

We've included a few pics on the next couple of pages .. the rest are at:





<http://www.jbraithwaite.com/Motoring/Indians/Indians.html>

THE TEN INDIAN COMMANDMENTS



REMAN CLOSE
TO THE GREAT SPIRIT

SHOW GREAT
RESPECT FOR YOUR
FELLOW BEINGS

GIVE ASSISTANCE
AND KINDNESS
WHEREVER NEEDED

BE TRUTHFUL AND
HONEST AT ALL TIMES

DO WHAT YOU KNOW
TO BE RIGHT

LOOK AFTER THE
WELL BEING
OF MIND AND BODY

TREAT THE EARTH
AND ALL THAT
DWELL THEREON
WITH RESPECT

TAKE FULL
RESPONSIBILITY FOR
YOUR ACTIONS

DEDICATE A SHARE
OF YOUR EFFORTS
TO THE
GREATER GOOD

WORK TOGETHER
FOR THE BENEFIT
OF ALL MANKIND









HONDA CUB RACER CB50R

In 1961 Honda achieved the truly wonderful feat of winning the 125cc and 250cc World GP Championships in only their second year of full world championship racing. Honda then started producing customer race bikes in 1962. Those racers were the 50cc CR110, the 125cc CR93, the 250cc CR72 and finally the 305cc CR77. At the time those were quite affordable and competitive racers, indeed one of the 250cc Hondas finished third in a TT race amongst factory racers. The bigger 3 models were all twin cam 4 stroke twin cylinder machines, capable of highly competitive performance.

The 50cc world championship began in 1962, and Honda produced the CR110 to enable private riders to compete in that, as well as national championships all over the world. Nowadays a genuine early sixties customer racer in good condition fetches a huge price. They are highly sought after. In 2002 Honda decided to build a replica of the CR110, initially as road bike but then produced a limited run of factory racers, the AR02.

I met Roger Morgan when Sam Movizio asked us to help him secure some bikes for his Concours event "10.10.10". Roger and I set to our task and came across some almost unbelievable collections. In the process I met a fellow called Luis Gallur, who owns one of the Dream Racer road replicas. Roger then found out the factory had produced a limited run of proper racing versions and found a brand new one in the USA. This sparked me as I always wanted a sixties era Honda racer, and Roger kindly tracked down another brand new never used sample in the USA. Roger's arrived first and it was with great anticipation I went over to see his. Mine arrived a little while afterwards and is presently on display at Ray Moody's shop Western Motorcycles alongside Luis' road going version.

This magnificent little 4 stroke Twin cam, 4 valve 50cc single cylinder produces some 7 BHP and revs to nearly 15,000.

This fully functioning factory produced Honda racer is a work of art, and she will be treated as such.

Nigel Bryan





TSCC WEDNESDAY RUN 18TH May 2011 TO FORGOTTEN VALLEY RESTAURANT

Attendees were:

Keith & Carolyn Reynolds
Roland & Stephanie Clark
Les & Roselee Johnson
John & Val Dixon
Adrian & Lorraine Walker
Jeremy & Julie Braithwaite
Brian & Barbara Marshall
Malcolm & Toni Ireland

Vern & Wendy Kelly
Ian Norman & Lisbeth Allen
Jack & Jenny Jones
Barry Farr & Dott Forrester
Terry & Robyn Daly
Graham & Narelle Blackadder
ML Howard & Richard Brown
Geoff Lane

Most of us met at McDonalds at Dural for usual cup of coffee/tea before setting off to the lunch stop at the Forgotten Valley Restaurant on the St.Albans Road, Wisemans Ferry.

The organisers, Keith & Carolyn Reynolds, had provided 2 routes. There was a common route to Wisemans Ferry Road then either, via River Road along the river, or via Old Northern Road, to the Webb Creek ferry.

Lisbeth and I decided to take the more direct route via Old Northern Road as from a previous occasion Lisbeth had become car sick on the River Road, which is rather a nice drive but quite narrow and winding. As a result we got to the Webb Creek ferry second. (Jack & Jennifer Jones who also went the direct route had already crossed by the time we had arrived).

The weather was fine and sunny and everyone with a convertible had the top down which made quite a site both on the ferry and at the restaurant.

The restaurant had a nice log fire going when we arrived and everyone soon gathered around the fire for conversation and a drink before sitting down for the lunch. Traditional German fare, Snitzel popular with pork knuckle a sight to see.

President Terry thanked the Reynolds for organising the event and then drew the names out for who was to do the article. There was some suggestion that Lisbeth's and Ian's names were on all the tickets in the hat.

Everyone departed around 3.00pm after a most enjoyable lunch.

Lisbeth Allen & Ian Norman







Brass Monkey Run – Sunday 5th June
Barbara Marshall

It was a cold and clear 6am start from the M4 truck stop on Sunday 5th June. Foolhardy participants rushed inside for a warming coffee. In the queue for coffee drivers and passengers were unrecognisable huddled into their coats, jackets, scarves, hats and gloves. Then it was off down the M4. As dawn broke the day was clear and sunny and we saw a new light illuminated on the Aston dashboard – this turned out to be the ice warning as our thermometer registered zero degrees!

The run to Mudgee was not without casualties – a blown up mini was being attended to by two others of the same species and a troubled Triumph had teetered to a stop. The scenery in the Blue Mountains was as spectacular as ever with the Wollemi National Park stretching as far as the eye could see.

Around 9am we drove down the driveway to the Mudgee Bowling Club for breakfast and congratulated ourselves on finding only two other cars in the car park. We must have travelled faster than we thought we said as we went into the Club for breakfast only to find it packed with hordes tucking into a hearty breakfast – they had all parked on the street at the front of the club!

After breakfast most cars including those belonging to the TSCC then hit downtown Mudgee. The streets of the town transformed into a large display day. Everyone enjoyed a walk around the town in the sunshine. We went on to visit Petersen's Winery where we purchased a box of their finest Shiraz and received the added bonus of 13 to the dozen.

Then it was time to drive onto Rylestone to meet the rest of the TSCC for lunch at the Globe Hotel. This was heaven for chip lovers as they came with everything and really good chips they were.

Rylestone was quiet this Sunday afternoon apart from a birthday party behind the pub for a local artist celebrating his 70th birthday with his 84yr old wife. We were delighted to find behind the pub a tasting table for De Beaurepaires wine, recommended to us by the girl in the Mudgee Tourist Information Office. A second dozen found their way into the back of the Aston.

The trip to Sofala was a drivers dream. The roads were quiet and interestingly winding with beautiful countryside and all around spectacular 360 degree views. When we arrived at Chesleigh Homestead welcoming fires had been lit inside and out. At sunset we met in the games room for drinks and nibbles. Here the 13th bottle of Petersen's was much appreciated.

Summoned to dinner by our host Mike, we enjoyed delicious tender roast lamb with all the trimmings followed by apple crumble. The noise was deafening, the good food and wine obviously being enjoyed by all. Then the serious business of the night began with poetry, jokes and yarns. Mike was by far the winner- acting out two wonderful bush ballads with us all in the palm of his hand. I came in a poor second with The Stanley Holloway poem *Albert and the Lion* which earned me a gold nugget pin and the privilege of writing this article. Then it was time for bed although some hardy folk spent some time around the outdoor fire.

Monday morning was grey and threatened rain but we all enjoyed a country breakfast before leaving the homestead to make our way back to Sydney.

A great time was had by all for which thanks must go to Rosalie and Les Johnson for organising such a great trip.

Thank you all for attending and your wonderful friendly company as you are the ones that made it a great event.

Pics courtesy of Les. Jeremy has many excellent ones on his website but I wasn't able to copy them into this article.

Breakfast run only.

Victor Andrews

Colin Allerdice

Ross Brackenbury & Son Grant

Year

Make

Volvo Coupe

Unable to attend

1987

Ferrari

Model

P1800

328 GTS

Attending the full event with overnight stay

Les & Roselee Johnson

Barry & Carol-Ann Lunn

1965

Rolls Royce

Sedan

Silver Cloud III

Marie- Louise Howard

Heather Bensley {M L –Sons Mother in law} 2008 Audi Convertible

Jeremy & Julie Braithwaite

2003

Jaguar Roadster

XKR

Keith & Carol Reynolds

BMW Convertible

John Burns

1968

MG Roadster

MK II

Dominic Truelove & Pauline Sercombe

Mercedes Benz Roadster

Chris & Deborah Hallam

Honda Roadster

John & Val Dixon

2009

Mitsubishi

Pajero

Brian & Barbara Marshall

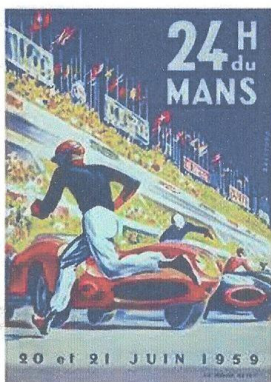
Aston Martin Roadster

V12 DB7





Wakefield Raceway Goulburn, becomes Le Mans 8th-June-2011



WEDNESDAY 8TH JUNE

LE MANS CELEBRATION

AT THE GEAR MEETING, WAKEFIELD PARK

2 x ASTON MARTIN DBR - BROWN/JOHNSON
1 x COOPER BOBTAIL - MOXON
4 x C TYPE JAGUAR - BRADEN/DOWNEY/REID/SANDERSON
2 x D TYPE JAGUAR - BERRYMAN/DUFFY
1 x LISTER JAGUAR - BATES
3 x LOTUS ELITE - CALDERSMITH/CRUIKSHANK/MANSELL
1 x PORSCHE SPYDER - MACKIE



TSCC members and friends braved freezing conditions to attend this amazing event of past memories of that fantastic LE MANS 50's era. It was by no means a race but more a gathering of a good quality representation of the cars as it would have been in 50's. The event was by invitation organised by Mr. Paul Samuels and most of the photographs were snapped by Julie & Jeremy Braithwaite. By some amazing fate of events I have only come to know Jeremy in recent years, even though we have crossed paths on so many occasions over the past years knowing so many of the same people . I find it quite amazing to find this friendship so much later in life. Jeremy even took photos of Roselee's and my car, the 1965 Mustang GT in England, which we had entered in the London to Sydney Marathon way back in 1993.

My adventure started on the Monday night loading both cars, the GT40 loaded by son Ricky and me loading the Aston Martin DBR2 on the borrowed trailer to take down to the Wakefield Raceway, ready for the early start the next day to avoid the Sydney traffic. The plan was to meet my sons Ricky and Shayne for breakfast at the Pheasants Nest service centre. Due to work commitments Ricky managed to get away a bit later than expected and Shayne's day at work was turning into a disaster and he would have to meet us later that night in Goulburn.



Unloading the GT40 at Wakefield

After a cup of coffee Ricky and myself drove down to Wakefield and unloaded both cars, then proceeded to the scrutineering bay. After having the cars passed we placed them in secure garages for the night and headed for Trappers Motel for our pre-dinner drinks and the evening meal, with the other invited members and friends of the Le Mans 50's group. My son Shayne and friend Garrath Will of TK Motors in Mossvale arrived at similar times around 6 pm. After a fantastic meal, great wine and a lot of hot air talking about the good old days in the surrounding of warm open fires, it was time to retire in anticipation of the following day's events.

After breakfast we headed for the Wakefield Raceway track we climbed out of the warm heated car to face those cold chilling winds. Sleet was in the air and there were constant complaints from all at the event predicting a very bleak day.



Shayne & Ricky take the GT40 {Replica} out during the lunch break.

I eventually took to the track which consisted of three events of about six laps. My two sons Ricky and Shayne took to the track during the lunch time break as it was the cars first venture on the roads in Australia. They only did about five laps when Ricky brought the car into the pits because he could hear a clicking noise and wanted to find the cause. The brakes and handling seemed fine but the engine was coughing and spluttering and may need a little fine tuning. A great day was had by all.



Aston Martin 1957 DBR2 {Replica}

The following TSCC members and friends were seen on the day. Sorry if I have forgotten anyone:

Lionel Walker, Bryan & Beryl Allart, Jack Jones, Spencer Martin, John Moody, Dominic Truelove, John Swinburne, Julie & Jeremy Braithwaite { Photographers}
John Millhouse.



C. Type Jaguars of Downey, Reid, Braden



John Moody in the Sunbeam



Barry Bates Lister Jaguar

A big thank you to Paul Samuels Inspiration for putting the event together and Julie & Jeremy for organising the evening Le Mans Dinner and all those wonderful photographs. With a very special thank you to my sons Shayne & Ricky for supporting me in this very special Le Mans Celebrations event.

Les Johnson



TSCC Wednesday run to Raffertys Resort

The Wednesday run organised by Jack and Jenny Jones with minimal attendance, probably due to the foul weather we have all been witnessing lately, and whilst other members travelling overseas etc have been lucky.



However the die-hard group consisting of the following : Jeremy & Julie Braithwaite, Jack & Jenny Jones, Les & Roselee Johnson, Keith & Carol Reynolds, Bob Fulop, Geoff Lane and John & Margaret Moody .



The meeting place was Mac Donalds at Mount Colah and a after friendly greeting, cups of coffee and a great deal of discussion concerning the weather, and how the great photographs taken by Jeremy and Julie in the last few events.

We then departed towards our destination, Rafferty's Resort. The weather was closing in fast with the temperature dropping to a very cold condition. As we all know it was Brass Monkey conditions in which we are all one conditioned to of late. We then followed Jack out of the car park [not that Jack did not trust Jenny to navigate the harshe conditions]. Took an extra passengers to help, namely Keith and Carol Reynolds. Crossing the Mooney Mooney Bridge visibility came down to 100 metres and Roselee being a very nervous passenger these days told Les to slow down, and that the surrounding traffic was travelling much too fast for the

conditions. Thankfully, not long after the road conditions improved to a more favourable situation until we reached our destination.



Rafferty's Resort at Nord's Wharf on the shores of Lake Macquarie at No 1 Wild Duck Drive was not so much of wild ducks, but a very large flock of Pelicans which entertained us during our lunch with their landing and take- off skills. After a splendid meal and the few odd drinks it was time to bid farewell once again as we departed for home.

A brief bit on Nord's Wharf.

It was once a spring annual custom for Aborigines from out lying districts to come to the area for a mass walkabout. The route, which was unchanged, was called "Black Fellow's Track". This is approximately the location of government Road today. At the turn of the century 1800's a number of Aborigines lived in huts at Cams Wharf.

William Nord was one of the original land owners in the district. There is some evidence to say that Nord was a Swedish sea captain who transported the first cargo of wheat from Australia and in appreciation received a grant of land from the government. The area now known as South Beach was once called "Mosey's ' Beach.

The William Nord family had a large farm and orchard and their wharf was used by the ferries taking miners to Catherine Hill Bay.



Nord's Wharf taken during the 1960's

A Big Thank You to Jack & Jenny for a great day enjoyed by all of us hardy members who attended.

Ben. T. Camshaft

History Clement Bayard



Adolphe Clement was an important man in the first years of the motorcar. He made his fortune in the bicycle and pneumatic tyre industry and in 1899 he began car manufacture. He had an interest in the Gladiator Company and his first cars were sold as Clement- Gladiators. His first achievement in the sporting field was second place in the Paris-Rouem-Paris race of 1900. Adolphe Clement was also a director of Panhard-Levassor. One of his colleagues there designed a car on his own, but could not persuade Panhard-Levassor to take it into production [which was just for the best]. Clement, however built it under his name Clement –Panhard, although Panhard-Levassor had nothing to do with it. At the end 1901, Clement produced 2 models; a single-cylinder 7HP and a 12HP twin cylinder [see the Clement poster in picture gallery]. He entered two 12HP twin cylinder models for the 1901 Paris-Berlin-Paris race and 7 cars with 4 cylinder 20HP engines for the 1902 Paris-Vienna race. In 1903 one could choose from a 12 HP twin and two 4 cylinder of 12 HP and 16 HP. During those years the Clement and the Gladiator cars were built in the same factory with the only difference that the Clement had a shaft drive and the Gladiator still relied on chains.

In October 1903 Adolphe left his company and lost the right to build cars under the Clement name. He continued production under the name of Clement Bayard, after the Chevalier Bayard, who saved the town of Mezieres in 1521. The cars of the new company were sold in England by the Earl of Shrewsbury and Talbot. A factory was built to produce cars in England under the name of Clement Talbot.



Albert Clement drives an 80 HP Clement-Bayard at the 1905 Vanderbilt Cup



Albert Clement driving Clement-Bayard at the French grand Prix 1906

In 1904 Clement –Bayard entered 2 big races of 80 and 100 HP for the Eliminating Trials for Gordon Bennet race, but the cars were not chosen to represent France. Clement Bayard's were not that lucky in racing, their best performances being a third place in the 1906 Grand Prix and fourth place in the 1908 Grand Prix, in the following years the range gradually expanded and in 1911 there were 2, 4, and 6 cylinder engines available with Les Johnson's car being one of the 2 Cylinder cars, all with different output. About that time the car in the picture was introduced {a 1912 car with a 4 cylinder monobloc engine of 1,300 cc and 10/12 HP}. After the war things went the wrong way and in 1922 the Levallois-Perret factory was sold to Citroen. That was the end of a proud name, for the Mezieres factory had already been given up some time before. Adolphe Clement retired from the company in 1914.



1905 publicity poster



Adolphe Clement-Bayard circa 1907

Watch this space in the next Issue of TOP GEAR on Clement Bayard's

Les Johnson

COOLY ROCKS ON

Classic Cruisers, Custom Cars & Hot Rods are certainly not our cup of tea & chances are they are not yours either. Nevertheless, you've probably heard of the Wintersun event held at Coolangatta/Tweed the last 15 years. This year however, as a result of the Port Macquarie/Hastings Council & Events NSW working together to leverage Wintersun away from the Gold Coast, the event was held at Port Macquarie & reports are it was not widely advertised & poorly organised, therefore attendance was well below expectations.

Because of the economic impact & the passion of its patrons, the Coolangatta & Tweed communities clubbed together to create a new festival to continue the nostalgia theme on the Gold Coast. As Dott & I were holidaying at Main Beach we wandered down to have a look at the new event which this year was called "Cooly Rocks On".

Almost a thousand Classic Cruisers, Custom Cars & Hot Rods lined the two main streets of Coolangatta over the June long weekend & around one hundred 1950s & 1960s themed stalls were spread over the adjoining Queen Elizabeth Park. Rock 'n Roll, Rockabilly & Swing played live across a half dozen outdoor stages as well as in the local pubs. Even Big Bopper Junior made an appearance at the Twin Towns Club. Organisers were hopeful of a 50,000 to 70,000 crowd & despite the weather being cool, overcast & wet over the weekend attendance was reported at over 80,000.

Dott & I strolled around for a few hours on the Saturday with Dott managing to select a 1950s outfit to wear on the Bay to Birdwood Run in September. No such luck for me though - my old rocker days are long gone. A good number of the attendees were dressed appropriately which added to the fun of the day.

With little interest in the Hot Rods & huge American tanks of that era, I selectively chose only a few interesting vehicles to photograph. I couldn't go past the 1931 Ford Tourer as my Dad had one back in the 1950s & he used to give it some stick back then.



The 1952 Buick Estate Wagon ("Woodie") was appropriately positioned with Greenmount Beach as its backdrop.



The 1952 Studebaker Commander Starlight seemed appropriately named as you wouldn't know whether the rear was coming or going.



The 1926 Dodge Four was certainly serving its utility function & I don't know how the VW managed to be registered - only in Queensland!



From my point of view, the only true classic I saw was an Austin Healey whose owner must have a very thick skin as it was the only sportscar among the one thousand exhibited.



Whilst Wintersun moves onto Coffs Harbour next year, Cooly Rocks - as it will now be called - is expected to again draw record crowds next year with an expanded format tapping into the old surf culture with retro Kombis & Woodies alongside a Gidget theme at Kirra Beach.

Barry Farr

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:

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Cloth Badges\$ 5.00

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10 YR Lapel Badge\$12.50

25 YR KEY RINGS\$10.00

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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.

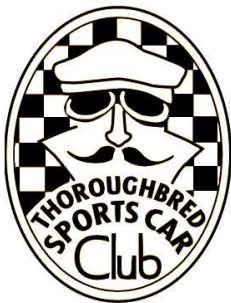
Chest/Bust and Length measurements are in centimetres.

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 <input type="checkbox"/> New Member	Surname	<div style="border: 1px solid black; padding: 5px;">OFFICE USE ONLY</div> Date Joined M'ship No. CAMS No. TSCC Plate No. Amount Paid Cash / Cheque Receipt Number
	Given Names	
	Address	
	Post Code	
	Birth Date / DAY / MONTH (Year not required)	
	Telephone (Home) (Work)	
	Fax (Home or Work)	
	Mobile Phone	
	E-Mail	
	FILL OUT THE FOLLOWING IF JOINING UNDER FAMILY MEMBERSHIP	
Spouse/Partners Surname		
Given Names		
Birth Date / DAY / MONTH (Year not required)		

CAR(S)						
	MAKE	MODEL	YEAR	REGO. NO.	COLOUR	MAN./AUTO
1						
2						
3						
4						
5						
6						

I agree to abide by the rules of the Club
 MEMBER/APPLICANT'S SIGNATURE _____ x

MEMBERSHIP CATEGORY	ANNUAL FEE	ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES
<input type="checkbox"/> Single	\$50	(i) Eligible to attend and/or compete in all listed TSCC calendar events (ii) Receive all printed matter issued by the Club
<input type="checkbox"/> Family	\$60	This category covers ONE ADDITIONAL person (ie Member plus one) Spouse / partner is eligible for (i) above

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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

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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.