

**top**



**gear**

APRIL 2012



THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTS CAR CLUB

# ABOUT OUR CLUB

## Calender

The [Official Calender](#) is published on our web site. Print a copy to keep in your historic log booked vehicle.

## Club Meetings

[Club meetings](#) are held on the 2<sup>nd</sup> Wednesday of every month except December & January at Carlingford Bowling Club.

## Club Objectives

- To foster 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

## Club Shoppe

Visit the [Club Shoppe](#) and make sure you are dressed properly for the next event.

## Correspondence

All correspondence to The Secretary, TSCC, 9 Mount Street, Hurlstone Park NSW 2193

Email:

[secretary@thoroughbredsportscarclub.asn.au](mailto:secretary@thoroughbredsportscarclub.asn.au)

## Incorporation

TSCC is incorporated as an association; Registered No. Y15083-35

## Affiliation

TSCC is affiliated with CAMS Limited

## Committee

The contact details of the [Committee](#) are published on the web site.

## Membership Forms

[Membership Forms](#) can be downloaded from our web site.

## Website

[www.thoroughbredsportscarclub.asn.au](http://www.thoroughbredsportscarclub.asn.au)

Contributions to the Webmaster:

[webmaster@thoroughbredsportscarclub.asn.au](mailto:webmaster@thoroughbredsportscarclub.asn.au)

## Top Gear

All contributions to:

Nigel Bryan, P.O. Box N143, Grosvenor Place  
NSW 1220

M: 0411 756 992

Email:

[editor@thoroughbredsportscarclub.asn.au](mailto:editor@thoroughbredsportscarclub.asn.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.







# EDITORIAL

## NIGEL BRYAN



Hello everyone.

It has been a slower than I would like couple of months. Various reasons, at least not quite as much rain this time as an excuse!

The latest precipitous drop in interest rates has done nothing to improve my temper as most of my investment income is thus derived so I have taken another huge hit, thanks Reserve Bank.

The great irony in them so doing is that the banks will probably NOT pass on the full benefit so the intended stimulus will not be as effective, and in addition people are in savings mode so all the additional income generated in the hands of the great unwashed mortgage belt will go to retiring debt, not racing into David Jones etc! Do economists really not get it?!!

I must have another gripe while I am at it! No less than 3 times in the last few weeks I have been massively inconvenienced by complete or near complete shutdowns on the Hume or Federal Highways! Lea and I were returning from Hawks Nest on the Monday and proceeding nicely along the Hume south. It was a public holiday in the Act so many people were also returning on the Monday. About 20 or so Kms north of Marulan the traffic came to a complete stop. It took us an hour to crawl our way to the source of the problem.

They were doing roadworks and had closed one lane and gone home! Unbelievable. People coming along later than us reported up to 3 hours delays. Then a couple of weeks later a truck caught fire after the Picton Road southbound, with exactly the same result, an hour plus delay.

Then last weekend Lea and I were again on the way back from a Honda Sports Car Club run and nearing Canberra when we were again stopped due to a stupid accident. We were held there for nearly 2 hours while it was sorted out. It is abundantly clear to anyone who looks that even a two lane highway is inadequate infrastructure, and that Australians have no idea whatsoever how to deal with road situations. Unacceptable!

I have had one promise so far of an article to add to our history series, thanks Barry Farr for promising to do your first one on Ferrari. I will be delighted to see Ferrari follow my Honda article as I see a great many parallels between these two immensely passionate doyens of motor sport.

Need many more. Lester showed me a list of car brands owned by members of our club and I can see some 47 different brands all needing their own history. Should be quite a book by the time we finish compiling.

Please everyone start writing.

All feedback on our Top Gear efforts will be most gratefully received.

Best wishes

Nigel



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# OFFICE OF THE PRESIDENT

## TERRY DALY



I would like to start this report by congratulating all those who wrote and compiled all the great articles for the February edition of Top Gear. Having a love of the old V8 motor, it was music to my ears, to see a glorious V8 on the cover, and then the music got louder as I started reading the many articles.

The 2012 Shed tour by Rob Finney reminded me of what a wonderful day we had on probably what was the only day that didn't rain in February. Then Barry Farr's article on "South East Australia in a Two Seater" brought back memories of the two weeks the club spent touring NSW, Victoria and SA.

Next was an article (or should I say book, and yes Nigel can I please have a copy when you complete it) by Nigel Bryan on The Passion of One Man, Soichiro Honda. Until quite recently I only had a passing interest in bikes, but since my involvement in 101010, I've come to appreciate just how technically advanced bikes of all eras are. Maybe one day I will own a Vincent Black Shadow, a bike of both beauty and brains! and believe it or not, one of our new members has such a bike in his shed!! Lucky guy! Sorry Nigel it's not a Honda. In summary, an excellent article from Nigel.

Nigel is asking members who have a passion for a particular car (or bike, think Vincent Black Shadow) to write an article on the history of the make with reference to your involvement. I think it's a great idea and know of many members who have a passion for a particular make. Roger Morgan (Lotus), Les Johnson (Aston Martin), Vic Andrews (P1800 Volvo), Barry Farr (Ferrari), Lindsay Day (Triumph), Lester Gough (Escorts (the Ford Variety!!!)), Neil Mason (Corvette) etc etc etc.

Then we had Jeremy's article on the Replica D Type Jaguar. What an interesting history that car had! And what a great collection of associated press clippings that Jeremy compiled to go with the article. And if you still haven't read enough we had a second article from Barry Farr on the Red Bull F1 Team.

As I said a great Top Gear in a new format compiled by Nigel and Jeremy..Thanks Guys.

I won't go into detail on what's happened in the last two months, as these events will be covered in this edition, but would like to thank all those who have organized these events on behalf of the Club.

In May and June we have several exciting events lined up for you. The four day run to Lightning Ridge from the 18<sup>th</sup> May to the 21<sup>st</sup> May (with the Aston Martin Club), the annual Brass Monkey run on the 3<sup>rd</sup> and 4<sup>th</sup> June (Ring Les Johnson if you wish to go!), and a run with the Honda Car Club on Sunday the 24<sup>th</sup> June. Plus we have two Wednesday runs, the first one on the 16<sup>th</sup> May is going to the Megalong Valley tea rooms for lunch and the second is still in the planning stages. And to top it all off we have our two monthly Club meetings at Carlingford. At the May meeting Les Johnson will be giving a talk on his recent challenges in the 1912-2012 Centenary Expedition across Australia in his 1911 15 hp Clement Bayard. At the June meeting, hosted by Barry Farr, David McCredie will give a similar talk on his exploits in a 1912 Maxwell. Those who did this year's Shed Tour will remember Dave and his Maxwell very well.



Of interest to all members, is our need to update and modernize our Constitution. Nigel Bryan has accepted the Challenge to look at what's required by law, what's in our current Constitution, and what other clubs may or may not have done. Once finalized and agreed by the committee, we will present it to this year's AGM for voting / approval. If you have any thoughts or would like to input please feel free to approach Nigel direct.

Finally, it's great to see so many new members joining the Club, firstly, a big warm welcome and secondly, please come to our events / meetings. They are all a lot of fun and you'll find the established membership to be both welcoming and very friendly.

Terry Daly





# OFFICE OF THE PRESIDENT

TERRY DALY



URGENT MESSAGE FROM OUR PRESIDENT

# WANTED

## Thoroughbred Sports Car Club Sashes

Have a look in your Glovebox , Boot , Toolkit , Car Storage Cabinets , your shed , your Garage and even look in your partners handbag !!!

We are missing eight Sashes and need to find four in time for the TSCC display at Eastern Creek..

Please let either Terry Daly or Adrian Walker if you have one..



# COMING EVENTS: WEDNESDAY RUN MEGALONG VALLEY

LES & ROSELEE JOHNSON



Megalong Valley has been famous for its Devonshire Teas since 1930's when the small rural community boasted six different tearooms. In those days blackberries grew wild and every farm had its own milking cow. To welcome visitors to the valley, or local folk passing by, fresh scones were baked in woodfired ovens and served with home made blackberry jam and freshly made cream. Water boiled in sooty cast iron urns to make fresh pots of tea. For the children, there was always fresh cows milk to drink.

The Megalong Valley Tea Rooms has kept this tradition up with open fires for those cold days and nights.

You are invited to enjoy with other members and friends of the



**Thoroughbred Sports Car Club**



This beautiful valley, with its strong early pioneer history.

Date: Wednesday- 16<sup>th</sup>-May-2012  
Time: 9-45am for 10-15am start  
Meeting Place: Coffee Shop opposite Richmond Air Base  
Cost: Approx \$ 20-00 per serving

**Please Note: BYO Wine etc.**

**Can you please let Roselee or myself know ASAP or before Thursday 10<sup>th</sup>-May -2012 as a matter of courtesy for the Megalong Valley Tea Rooms.**

Les or Roselee Email: [frogshollow1@bigpond.com.au](mailto:frogshollow1@bigpond.com.au)  
Home: 02 9412 1838

Instructions: Head west to Bell along Bells Line of road. Turn left towards Mount Victoria. Turn left at Mount Victoria to Blackheath. Turn right into Bundarra Street. 1<sup>st</sup> left into Station Street. Turn right into Shipley road. 1<sup>st</sup> left into Megalong Valley.

Approx 93.klm – 1hour 45 mins for 12-30 pm lunches

Thank you – any queries please contact us.! So we can add your name to the list.

*Les & Roselee Johnson*



# LIGHTNING RIDGE

TERRY DALY





## LIGHTNING RIDGE

18th May to  
21st May 2012





Combined TSCC / AMOC run ...1750 k in four days  
Leaving Richmond after Breakfast on the 18<sup>th</sup> May we drive via Nundle to Bingara for our first overnight stop. Then onto Lightning Ridge via Moree ( visiting the Myall Creek Site en route) for two further nights. The return journey via Orange will have you back in Sydney late Monday evening. We will have a full day in Lightning Ridge to take in the exciting things this Opal mining town has to offer.  
Costs are very reasonable with rooms approx \$85 per couple per night...  
( It's not 5 star but if you look up at night it's a Million stars of amazement )  
We need to put deposits down by the 29/02/2012 so let me know if you are coming along..

- Great driving roads
- Great places to visit
- Great friends .....ensuring
- A Great time will be had by all..

Please book with Terry Daly on [terry.daly@live.com.au](mailto:terry.daly@live.com.au) or 0418675253 by 29/02/2012.



# EVENT REPORT: YES, PRIME MINISTER

## TERRY DALY



On Tuesday the 17<sup>th</sup> April, twenty beautiful people (Adrian, beautiful!) from the TSCC went to the Sydney Theatre Party for a night of laughs, and laugh we did. The play started at 0630pm making it somewhat difficult to arrange dinner. A pre show dinner would have had to start by 0500pm (at which time some of us would be just finishing lunch) or alternately booking after the play at 0845 pm would mean some would miss their bedtime. We all just decided to "play it by ear" and see what happened.

The Daly's and Clark's came in one car (with the price of petrol we should have walked!) and had to drop a dog off on the way. Issue one: I stepped in a large bog hole whilst dropping the dog off, resulting in mud up to ankles. Great look at the theatre. Issue two: The bloody traffic. How people sit in those queues of traffic for hours on end is beyond me! Therefore the above two issues made the Clark's and Daly's too late for the pre show drinks!

The Blackadders (beautifully dressed, take note T-shirt Adrian) made it all the way from Grose Vale with plenty of time to spare (They must have left the day before). The Mahers, all the way from Richmond arrived on time (They did leave just after breakfast). The Walker's all the way from Hornsby Heights actually made it on time (despite the extensive delay's while Adrian ironed his T-shirt).



Barry Farr and Dot Forrester actually arrived early and elected to eat and drink before the show (both could be heard snoring throughout the show). The Reynolds have had trouble "keeping up with the Jones's" so they got a lift with them. Theo and Tammy, in typical Greek tradition just went with the flow. In fact, they thought the Yes Prime Minister should have been a documentary and renamed Yes, Greek Minister. The final couple who attended the show was my youngest daughter and her boyfriend, both whom had never seen the TV series of the same name. They also thought it was a serious Documentary of what actually happens down in Canberra! and they are probably right!

The show itself starred Philip Quast as Sir Humphrey and Mark Owen-Taylor as Jim Hacker. It was extremely funny and enjoyable and at one stage I could hear Stephanie Clark laughing from the other side of the theatre.

As the show ended we all met with the intentions of having a drink (and possible dinner) at one of the local cafes. First place we visited couldn't accept such a large group so those who had eaten (Farr's, Jones's and the keeping up Reynolds, Maher's) went home to bed whilst the remaining twelve went to a local Chinese establishment for dinner. The food was very good and the company excellent.

At well after everyone's bedtime (1000pm) we all went our separate ways still laughing at the play we had just seen ...

Yes, Julia Gillard !!







# EVENT REPORT: ROBERTSON CLASSIC CAR SHOW

## COLIN ALLERDICE

The event to raise money for the Robertson Heritage Railway attracted well over 200 cars with at least half that number entering for the five judging categories. The method of judging was unique .. anyone who entered judged each category on a "People's Choice" basis. The organisers merely tallied up the votes. In fact Neil was given a great chance of picking up the trophy for Best American as his fantastic '68 Corvette was given the same entry number as very attractive 1957 Chev Bel Air. Alas whatever votes both cars obtained, it was not enough. The show was open for all classic cars 30 years and over and was very well supported by a mixture of clubs. Photographs of Colin's 1940 Dodge Business Coupe and Neil's 1968 Chev Corvette on display are shown below.





# EVENT REPORT: WEDNESDAY RUN GREAT NORTH TRACK

TERRY DALY



Our March Wednesday run was just a little different . Firstly , it was combined with the Jaguar Drivers Club of Australia and secondly it was reclassified as a walk not a run.

Both Clubs meet at Maccas at Dural for a morning coffee and talk before the 40k drive to Wiseman's Ferry. The sky was overcast but the forecast was for a fine day ,which was a change from the persistent rain of the last few months.

As the parking at the track's entrance was very limited , most cars elected to park at Wiseman's Ferry and walk to the track entrance where they we greeted with an ice cold bottle of water . The track itself is some 250k long and the walkers were told they could walk as little or as far as they like .It actually starts in central Sydney and finishers in downtown Newcastle.

The engineering and the skill needed to build this track some 200years ago has to seen to be believed. It was all done by hand without the aid of laser levels or power using sheer muscle. The fact that it still stands and is still in excellent condition is a real testament to the skills of the builders of the time.

The 70 or so walkers proceeded to climb the track and read the many plaques along the road. They all told of how the road was made and what life was like for a road gang . Some went a few k's , other went up a few bends but all agreed it was a lot easier coming down. All then proceeded by car or walked to the Wiseman's Ferry Inn for lunch.

Lunch was superb with BBQ beef and Chicken and fish for those who wanted something different . Vern Kelly went so far as to personally thank the cook for " some of the best BBQ steak he had ever had " Desserts were plentiful and all had more than enough to eat .

A group photo with the Jaguar Mob was held on the deck overlooking the river and the smiles on everyone's faces reflected the great day that was had by all.

By about 1530 all had departed except poor Gary and Wendy Maher's Volvo P1800 that wouldn't start ...flat battery and with the aid of a few pushers the Maher's were on their way.

A total of 39 cars on the run , 22 from Jaguar and 17 from TSCC , which probably was a record for a Wednesday run . Some photos are attached but please visit the website for many more.

Of interest , when I was taking the photos , and in this particular case , ML's Mustang ,when one of the local's started telling me all about the history of Mustang's etc etc etc . It was the only car he ever wanted to own and one day he was going to buy one but Julia had to increase his pension if that was ever going to happen. I think he must have been close to 85.

So ended another wonderful Wednesday run.

Check out the pics at:

<http://www.thoroughbredssportscarclub.asn.au/gallery/index.htm>





# EVENT REPORT: FORBES WEEKEND/1

JEREMY BRAITHWAITE



Julie and I did a recce during a break in the weather and were pleasantly surprised to find most of the roads in excellent condition. In fact some of the roads we have planned to be on were in better shape than the Great Western Highway with its incessant load of trucks.

I rang the RSL at Forbes a couple of weeks before our weekend to be told that 'it will definitely flood...'

And it did. The town was cut into three parts, but all the important things, like our motels and McFeeters Museum all stayed dry.

The road between Cowra and Forbes finally opened a few days ahead of our event. We had been quite lucky!

Most of us met up at in the car park in Kurrajong. Not so the Clarke's. The Vanquish started normally and then stopped and wouldn't restart. A number of frantic phone calls and it turned out that the luggage had tripped a switch in the boot. Once this was sorted the car behaved impeccably all weekend ... see the 'Dish at the Dish' on the back page of this issue.

So, a good run across the Blue Mountains on Bells Line of Road and then through the beautiful rolling hills past Lake Lyell and on to the pub at Tarana for morning coffee.

We stayed on the back roads to Mandurama on the Great Western Highway. A great drive! Then we potted into Cowra and down the Borowa Road to the Quarry Restaurant where Helen Dent joined us. Helen lives in Forbes and was really helpful in planning the weekend.

Well fed, the afternoon was free. Julie & I and a few others went to the Antique Aeroplane Association fly-in .. see separate story. Others went to the Museum or the Japanese Gardens before all meeting up again in Forbes for a few drinks before dinner. The weather was pretty good so we just had a party in the courtyard of the motel before walking up the road to the RSL. They looked after us really well, setting up tables on the terrace and tuning the very large flat screen TV to qualifying for the F1 race in Malaysia.

Altogether a great start to the weekend.







THOROUGHbred SPORTS CAR CLUB  
FORBES VISIT  
MARCH 24 - 26, 2012







# EVENT REPORT: FORBES WEEKEND/2

## VIC ANDREWS



I awoke to find my room occupied with a new blender and portable stove. I reckon my luck had changed after wining the two raffles last night, nice have something hot and shaking sometimes.

Breakfast was very nice affair to share again before our new adventures for the day at the very pleasant Mezzanine Café with its very arty atmosphere over scramble eggs.

Heading out of town for our cruise to visit the Utes in the Paddock I was following Norm and Pam in the XK120 when suddenly a pipe smoking Mr Magoo appears out of a give way side street and cuts across in front of the XK. Norm reflexes on test after brekky with brakes locked up and tyres smoking manages to avoid this fellow as he dashes across the intersection without a second look while puffing on his pipe.

Once out of town a good drive on the open road via a place called Bogan Gate, maybe it could use a new name. On arrival down a country road to the property of Graham and Janna Pickles, we were greeted and given a detailed and interesting chat by Janna about this collection of mostly Ford and Kingswood Utes up ended and painted by top Aussie artists.

The idea was her husbands after a collection of Cadillac's they saw in the USA and set about doing something similar here so they organised the Aussie artists to have a go.

At first look they appear to be nifty pieces of art but after each one was explained in detail about their message or meaning it was more obvious that a lot of thought and hard work had gone into these odd bits of art.

Also the property of 14 thousand acres still had 10,000 acres under flood, makes my ¼ acre feel small.

After this very knowledgeable lady gave us an excellent rundown on the property, Art and sheep we back to Parkes for lunch at the dish.

Lunch at the dish was good food and healthy overlooking the iconic Dish of which I can relate too after many years operating a nuclear reactor with its control room display and history. If you haven't seen the movie "The Dish" it's a good laugh and worth watching.

I heard the Elvis centre was excellent and those who went were shaking all over, oohh yeah!

On to McFeeters Motor Museum and greeted by Jan McFeeter and given a grand tour by Bill McFeeter who has lots of humorous stories about their impressive collection cars and some provided by other people housed in this a purpose built building.

I thought some of the female mannequins looked very attractive but it was a one way conversation. Just what I need in the car but my navigation would not improve.

Dinner at the Golden Dragon just around the corner with very funny Jan & Bill McFeeter our guest speakers, lots of plate loads of food with over 120 decibels of TSCC chat and laughter made for a good night to finish off another great day.

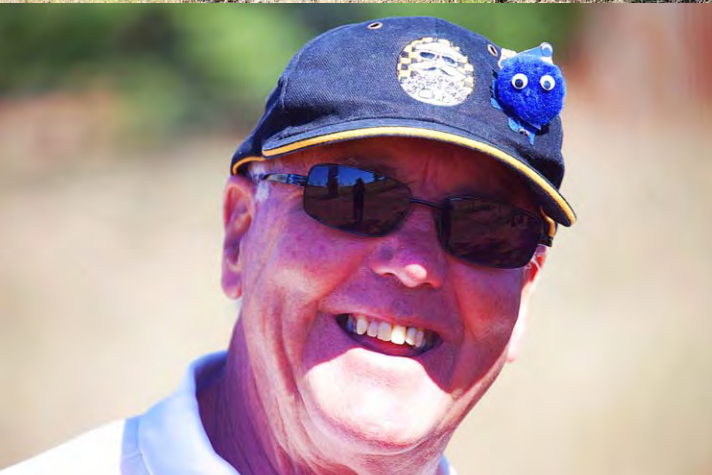
Thankyou Jeremy and Julie

Vic Andrews





EVENT REPORT:  
**FORBES WEEKEND/3**  
VIC ANDREWS





# EVENT REPORT: FORBES WEEKEND/4

## NORM JOHNSON



After our usual delicious breakfast stop [ Mezzanine Café] we went back to the Motel ready for our drive to Orange, Roland started the Aston what a great sounding car I can only imagine how it would go.

We left Forbes in convoy on a nice scenic road heading to the Badlands Brewery which is just out of Orange, upon arrival as well as beer tasting there was tea and coffee our next stop was the Gnoo Blas Circuit which is in town and tested everyone's navigation skills getting there. We all parked in front of Jack Brabham Park where Jeremy enlightened us on the circuit and Barry giving us his recollections of being there with his father.

After doing a lap around the circuit we headed to Bathurst and to our final lunch stop the Chicane Restaurant at Mt Panorama where fresh sandwiches were served, after lunch you could drive the circuit or go to the car museum Pam and I decided seeing that we were in the XK120 we would get going as it looked like it could rain.

Coming home we chose the Bells line of road and on the first bend coming out of Lithgow a truck had just jack knifed no doubt would have caused delays for club members still coming along. It was really nice to catch up with you all and to Jeremy and Julie thank you for a great time and organising the nice weather.

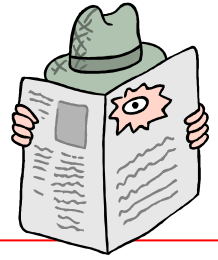




TOP GEAR FEATURE

# COWRA FLY-IN/1

JEREMY BRAITHWAITE



I thought I had better double check what was on in Cowra before we left for the Forbes weekend. We'd planned a free afternoon before travelling to Forbes in the evening.

Imagine my surprise to see the Antique Aircraft Association had their annual fly-in to Cowra airport, and it was also the 75<sup>th</sup> Anniversary of Cessna in Australia. The Airport was even on the Forbes road .. There were a lot of planes organised into rows, and right at the end of one row was a striking looking red & white fully aerobatic Bellanca Decathlon with the registration VH-ITG.

"India Tango Golf" I said to Julie "Seems to ring a bell!" I had to wait until I was home and could pull out my log book; I'd last flown her on the 29<sup>th</sup> February 1980! After seeing our old 'D Type' in the last issue - this was almost too much!!!

Coincidences were to continue later in the week when I happened to mention it to Peter Finlay, who had also flown the aircraft a number of times in 1979.

This from Peter:

*I first flew 8KCAB ITG with Don Riley (the CFI of JBA) on 27<sup>th</sup> July 1978 for 50 minutes. This was my endorsement and we performed some aeros in the training area. Then I consolidated my training, concentrating on "wheel" landings with Olsson on August 4<sup>th</sup> when I did 35 minutes dual and then another 35 mins solo circuits . I flew her again on December 27<sup>th</sup> with Olsson for 55 minutes trying to perfect wheel landings. This is when we punctured the port tyre when the disc cut the rubber. He sort of shrugged and said that he couldn't wheel the Decathlon on either.*

*My log book shows that I flew her again on January 19, 1979 with Olsson for 35 minutes and then another 30 mins solo circuits.*

*On February 25<sup>th</sup> I flew ITG to Scone from BK to pick up Damon Beck then back to BK. This occupied 2 hrs 48 minutes.*

*I never flew her again but I very much enjoyed my time with her save for the annoyance at not being able to master wheelers.*

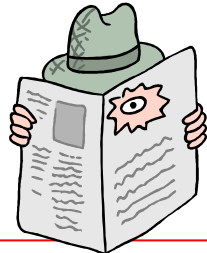


J. BRAITHWAITE HAS BEEN	
INSTAURED IN 8 FOUND COMPETENT	
TO CARRY OUT SPIES & LOOPS	
IN 8KCAB A/C	
D.K. Penland	
B	125467
16-2-80	

TOP GEAR FEATURE

# COWRA FLY-IN/2

JEREMY BRAITHWAITE



Dave Rushbrook had been my instructor at the Royal Aero Club; he was also a wonderful enthusiast and sat patiently beside me as I tried to master basic aerobatics.

The Decathlon was a great plane to fly. Two seats, one behind the other, and a proper joy stick between your legs. (Have you ever wondered why they called it that??)

It was also a tail dragger, which mean that on the ground you could turn it in its own length by applying one brake or another. As they used to say - 'tricycles are for kids.'

There was a clear panel above your head which meant you could see the earth come up a bit earlier when you were pulling out of a loop, and generally she was just a lovely aircraft with few vices.

The last time I flew her I said to Julie 'why don't we go to Bankstown, I'll do some aeros and then I'll buy you lunch at the Club.' I took off and Julie last saw me heading off towards Prospect Reservoir with two wheels in the air. A while later I returned, and as the Decathlon had no flaps, one had to cross the controls to slow the thing down on finals. This meant applying full aileron and full opposite rudder. You would come down towards the runway pretty sideways, looking out of the side window, and straighten up at the last minute for that perfect, and very satisfying, 3 pointer.

I parked her perfectly in the line up and Julie came up and said "That was the worst landing I've ever seen you do ... and why were you flying upside down?"

We had a lovely lunch where I explained the necessity of testing the inverted fuel system before practicing aeros and the required landing techniques for this type. There was also a Chipmunk that Dave part owned that I also flew - see DHC1 in the log book pic below. It stands for De Havilland Canada.

You could smell the grass at 2,000 feet flying with the canopy open at less than 100kts. There were quite a few Chipmunks in the line up at Cowra. More happy memories.



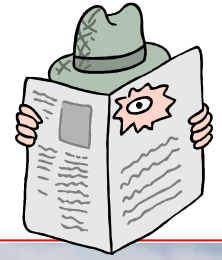
FLIGHT							RECORD				
YEAR 1980		AIRCRAFT		PILOT IN COMMAND	OTHER PILOT OR CREW	ROUTE / REMARKS	SPECIAL FLIGHT TIME	DAY			
MONTH	DAY	TYPE	REG.					COMMAND	ICUS	DUAL	CO-PILOT
						Totals Brought Forward		45	29.45		
1	4	8KCAR	17C	D. Rushbrook	Self	Circuit			0.40		
1	11	8KCAR	17C	D. Rushbrook	Self	Aeros			0.45		
1	18	8KCAR	17C	D. Rushbrook	Self	Circuit			0.45		
1	18	DHC 1	AKB	D. Rushbrook	Self	Aeros			1.00		
1	27	8KCAR	17C	D. Rushbrook	Self	Circuit / Aero			1.00		
2	1	8KCAR	17C	D. Rushbrook	Self	Circuit / Aero			1.05		
2	9	8KCAR	17C	D. Rushbrook	Self	Circuit			0.30		
2	9	8KCAR	17C	Self		Circuit		0.25			
2	16	8KCAR	17C	D. Rushbrook	Self	Spin loops			1.00		
2	22	8KCAR	17C	Self		Circuit		0.25			
2	29	8KCAR	17C	Self		Spin loops		0.45			



# TOP GEAR FEATURE

# COWRA FLY-IN/3

JEREMY BRAITHWAITE



Another unusual aircraft that appeared at Cowra was one of Burt Rutan's designs. I'm not sure whether this is the VariEze or the LongEze; the latter is a scaled up version of the former.

It was designed in 1974 by Burt Rutan, an American genius, and first appeared at Oshkosh in 1975. Burt sold plans for the aircraft until 1985 and many hundreds have been built around the world.

Very light and with fantastic performance, the VariEze used a canard design which made it much more resistant to stalls - the most common cause of airframe loss.

Specs are:

Crew: 1 Capacity: 1 passenger

Length: 4.32 m; Wingspan: 6.77 m

Empty weight: 263 kg; Max takeoff weight: 476 kg

Fuel capacity: 91 L

Power plant: 1 x Continental O-200-B air-cooled 75 kW

Maximum speed: 314 km/h; Cruise speed: 266 km/h

Stall speed: 89.3 km/h

Range: 1,368 km at econ cruise

Rate of climb: 1,600 ft/min

The Beechcraft Starship is another Rutan design which clearly shows the original thinking from the VariEze.



More recently he has been responsible for the Virgin branded [SpaceShip](#) program offering the first commercial flights into space.

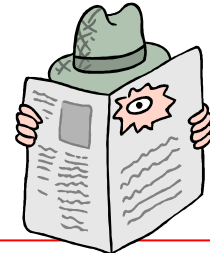




# TOP GEAR FEATURE

## CHAS ADDAMS & HIS PURSUIT OF BEAUTY

### BARRY FARR



Who remembers the Addams Family TV series of the mid to late 1960s? Do the names Morticia, Lurch, Gomez, Uncle Fester, Wednesday, Pugsley & The Thing put a smile on your face or send a chill down your spine? Two TV series, two feature-length movies & a theatre musical of the Addams Family all derived from renowned cartoonist Charles Samuel Addams.

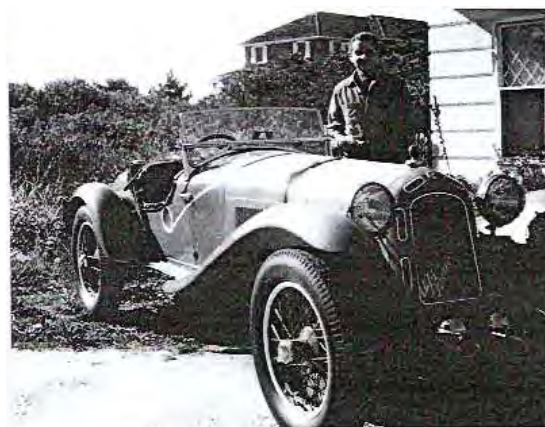
Born in New Jersey in 1912, Charles (Chas) sold his first sketch to 'The New Yorker' at age 20 & went on to become a prolific & successful cartoonist. What is less well known is that Addams was a lifetime collector of vintage cars which he used to race & drive regularly. be even less well known is that Addams courted a number of the most beautiful & influential women in the world.

After schooling in New York & University in Philadelphia, Charles attended the Grand Central School of Art in NY City. By his mid-30s, his success opened the door to him starting a car collection in the late 1940s. His first car, a 1926 Bugatti T35A Roadster with a T38 engine, had competed in the French GP when new. He also purchased a 1927 Mercedes 12/120/180 Supercharged Model S which he raced regularly at Bridgehampton, Westhampton Beach & in the Watkins Glen GP of 1948. However, his two standout vehicles were a 1932 Alfa Romeo Castagna-bodied 8C 2300 that had competed in the 1935 Mille Miglia & a 1926 Bugatti T35C Grand Prix that he purchased in the 1950s & held onto until 1986. In 1961 he bought a 1933 Aston Martin 1.5 litre Bertelli Le Mans which he also held onto until 1986.

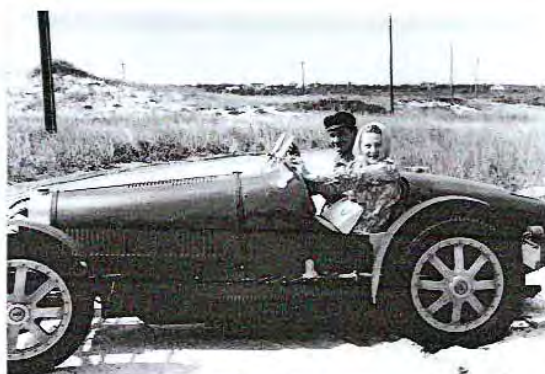
He was quite a handy driver as he finished 3rd to Don Donahue & Briggs Cunningham in the 1959 Bridgehampton VSCC race in his Alfa Romeo 8C 2300. He did however have a great aversion to American cars as ... 'I've always thought of American cars as heaps'.



Charles Addams in his first Bugatti, a 1926 T35A



Charles Addams and his 1932 Alfa Romeo 8C2300  
Westhampton Beach, NY



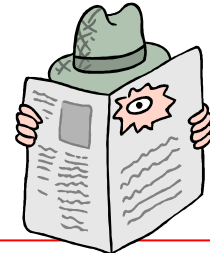
Charles Addams and Joan Fontaine in his 1926 Bugatti T35C  
Westhampton Beach NY 1963



# TOP GEAR FEATURE

## CHAS ADDAMS & HIS PURSUIT OF BEAUTY

### BARRY FARR



Other vehicles in his stable at one point or another were:

1923 Mercedes "Indy"  
 1927 Amilcar  
 1929 Ford Model A Pickup Truck  
 1950 Bentley MKVI  
 1950 Aston Martin DB2  
 1954 Mercedes 300 Sedan  
 1954 Austin Healey Sports Roadster  
 1960 Bentley "Flying Spur" Mulliner Saloon  
 1970 Dodge Sportsman Trans-Van which he customised & in which he toured regularly with his wife  
 1973 Alfa Romeo GTV which he used as his get-around car for many years  
 1986 Audi 400S with "FESTER" plates & in which he died of a heart attack after an early morning drive in late September 1988

As to his other loves in life, he actually dated & married women who looked like Morticia. His first wife was Barbara Jean Day but after he divorced his second wife Bobbie, in 1956, he led a bachelor's life dating many beautiful women until he married Tee in 1980. The women he dated included Jackie Kennedy, Greta Garbo, Sculptor Alexandra "Axie" Whitney, NY socialite Odette Benjamin & Joan Fontaine.

So next time you're watching reruns of the Addams Family with your grandchildren, you'll be able to tell them of all the beautiful women & cars its creator, Charles Addams experienced during his lifetime.

#### Acknowledgment:

The majority of photos & cartoons have been reproduced from "Cars & Cartoons of Charles Addams" published by the Bridgehampton Historical Society & the Tee & Charles Addams Foundation.



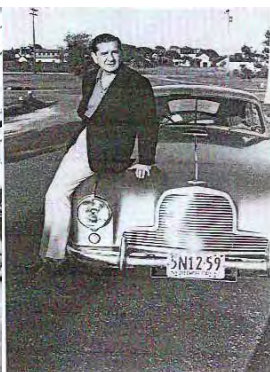
Charles Addams in his 1933 Aston Martin Le Mans at Westhampton Beach, NY  
 Photo: H.T. Kahn



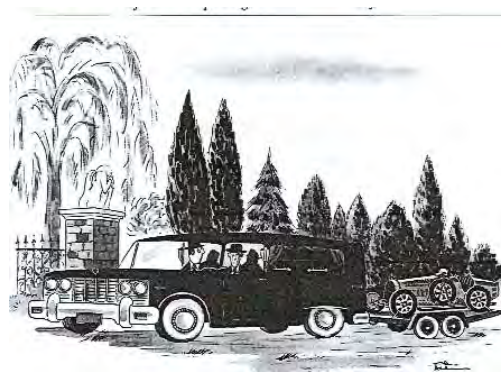
Addams at Bridgehampton in the mid 1960s with New York socialite and good friend Odette Benjamin in the passenger seat. Photo courtesy of Guasti collection.



The Addams pit crew on Franklin Street, Watkins Glen just before the start of the 1948 race. Barbara Addams holds Charles' helmet while Sam Cobean, with a bad ankle, leans against the Mercedes' spare tire. Addams would finish 11th. Photo courtesy of the Argotsinger Family Collection.



Charles Addams with his 1950 Aston Martin DB2 Westhampton Beach, NY c. 1954



# WEB SITE UPDATES

# SPORTING & SCORING

## JEREMY BRAITHWAITE

As Top Gear was going to press we received a couple of changes to the Function Attendance form and some new additions to the Sporting Rules which sparked off an amount of email correspondence with the Committee.

Rather than rush things, and to 'be sure to be sure' that everything is 'ticketyboo' we've decided to simply bring the following to your attention:

### Event Organisers


Please check the Event Organisers page on the web site before you finalise the planning for your event as there may be some small changes to the forms and requirements:

[http://www.thoroughbredssportscarclub.asn.au/events/index\\_files/organisers.htm](http://www.thoroughbredssportscarclub.asn.au/events/index_files/organisers.htm)

### Members Taking Part in Sporting Events


Look out for a new page on the web site to follow the Event Organisers page and to be called 'Sporting Events'. This will explain all the different events you could enter and score points in the Sporting Trophy:

[http://www.thoroughbredssportscarclub.asn.au/about/index\\_files/awards.htm](http://www.thoroughbredssportscarclub.asn.au/about/index_files/awards.htm)



# THOROUGHbred SPORTS CAR CLUB

## EVENT ORGANISERS



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### HELP & HINTS FOR EVENT ORGANISERS

Whether you are organising a ladies shopping expedition, game of golf for the lads, or more likely a Wednesday Run or a Weekend Away ... the information you can download from this page will help you.

Firstly download the Organisers Checklist: [OrganisersChecklist.pdf](#)

This document provides all the details, help and hints you should need.

Next download the Flyer Template: [Flyer.pptx](#)

This document is in Microsoft Office PowerPoint 2007. Earlier versions cannot read this format. If you do not have access to this software simply download the PDF version and create your flyer in whatever software is available to you that can handle text and graphics and which can be saved as a PDF file (and this read by most machines): [Flyer.pdf](#)

The next document is sample directions for a weekend away: [OberonDirections.pdf](#) [OberonDirections.ppt](#)

We've also included a couple of additional flyer examples to help give you ideas:

[PrideofOwnershipDay.pdf](#)


[PicnicDayatthePolo.pdf](#)

Finally you will need to complete the event form and send a copy to the [Sporting Secretary \(for the pointscore\)](#) and another to the person who is writing the article for Top Gear. This way he will know who was at your event:

[FunctionAttendance.pdf](#)

GOOD LUCK!!

Call the [Webmaster](#) if you need a hand.





# THE PARTING SHOT



*Dish at the Dish*