

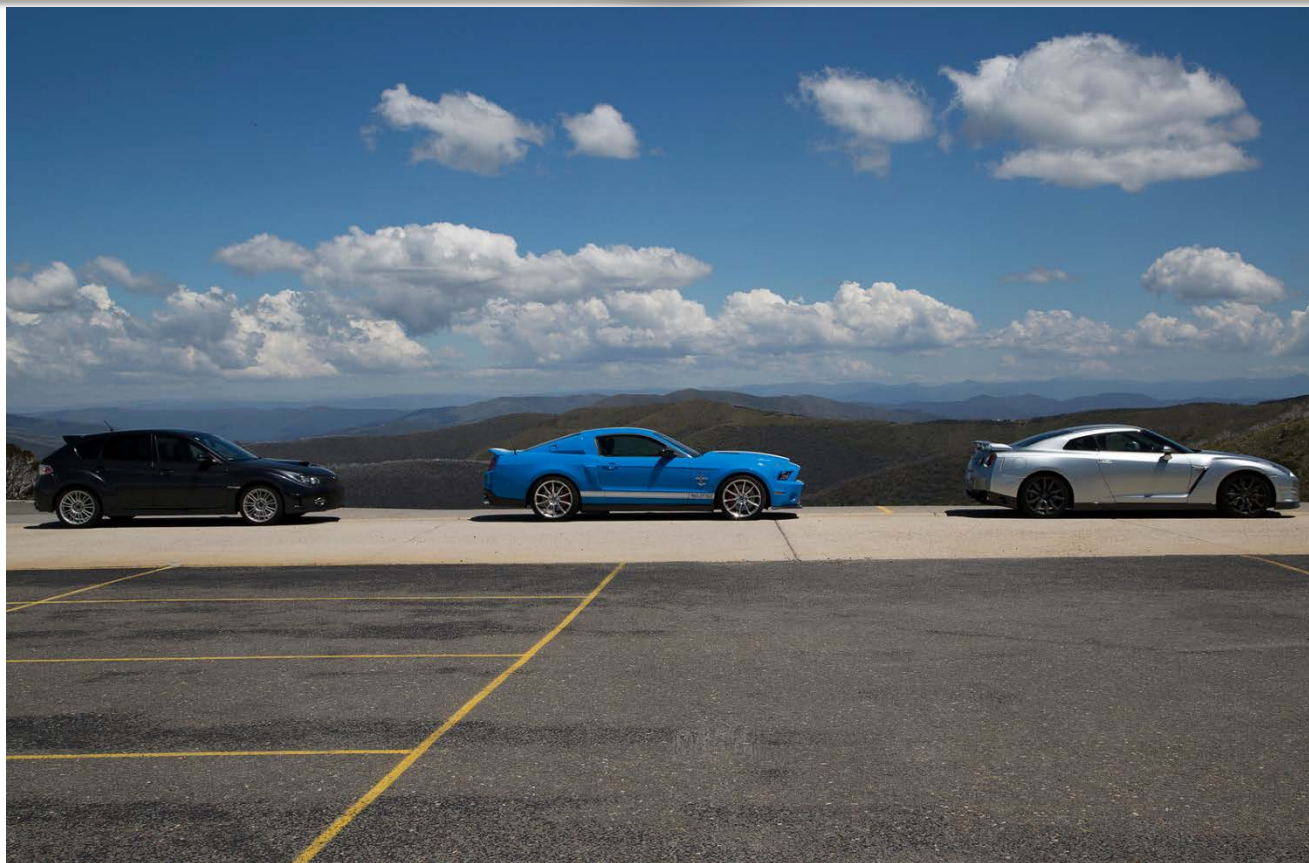


top



gear

THE OFFICIAL MAGAZINE OF THE
THOROUGHbred SPORTS CAR CLUB INC



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 2nd Wednesday of every month except December and 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
P.O. Box 1318, Mona Vale, NSW 1660
Email: secretary@thoroughbredssportscarclub.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. All new members must be proposed and seconded by financial members

Website

www.thoroughbredssportscarclub.asn.au
Contributions to the Webmaster:
webmaster@thoroughbredssportscarclub.asn.au

Top Gear

Top Gear Magazine was [first published](#) on 1st September 1981 by the Club. There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993. Current and previous editions may be downloaded [here](#).

All contributions to:
John Slater
M: 0417 663 565 Email:
editor@thoroughbredssportscarclub.asn.au

Guest Editors

Alfa Editor: [Barry Farr](#)
Aston Martin Editor: [Les Johnson](#)
Jaguar Editor: [Terry Daly](#)
Lotus Editor: [Roger Morgan](#)

Other Information:

[Administration](#)
[Annual Awards](#)
[CAMS](#)
[Club History](#)
[Club Plates](#)
[Membership Forms](#)
[Pointscore](#)
[Sporting](#)

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 mailed to the Editor for publication showing the name and address of the author

Top Gear has been continuously published since September 1981.



CUL DE SAC JOHN SLATER

In a sense, the circle started by the first sighting of Australia's highest hill (by global standards it's hardly a mountain) by a white man was by somewhat prophetically by a Polish Count, Paul Strzelecki, who named it after a Polish war hero Tadeus Kosciuszko. The circle was completed by the 100,000 migrants who built the Snowy Scheme, starting 110 years later, in 1949.

The Snowy Mountains Scheme, managed by Snowy Hydro used to be called the Snowy Mountains Hydro-Electric Authority. Those more cynical than I might infer that this badging was to draw attention away from its basic purpose which was to tap the Snowy River and divert water inland to create the MIA, which, as an idea, is perhaps not now as fashionable as it once was. In the post World War 11 mantra of Populate or Perish I wonder which came first, the Snowy Scheme or finding something to do for the planned influx of immigrants. At the end of WW 2 Australia's population was 7 million, 70 years later it exceeds 23 million.

Whichever it was, over the 26 years it took to complete, the Snowy Scheme remains the largest ever infrastructure scheme ever undertaken in Australia and, I suspect, a lot more useful and long lived than the NBN.

It was therefore fitting that the Big Trip, "The Peaks", this year should have passed near both the source of Australia's most romantic river, The Snowy, at Kosciuszko, and stopped at its mouth at Marlo in Victoria, finishing on the shores of Lake Jindabyne. On the way around we drove over one of the most beautiful roads in Australia from Omeo to Bright on a magnificent Spring day.

In total, the editorial limo wafted through 2,600 kms achieving an average of 12ltrs/100kms with three people and luggage aboard, propelled by a 5 litre V8.

There were two non starters and unfortunately Barry was ill and he and Dott left after day two.

Darryl and Andra Pike got to know Bairnsdale, Victoria intimately after three days there, their 911 succumbing to legendary Porsche reliability, actually an immobiliser poorly installed 20 years ago.

The full story of the trip is in the magazine.

The POO day was again graciously hosted by Terry and Robyn Daly, this year in glorious sunshine. The breadth and quality of cars owned by TSCC members can only be fully appreciated at this event. Have a look at the photos on the website.

The Presentation Dinner has been run and won and my congratulations to the award recipients. A huge thank you to Julie Braithwaite for her efforts, ably assisted by Jeremy.

I would like to take this opportunity to thank all of you who submitted articles for the magazine, the quality has been excellent and I hope you have had as much enjoyment from reading them as I have.

A plug for our monthly Coffee and Cars which is held at Reflections Café Rookwood on the third Sunday of the month, starting at 7.30am. Its on the Club's event calendar and is a great opportunity to give your rarely used or concessionally registered car a run. We're normally finished by 9.20am. Unlike the glorious chaos of Cavallino at Terry Hills, it's pretty civilised and is fairly central, with dedicated parking.



This will be the last magazine for 2014 and I would like to wish you all the very best for the festive season and a happy, healthy and safe 2015.

I promise myself this one will be finished in the new year....



CONTENTS



ALL THE REGULAR STUFF:

Please click on the pic

ABOUT
OUR CLUB



OFFICE OF THE
PRESIDENT



CUL DE SAC



PARTING
SHOT



EVENT REPORTS

[FIGHTER WORLD &
RINGWOOD RACEWAY](#)

[PRIDE OF OWNERSHIP DAY](#)

[THE BIG TRIP](#)

[MUSCLE CAR SUPERSPRINT](#)

[THE XMAS PARTY](#)

Deadline for Contributions

Please submit all contributions
by the 20th of the month of
publication.

Thus contributions for the next
Top Gear are due by 20th
November



OFFICE OF THE PRESIDENT

BARRY FARR



I am very pleased to have been re-elected as President of this very special car club that focuses on friendship, camaraderie and the pure pleasure of driving our cars of choice, be they old or new. My personal commitment is to listen to you, fellow club members and to serve you and the club as best I can. If you have any suggestions for new activities or for changes or improvements I would like to hear from you.

Your Committee for the year ahead remains almost the same except for Jeremy Braithwaite not standing again as he wishes to pursue other interests. Terry Daly has stepped forward to take up the position of Vice President/Social Secretary and Rick Johnson has volunteered to be Webmaster. Your Committee therefore comprises ten members to represent the 107 membership which includes seven life members. I believe myself and the entire club membership is very well represented by this Committee composition.

For those who did not attend the AGM I refer you to my annual President's Report incorporated in the Minutes of the meeting. Just four days after the AGM our Pride of Ownership event took place in the magnificent grounds of Terry and Robyn Daly's estate at Middle Dural. As I did not enter a vehicle this year I volunteered to do the write up so my report is elsewhere in this edition of Top Gear. One vehicle which prompted me to recall the old adage that every day you learn something new, was the 1987 Cadillac of Bob Smith. I had grown up believing all Cadillacs were huge. This was reinforced on one of my business trips to Chicago many years ago when an American-born employee of mine suggested I meet up socially with her uncle, which was duly arranged. Come the Friday night a large Cadillac pulled into the forecourt of my hotel and sure enough, it was the uncle about to take me for dinner to his very exclusive country club.

Immediately I noticed the car was primrose in colour, had primrose leather upholstery, primrose safety belts, primrose center console, obviously he and/or his wife loved primrose. I thought to myself this must have been a very special order Cadi.

It came out over dinner that uncle was the sole supplier of seatbelts to General Motors US!

Back to Bob Smith's pearl white Cadillac Allante, it was such a surprise to me to see such a compact sized Cadi. The body design also appealed to me so I researched the model on the web. I think most members know I love Italian cars with the couple that I have having been designed by Pininfarina. To my surprise, the Cadillac Allante was not only designed by Pininfarina but the body was manufactured in Italy by Pininfarina as well. No wonder the car caught my eye and interest. Approximately 21000 units were manufactured between 1986-1993 with the bodies in lots of 56 at a time transported to Detroit in specially equipped Boeing 747s. For the technically minded, the 1987 Allante featured a removable aluminium hardtop, the industry's first power retractable AM/FM/cellular phone antenna and a multi-port fuel injected variant of GM's aluminium 4.1 litre V8 with roller valve lifters, high flow cylinder heads & a tuned intake manifold.

I have mentioned previously the importance of quantifying the positive economic impact motoring clubs have. One of the larger insurers of classic vehicles in the USA and Canada, Hagerty Insurance, has established a lobby group to conduct a first-of-its-kind comprehensive economic impact survey of historic vehicles in the United States and Canada asking questions such as 'how many cars do you have? what mileage do you clock up? how much do you spend on them?' etc. To counter any detrimental government regulations a dollar amount is

being determined on the impact of buying, selling, maintaining, restoring, showing and driving historic vehicles. I think the regulators will be very surprised with the figures.

Significant changes have recently taken place at Ferrari which is owned 90% by Fiat and 10% by Piero Ferrari. Fiat's CEO Sergio Marchionne wants better access to the US capital markets and has therefore created Fiat Chrysler Automobiles (FCA) with tax residency in Britain, legal headquarters in Amsterdam and primary stock market listing in New York. Long term (23 years) Ferrari Chairman, Luca di Montezemolo however, had long opposed any initial public offering of Ferrari and so on the day FCA listed in New York Montezemolo left Ferrari. Being paid £27m severance package has softened the dent to his ego. This now enables Marchionne to boost Ferrari production from 7000-10000 units annually to which Montezemolo was also strongly opposed. The final nail in the coffin for Montezemolo was the fact that Ferrari has performed poorly in F1 since it won its last Championship in 2008.

As the year draws to a close, I look forward to seeing you at our Christmas/Presentation dinner and for those not attending I wish you and your family a Merry Christmas and a happy & healthy New Year.



DATES FOR YOUR DIARY



The official diary of the club is published on our web site on two pages:

- [Official Calendar](#)
- [Other Events Calendar](#)

There is a Print option on this page. Members with historic registration are reminded to print the calendar and keep a copy in their glove box.

We have also introduced a new [Cover Sheet](#) this year which you can also print.

Event flyers are emailed to the membership as soon as they become available



CLUB MEETINGS

Club meetings are held at Carlingford Bowling Club on the second Wednesday of each month, excluding January and December.

Most people get there from 6pm to enjoy dinner and a chat. The meetings start at 7.30pm. There is no Club Meeting in December or January

WEDNESDAY RUNS

Wednesday Runs are held on the 3rd Wednesday of each month. There are no Wednesday runs in December or January

CAN YOU ORGANISE AN EVENT?

If you would like to organise a Wednesday Run get in early for 2015 If you have another event you would like to organise please call the Social Director Terry Daly



FIGHTER WORLD & RINGWOOD RACEWAY

BY JULIE BRAITHWAITE



WEDNESDAY RUN TO FIGHTER WORLD AND RINGWOOD RACEWAY

OR

**THANK GOODNESS VERN 'SUN GOD' KELLY CAME
ON THE RUN..CAN YOU IMAGINE HOW BAD THE
WEATHER WOULD HAVE BEEN OTHERWISE....**

An East Coast Low hit the Sydney region on the Tuesday night before the Wednesday run north to Fighter World at Williamtown RAAF base and on to an inspection of the Ringwood Raceway, courtesy of our past-President, Grant Liddell.

Numbers for the run had been down even before the bad weather hit. The Jaguar Drivers Club had scheduled a lunch at Curzon Hall to celebrate their 50th anniversary and a number of our members opted to attend this.

Lester Gough phoned as we were making our way to Macca's at Mt Colah to say he had a lot of damage to clean up and, what with one thing and another, we finished up with 6 starters at Mt Colah – the Kelly's, Colin Watts and his mate David Lee, and us. As the rain steadily increased while we enjoyed Macca's 'hospitality', Vern complained his well-celebrated mantle of the bringer of good weather had obviously failed him. Jeremy response was could you imagine how bad it would have been if they had not come on the run.

Anyway, the rain cleared to a dry line around Gosford and completely dry further north – in fact the sun eventually poked through cloud when we arrived at Fighter World and met up with Kevin and Sue Leggott and Derek and Maggie Scott.

The collection is housed in two hangars and includes a Vampire, Gloster Meteor, a couple of Sabres, a Mirage, an Aermacchi, Hawker Hunter, MiG21, an F111C, a Jindivik, two replica Spitfires and a replica Messerschmitt. There was a plane behind screens in the process of restoration, a couple of sinister-looking bombs and cases full of model aeroplanes.



De Havilland Vampire

The Vampire was the second British jet fighter to enter service – the Gloster Meteor being the first. In 1946 approval was given for the purchase of an initial quantity of 50 Vampire aircraft for the RAAF. The first three machines were British-built aircraft, an F 1, F 2 and FB 5, and were given serial numbers A78-1 to 3. The second aircraft, the F 2 (A78-2), was significant in that it was powered by a Rolls Royce Nene jet engine, rather than the usual Goblin. All 80 F 30 fighters and FB 31 fighter-bomber aircraft built in Australia by the Commonwealth Aircraft Corporation were to be powered by CAC license-built versions of the Nene engine.



FIGHTER WORLD & RINGWOOD RACEWAY

BY JULIE BRAITHWAITE



The cockpit of the F111C is not normally open but one of the volunteers was showing a soldier from the Army the cockpit when Kevin and I wandered over and started to chat at the bottom of the steps leading to the side of the plane. After the soldier left the volunteer, who turned out to be an ex-RAAF member whose role was in counter-intelligence, gave a very thorough explanation of the cockpit, both from the pilot and weapons officer seats. The weapons officers, some of whom are women, take control of the plane before weapons launch and then 'fly' the weapon onto target by use of a screen and toggle – the screen takes feeds from a camera mounted in the nose of the plane and also the nose of the weapon. As he said, this technology is now in a museum and one can only imagine how sophisticated the weaponry is today.

The wind had come up, and the temperature plummeted, by the time we left for lunch at the Junction Hotel Bistro on the waterfront at Raymond Terrace. At lunch we were joined by Grant Liddell and Penny Creighton along with John and Sue Burton, so in total 14 members enjoyed the day.

After lunch most drove in convoy to Ringwood Raceway, north of Raymond Terrace. After the heavy rain of the previous night wellington boots were called for and a few hardier souls slopped through gloopy mud to walk part of the straights that will make up part of the circuit. John, Sue and Penny had the good sense to stay in the Burton's 4WD so kept dry feet.

When it is finished it looks as if it will be a challenging circuit with a couple of long straights, fast flowing corners and some tight, twisty bits. The design allows the circuit to be split in two, thus making it ideal as a club circuit.

There is still a lot of work to do, but Grant's enthusiasm for the project is infectious and he hopes Phase I will be complete in about 12 months.

We headed home along the Putty Road and had a fantastic drive with next to no traffic, the sun shining and, even better, no kangaroos.

Many thanks for Grant and Penny for organising such a great day.



Cockpit of the F111 – see the story for an explanation of the weapons officer position.



FIGHTER WORLD & RINGWOOD RACEWAY

BY JULIE BRAITHWAITE



Inside the main hangar at Fighter World

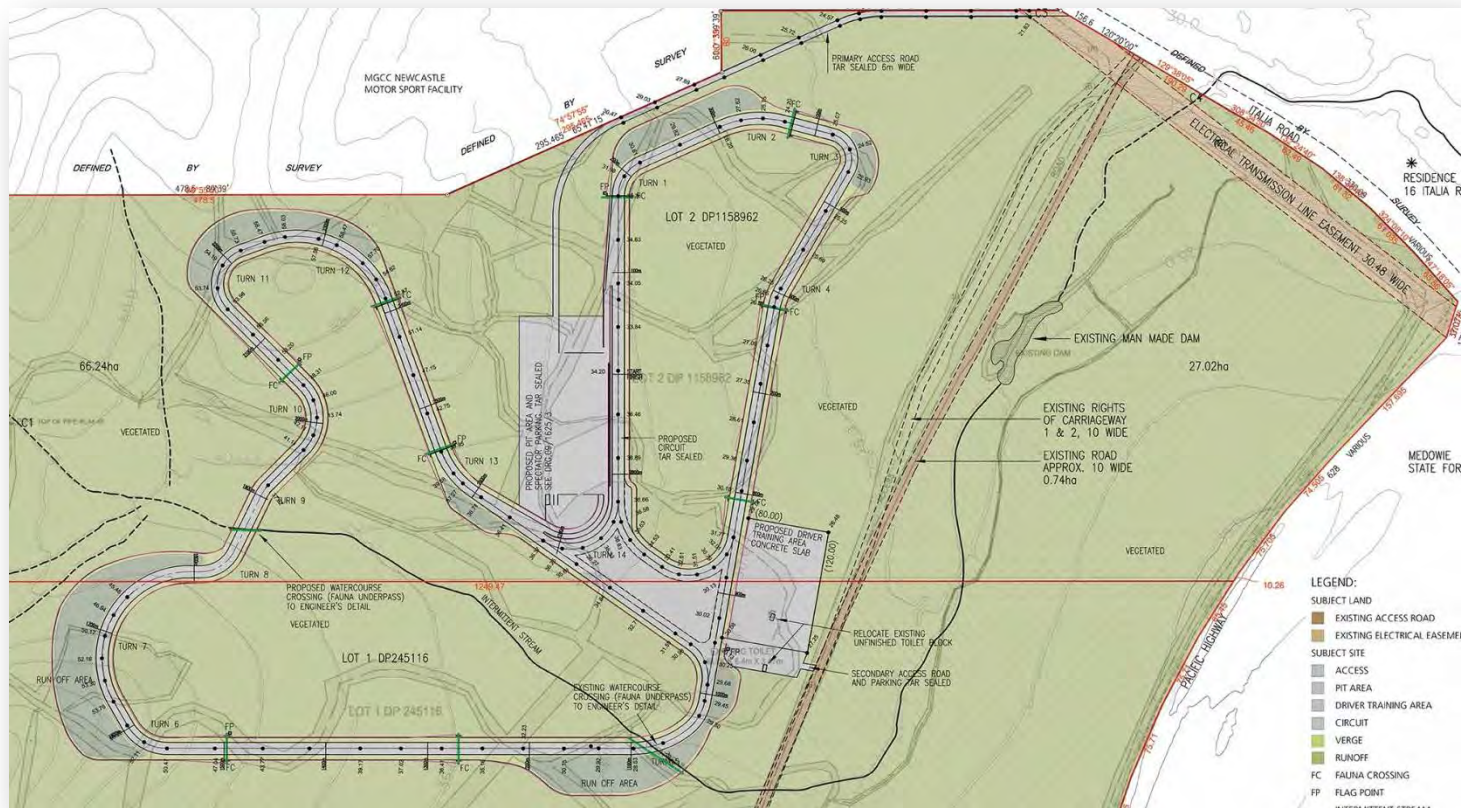
Lots more pics here:

<http://jbraithwaite.smugmug.com/ThoroughbredSports/Events-2014/Fighter-World-Ringwood-Raceway/>



FIGHTER WORLD & RINGWOOD RACEWAY

BY JULIE BRAITHWAITE



The biggest hurdle of getting the plans approved for Ringwood Raceway has been achieved after years of work by Grant Liddell.

The circuit looks to be challenging with the big corner in the bottom left hand corner of the drawings being very reminiscent of the loop at the top of Bitupave Hill at Amaroo.

The circuit looks to flow very well and promises a good mix between power and handling.



PRIDE OF OWNERSHIP DAY

BARRY FARR



How strange it was waking up on the morning of 16 November and not having to rush to the garage to effect the finishing touches of Concours preparation. The little Alfa was in effect retired from display competition so my thoughts immediately turned to those who would be entering the event & I could feel a sense of excitement coming on as to which 'new' cars would be exhibited & whether some of my favourites would be there again.

After last year's rainy day I was not put off at all by the brief but heavy morning shower as I know TSCC members are a hardy lot and would definitely turn up with their intended pride and joy. By the time Dott and I arrived, Terry and Robyn's 'front yard' was a mass of colour and form, the likes of which no other car club in Australia could hold a candle to. The 'field of dreams' has to be one of the best venues any car club could hope for.

Dott toddled off down the long driveway with a large bunch of lilies for Robyn on behalf of the club whilst I set about listing all the cars on display. With in excess of 70 vehicles, this took some time and I could not help but wonder just how Tony Pallas and Steve Appino would get through the judging before dark.

Terry had once again organised plentiful food and drinks for everyone, roasts complemented by a number of salads and bread rolls, followed by a variety of cakes, washed down with a choice of champagne, red and white wines, beers and soft drinks topped off by a sack of assorted chocolates kindly provided by Lester Gough.

The cars ranged from a 1936 Railton to a 2012 HSV Club Sport 25th Anniversary Special. In the pre-1985 category there were 33 cars, not all being judged, among which there were seven Jaguars, six MGs and exotics such as Aston Martin, Jensen, Maserati, Shelby, Lamborghini & Porsche plus Volvo, Alfa Romeo, Triumph, Mercedes-Benz, Mini Cooper and Ford Escort RS.

The excellent 1974 Jaguar E-Type V12 Roadster of John and Margaret Moody won this class, the runner-up being Darryl and Andra Pike in their recently acquired fully restored 1958 MGA. Pity they did not purchase the car earlier as their colour co-ordinated outfits and retro style sunglasses on Andra, would have rivaled the couple in the MGA on the Super TV advertisement. Second runner-up was John Slater, with his 1969 Alfa Romeo 1300 GT Junior which he only decided to bring when the morning shower turned him off his XK Jaguar. Well thought out John!

In the post-84 class, there were 30 cars displayed, not all entered in the judging. Again Jaguar were the most numerous with five, followed by four BMWs and three each of Aston Martin, Porsche and Honda. The winner in this class was Peter Dowrick's immaculate 2012 HSV Club Sport 25th Anniversary Special in resplendent red. Runner-up was Colin Watts' pearl white 2011 Nissan 370Z, closely followed by Theo Demopoulos' 2005 HSV Coupe 4. As to which of the two red cars took out Car of the Year, you will have to wait until the Christmas/Presentation Dinner.

Michael Branson strategically drove his beautifully restored 1936 Railton to the front of the display area as I figure he thought our ladies would not want to walk the entire lines to choose their favourite. Seriously though, enough ladies voted for Michael and Jane's Railton that it was a stand-out Ladies Choice winner. Runner-up was the Clark family's 1964 Maserati Mistral 3700 GT, a car I personally adore. Second runner-up was Chris and Deb Hallam's 1953 Jaguar XK120.

Congratulations to all the winners, not just those mentioned, but also the many who will be awarded Gold Certificates at the Christmas/Presentation Dinner.

A big thank you to Tony Pallas & Steve Appino and special thanks to the Clarks and Jack Jones, who each brought along four vehicles in great condition. Understandably, the presentations were a little later than normal at which Terry and Robyn were accorded a vote of thanks for once again opening their wonderful house to the 115 who attended.



PRIDE OF OWNERSHIP DAY



THE BIG TRIP

DAY 1 – START TO TUMUT MALCOLM STEPHEN



10 o'clock rendezvous at Eling Forest Winery <http://www.elingforest.com.au/> just south of Berrima for coffee wine tasting / purchase. Being a man away for a week on his own unsupervised, I broke the rules and picked up a "Rustic Tart" at the counter with a cappuccino – please don't tell Margaret. For those who are interested, a "Rustic Tart" is a fruit tart full of apples and berries from their orchard - it and the coffee were excellent. Others took on their kilojoules with tasty looking breakfasts and other treats.



Darryl and Andra had to take a quick detour to Goulburn to have an air conditioning problem checked out – a portent of things to come.



On the way into Jugiong, steel horses (by sculptor Keith Ward) were complemented by real horses, gathered sheltering from the wind and heat under large gums.

So, after around 2 hours drive we arrived at the Long Track Pantry <http://www.longtrackpantry.com.au/> a country food store and cafe in Jugiong. Our group was set up on two long tables under the veranda which was pleasant compared to out in the sun where the temperature was heading towards the mid 30's – bonus points to Lionel and Gael in the open top XK 140. This was a great lunch venue with plenty of choice of high quality food. Following my morning tea extravagance, I opted for something modest, which ending up larger than expected, while the Ploughman's Lunch with smoked meats olives etc. was an excellent and popular choice.

A Triumph car club was also in town and some of the members took the opportunity to look over their cars in the park just down the road from our lunch stop.

After lunch, we headed for Tumut by various routes including Brungle and Adelong (for the goldfields). Most would have gone through Gundagai (or "Gunda Gay" as my Sat Nav lady calls it – Ah, Sat Nav pronunciations – a constant source of amusement for the lone driver) and stopped to photograph the old dilapidated wooden bridges spanning the Murrumbidgee flats on the outskirts of town. The Prince Alfred Bridge was built in 1866, the first major crossing spanning the Murrumbidgee River. It formed part of the Hume Highway until it was replaced in 1976. The Prince Alfred Bridge is the longest timber viaduct in Australia. The other famous bridge is the Railway Bridge which was completed in 1902. See link for more <http://www.visitgundagai.com.au/2011/historic-bridges/>

Two routes to Tumut from Gundagai: one via Gocup and the other, the Tourist Drive via Brungle. I took Jeremy's recommendation of the latter through Brungle and it proved to be a cracker of a drive – bring back the de-restricted speed sign for this one.



I had wondered whether the Amaroo Motel Tumut had a connection to the race track; but no, instead it's aboriginal for beautiful place, although manager Ian was a bit of a petrol-head and Toyota 86 owner who had raced there in his younger days.

I had a good talk with Ian about Subaru/Toyota tweaks, tuners and race track set up. Time to unload and scrub up prior to our first Noggin 'n Natter at 5:30 outside the Braithwaite's room. BYO chair; well, we bought about 40 of them! Time to have a chat; swap some stories and partake of a few drinks in the still pleasantly warm conditions. After an hour of conviviality, we were off (most on foot for an easy walk) to the Orient Hotel, a traditional country pub for the "Welcome Dinner". More drinks, a hearty meal and good company to top off an excellent first day.



This may sound like a lot of food and drink, but it's all part of my trainer Jeremy's plan to build me up for the ascent of Mt Kosciusko later in the trip.

THE BIG TRIP

DAY 2 – TUMUT TO MERIMBULA

ROBYN AND PETER WARDS



Day 2 of The Peaks Trip started to high pitched screams during Breakfast at the lovely Amaroo Motel in Tumut. The cause of the screams, a wayward funnel web spider who had made his way to the dining room just in time for breakfast. Laurie Bromley having been a scout leader, came prepared, and soon had the offending creature captured and removed!

Cars now washed and polished, bags packed, finally we are all ready to leave for the very picturesque trip over The Snowy Mountains Highway towards the coast and to the enchanting town of Merimbula. Driving past Blowering Dam, which is a major ungated rock fill with clay core embankment dam with concrete chute spillway across the Tumut River upstream of Tumut in the Snowy Mountains region.

The dam's purpose includes flood mitigation, hydro-power, irrigation, water supply and conservation. The dam is part of the Snowy Mountains Scheme, a vast hydroelectricity and irrigation complex constructed in south-east Australia between 1949 and 1974 and now run by The Snowy Mountains Scheme. While in this area many of us spotted emus, wallabies, and even an echidna.

The highway twisted and turned, through mountains, past ghost gums, with a stop at Black Perry Lookout at the top....a good resting place for both the driver and car.

Kiandra was our next stop, and today is a ghost town and very cold..14! It is nothing more than an old house, the Court House which is now being restored to its former glory by National Parks and Wildlife.

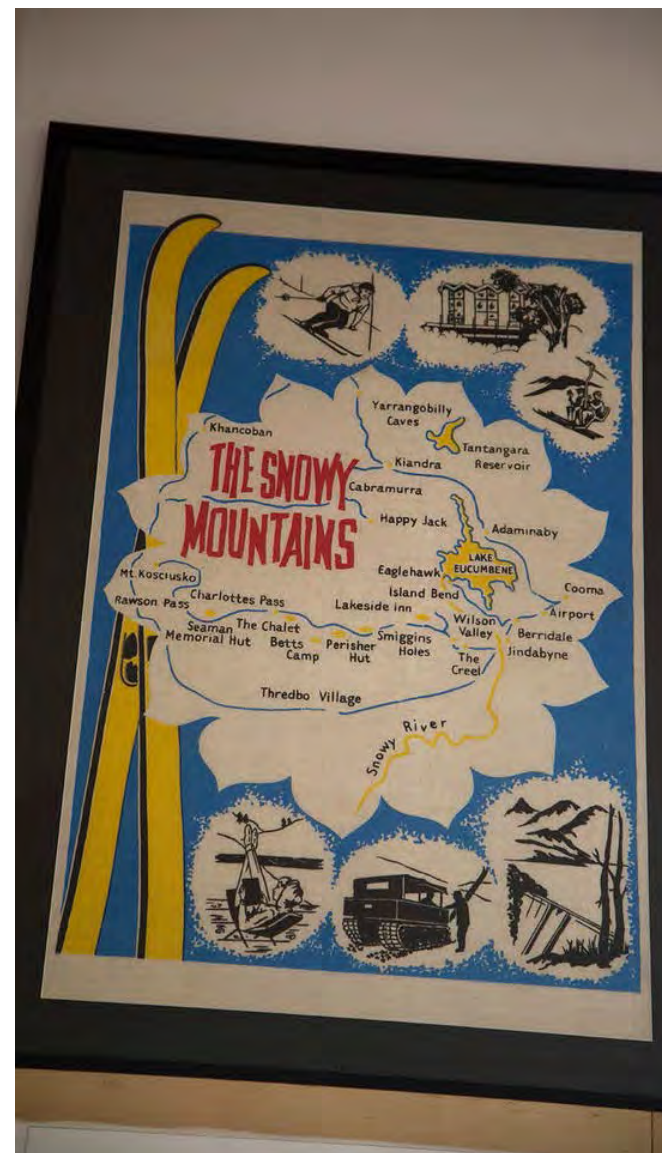
Kiandra rose and fell in less than a year. At its height it attracted over 10,000 men, women and children and saw the construction of banks, hotels and the usual services required by such a large population.

In less than a year most of the gold was gone and the population was reduced to less than 300. One hundred and fifty years later it is a ghost town remembered by a few plaques on high mountain plains which are lonely, glaciated and cold.

A little further along, down a hill and over a small bridge, a car had misjudged the bends, along with excess speed, the car had become airborne and launched itself up the granite cliff, landing in a very precarious manner about 10 metres up off the road! Luckily there had been no injuries. While there, several motorbikes also decided to stop, with two of the dropping there bikes right in front of us. A few dollars worth of repairs for a few people all in the space of a few minutes.

Cooma was our suggested lunch stop, with everyone choosing different cafes and bakeries. We chose the Kuma Pastries and Pies.....we can now thoroughly recommend this little cafe to anyone visiting Cooma.

The afternoon run over to the coast, was spectacular, down the steep mountains, through picturesque villages to our lovely accommodation in Merimbula. Tonight being a free night, a few of us decided on a seafood feast. Prawns, fresh bread, good wine and excellent company with great stories and laughter finished off day 2 of The Peaks Run perfectly.



THE BIG TRIP

DAY 3— MERIMBULA - BARRY AND JUDITH THEW

DAY 4 - DARRYL AND ANDRA PIKE



Day 3

Following on from two days of touring through the picturesque high country, we now have the seaside as our scenery for a couple of days. Today is the first of a number of “free days” afforded by the organisers on the tour where we will have the opportunity to do some individual “touristy trekking” or join with fellow members and become tourists.

Judith and I headed off up the highway early to try and catch up with a fellow PORSCHE 356 owner in central Tilba. On our arrival we were very surprised by the number of visitors in town at such an early hour. It was not long before familiar faces started to appear in the crowded village. The abundance of cake and coffee outlets soon filled, this was supplemented by a lot of lollies, ice cream and cheese and of course, the obligatory dress, scarf and hat shops for our partners in crime.

The return route back to our accommodation was nearer to the coast, and would take us thru Bermagui, a stepping off point for black marlin fishing from the late 1800's and made famous in the 1930's by Zane Grey a well known Big Game Fisherman and author of many Westerns novels. We came across Derek and Maggie Scott in the dark Blue beauty heading north to Bermagui for a quiet lunch and to do their bit for the tourist trade. Also trying this route were Vic and Jane Clark, who enjoyed the historic village of Tathra and the restored timber wharf (1862 to 1954) used for coastal steamers in the early sea trade.

This wharf is the only timber open sea wharf on the east coast of Australia. They then moved on to add some cultural relaxation in the village of Tanja in the Warek Gallery situated in a very old church building with nice surrounding gardens and featured work from artist Wendy Fairclough.

Arriving back in Merimbula we headed to the local deli bar to replenish the goodies bag in time for another Happy Hour to hear tales of the day's experiences as told by some of our intrepid travellers.

Day 4 – WHALES - HOW DO THEY DO IT?

There were no disappointed faces as we crossed the Merimbula Bar on our return to dry land, we got what we paid for, plus some.

But why do people pay good money in the hope that they might see Whales frolicking in the ocean?

Why don't we go Marlin spotting, they jump higher than a 10 ton whale, or why don't we sit on a rocky outcrop waiting for maybe a Wobbegong to float by? It's simple, whales are so predictable as they live a nomadic existence, 3 months in the South Atlantic, 3 months swimming north to give birth, 3 months sunning themselves on the Barrier Reef waiting for the calf to gain weight, then 3 months heading south, only to repeat the excursion next year.

It is because of this predictability that Jeremy could almost guarantee us that whales would be seen.

But again, why whales? Because they are not fish, they breathe like we do, bleed like we do, and produce their young and nurture as we do, and they are mammals with the nearest living relative being the hippopotamus. We hopefully differ a little here, but after going to some shopping malls recently, I wonder.

The most spiritual experience of my life was during the whales third part of it's cycle. We had sailed to the Whitsundays to compete in the annual Hamilton Island Yachting Regatta. Race day 3 was a light day so Andra joined the crew and we headed North under spinnaker at about 6 knots, a fabulous sight with 30 multi coloured spinnakers flying.



Our navigator suddenly warned us to watch for this giant stationary obstacle about a half nautical mile in front, it looked like a giant black butterfly extending about 3 meters out of the water and had been stationary for over 5 minutes. Puzzled, we sailed on until a radio sked came thru from the Parks and Wildlife advising to keep clear of the whale giving birth. Wow.

It then disappeared until suddenly right beside us a giant water spout erupted with a tiny spout beside it, we almost showered in it. Their was silence on our boat as the crew all looked at other, shivers were running down my spine, a yacht race to remember.

But heading home some weeks later we marvelled at the whales navigation system as we tracked south with them in convoy. Yachts with all the electronic navigation kit in the world can not always keep on course, especially in the dead of night with big seas, no moon, 25 knot winds and pouring rain. The human element takes over and we can wander erratically off course.

Not so the whales, night or day, swimming on the surface or in the depths of the ocean, with huge currents winds or seas, they will never vary off course by more than one degree.

They swim only in straight lines of up to one hundred kilometres in distance, with out any variation. They have been electronically tagged and monitored with the longest recorded swim of over 5000 kilometres, no variation, how do they do it?

But at Merrimbula we worried about none of that stuff, our crew were the three greatest whale experts, pouring more information into us than we could absorb. Then we spotted them, cow and calf about a hundred meters out to sea from us and the crowd rushed to the port side screaming with excitement.

THE BIG TRIP

DAY 2 - TUMUT TO MERIMBULA



THE BIG TRIP

DAY 4 - MERIMBULA DARRYL AND ANDRA PIKE



Here it goes I thought, with all this yelling going on they will disappear into the depths, not so, the crew yelled, "thump your fists on the side of the hull and yell, whales are inquisitive and will come and visit."

They were not wrong, for the next hour the pair swam with us, beside us, under us and followed us.

The skipper announced that we will stay with them until the next point, a rocky outcrop about a km and they did, how predictable are they? It certainly was a show, flippers waving, belly flops and giant leaps, until it was time for us to head home.

For all of us who decided to don nautical gear to be part of the nautical scene, well, it probably was a waste of time. If you could have seen us, decked out in 20 year old faded pink life jackets, buckled inside out and upside down, we could have been mistaken for senior boat people off course from Xmas Island.

A great day out, for Andra and I probably the best of the trip as most of the next few days we just kept company with heavily tattooed ponytailed tow truck drivers.

Merimbula, a day to remember.



THE BIG TRIP

DAY 5 – MERIMBULA TO METUNG

KAY AND ROB FINNIE



The “Day that stops a Nation” dawned with beautiful weather for our next leg of the journey following our three night sojourn in beautiful Merimbula. Whilst “most” of us had an uneventful start to the journey unfortunately for two of our couples not everything was looking quite so bright. Vic and Jane Clarke started the day with Vic, and I emphasise that this is the male of the species, locking the only set of car keys in the boot. The boot release had thoughtfully been disconnected on an earlier occasion for security reasons! Whilst they waited in a queue for the NRMA and eventually a locksmith who was able to cut a key for the boot the fun was just starting for our other intrepid couple, Darryl and Andre Pike. Their day did not want to start at all as the Porsche obviously had no desire to leave Merimbula being quite content to remain after having had a tub the day before. It was finally considered that the fuel pump was the problem or was it the starter motor – either way it was put up on a hoist and after some gentle persuasion with a lump hammer by the mechanic the beast roared into life. The moral here is do not wash your car whilst on a Car Club run.

Then followed an uneventful drive to Marlo via a short break at Cann River which would possibly rate as one of the most boring towns in NSW, except for the edible delights at The Bakery where we had coffee (see photos). Jeremy seemed to enjoy the prospect of (edible?) dolls houses, but did control himself.



On arrival at the Marlo Hotel all the Club cars were lined up on the grass area overlooked by the historic Marlo Hotel for viewing by the waiting multitude of pub patrons (see photos below). The Pike's delayed arrival at The Marlo Hotel was greeted by applause from the group. Although an Award was not given for the most dedicated TSCC Member this day I would like to unofficially nominate Andrew Bristow for duty above and beyond prior to parking his Aston in the line-up at the Pub (see photo). The hotel had erected an enormous screen for the race and preamble and provided enough volume to be heard from anywhere within cooee of Marlo. The ladies were all adorned in their finery, hats and fascinators. Many of the Club gentlemen for some strange reason seemed to have taken on a rather “gay” style as seen in some of the following photos. There were plenty of locals at the Hotel and the ladies were able to check out some of the local talent if they were beginning to weary of their male travel companions (see photo below). An enjoyable lunch was had by all and we sat back to watch the race with Sweep Tickets – appreciatively and well organised by Les Johnson – ready. The Hotel had also invited us to join in their Sweep which many partook of.

As fate would have it the winner of the “Big Sweep” run by the Hotel was Terry Daly. Peter Van Dyke also had a successful day amongst many others.



THE BIG TRIP

DAY 6 METUNG TO BRIGHT LINDA AND DAVID SLATER



On a cool and overcast morning, we spent our final moments in Metung visiting the Bakery for some breakfast treats and taking a short stroll along the Boardwalk before heading off for the days' drive on the Great Alpine Road.

First stop was Bruthen for some much needed 98 fuel. There we saw some fellow travellers with their cantankerous Porsche which had failed to proceed. Little did they know their car would determine a change in their activities which would eventually result in dialysis!!

It's not long before we turned on to the Great Alpine Road and what an amazing drive it was! Who needs snow to appreciate and enjoy the beautiful, picturesque scenery along this route?! We drove through Omeo and witnessed the beautiful hilltop vistas. This pioneering mountain town is known for its gold mining history, high country cattle grazing, historic buildings and a cuckoo shop!

We detoured off the main road to visit the Little River Inn at Ensay. Started as a small shanty in the 1840's, this Inn was definitely a step back in time as we entered the musty Inn and noticed all the memorabilia displayed on the walls. "There's the Bisto kids!" exclaimed a fellow traveller who noticed an advertisement for Bisto gravy on the wall. Does anyone remember this? And what are the names of the Bisto kids?



Morning tea was served with crockery advertising Griffiths tea- another blast from the past! Apparently, in 1873, English grocer James Griffiths migrated to Melbourne with his wife and cousin (one and the same) in order to start a tea business. By 1875, Griffiths Brothers Tea had become a sensation providing tea, coffee, cocoa and chocolate to caffeine junkies all over Australia. The Sydney outlet of the Melbourne based company, in 1915, banked heavily on a thirsty traveller from nearby Central Station. Do you remember the ad campaign which included a series of signs situated at varying intervals along the train trip to Central, designed to gee up incoming arrivals by counting down miles until they could drink up?



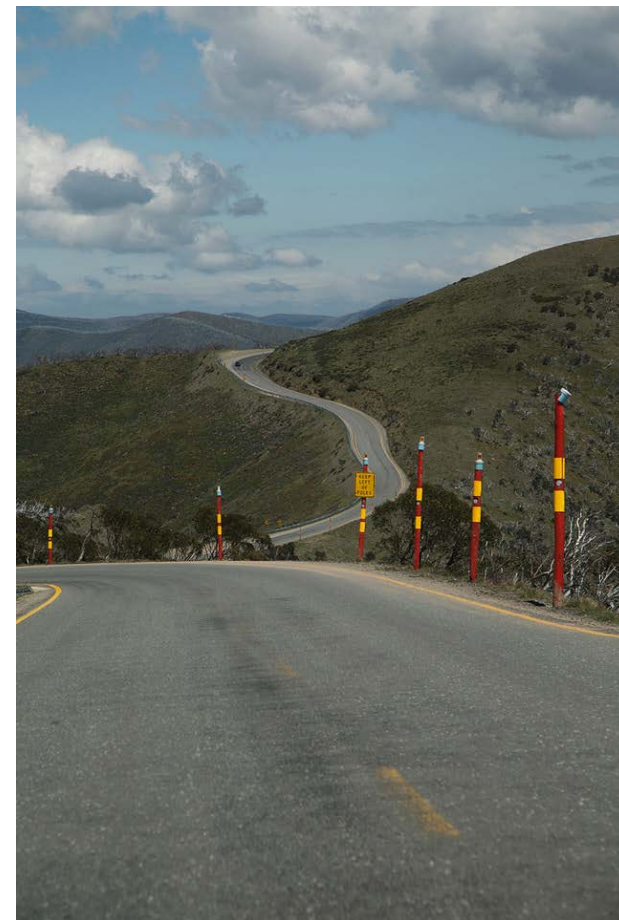
The company continued its success, and in 1925, James was killed by a train and the tea company was sold to Robur Tea, which itself lasted until 1974.

As the sun began to warm up the day, we continued our journey, leaving the Inn and driving along the winding road, passing by several creeks and tracks. The scenery was spectacular with lofty mountain ranges, lush forests and rolling vineyards. The view from Mt Hotham was breathtaking as we could still see splashes of snow on the mountain sides. The twisty road was now bordered by tall red soldiers guiding us along this never ending winding road. We reached Harrietville, a quaint, pretty town, the name derived from Harriet Vale, the child of the first white woman who landed in the area. Here we found delicious lunch cuisine at Morrie's ice creamery and café.



Over 200km were travelled today on the most enjoyable drive, with magnificent views and extremes of sceneries; from thick forests with silver tipped angled snow gums in forefront, tall bushfire damaged gums further on, with deciduous trees lining town streets.

We finally reached our destination, Bright. We all enjoyed a get together and a meal at Bright Brewery where several ales were also sampled. What a wonderful welcome to Bright!



THE BIG TRIP

DAY 7 – BRIGHT

LIZ KORNHABER AND GEOFF SCOTT



Geoff's Page

To quote PG Wodehouse, "Bertie Wooster downed a dipper of gin, jumped on his horse, and rode off in all directions".

I do not know about the dipper of gin, but certainly this was the day that the Peak Trippers drove off in all directions.

Some of us journeyed to Mt Buffalo and discovered a REALLY windy road, others went to explore Mt. Beauty, Bright brewery and Falls Creek. We also discovered where the Bogongs live. Myrtleford and Glenrowan were also visited.

The girls found time to visit hairdressers, beauty parlours, dress shops and conduct other essential secret women's business.

Geoff settled for a trip to Falls Creek as navigator in John Bailey's mighty Mustang. Unfortunately there were no aircraft landing strips on the way to really test the 800bhp of this exhilarating car

We passed through some magnificent scenery and checked the cornering ability of several slower cars along the way.



Lizzies Page

Well, what more can I say, as I am dumbstruck at the moment due to my beautiful Aston Martin breaking down after two and a half thousand kilometres, only 10 kilometres from home. Long story... but the short one is the whole electric fan shroud or cowl crumbled like a biscuit which led to no air getting through to the radiator and the needle on the temperature gauge went from cool to red hot in two seconds.

Needless to say I pulled over on the corner of Pacific Highway and Fullers Road, Chatswood, during Peak Hour....got out and cried like a baby. Geoff was at Little Hartley and poor little Lizzie was beside herself with PANIC..... I called the NRMA and they said they would be up to 2 hours, I said in-between blubbing, "if you do that the car and I will be demolished" as trucks, cars etc. were bearing down on me. Amazingly they send a RTA Tow Truck in 7 minutes. NO PHOTOS this time but you can have one from the Lightning Ridge Trip where Carlotta (my Aston) also had a dummy spit.

Anyhow, getting back to Bright, I must have had a premonition as I refused to go anywhere on Thursday as it was a lay day. Except the hairdresser, the manicurist and maybe a couple of dress shops where I found a few desirable items. Oh yes, unfortunately I found the chocolate shop where they made very yummy chocolates... but as I had started my diet, I only bought half a dozen pieces instead of a dozen. AND I still have them at home; in fact I have hidden them from myself and especially Geoffrey.

I then spent a few hours looking at the HOT RODS and their OWNERS, a motley bunch, but they had pride in their cars and one could have eaten lunch on the underside of their cars.



THE BIG TRIP

DAY 8 - BRIGHT TO JINDABYNE

JOHN BAILEY



THE BIG TRIP

DAYS 8 & 9 – BRIGHT TO JINDABYNE AND JINDABYNE - GAE BRISTOW AND SUE POWELL AND JOHN BAILEY



Day 9

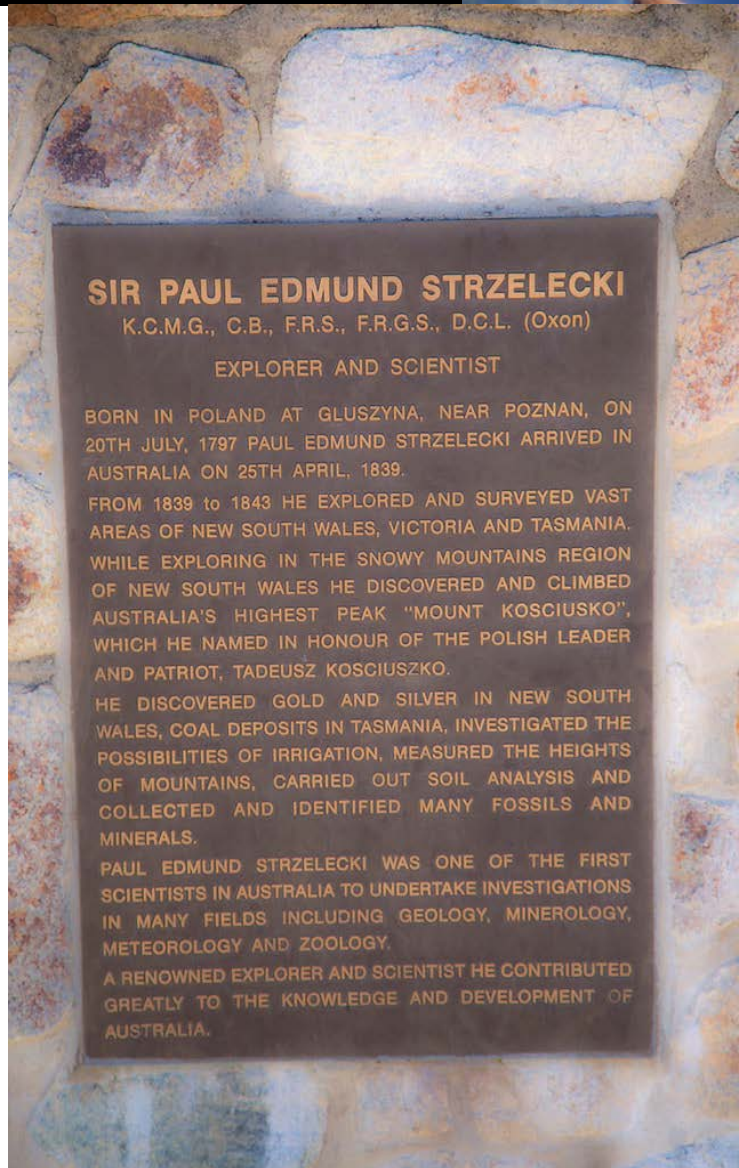
Saturday was supposed to be a rest day at Jindabyne. For many, that meant coffee, Saturday papers and a snooze. ML, Jilly, Sue and Gae amongst others indulged in some retail therapy.

A few ventured to local haunts including the Schnapps Distillery but Malcolm Stephen defied "orders" and climbed to the top of Mt Kosciusko.

The trip's final dinner saw birthday sparklers for Sue Harris and the group's thanks being expressed to Jeremy and Julie and Peter and Jelly for their splendid organisation.

Jeremy invited all to tell their highlights of the trip. The most memorable story also included Malcolm. When he finally decided to have a rest he mistakenly found his way into the darkened room of a dozing John Slater. Not too pleased to be confronted by a partially clad male person trying to climb into his bed!

A lovely evening and fitting end to a great trip!



SIR PAUL EDMUND STRZELECKI

K.C.M.G., C.B., F.R.S., F.R.G.S., D.C.L. (Oxon)

EXPLORER AND SCIENTIST

BORN IN POLAND AT GLUSZYNA, NEAR POZNAN, ON 20TH JULY, 1797 PAUL EDMUND STRZELECKI ARRIVED IN AUSTRALIA ON 25TH APRIL, 1839.

FROM 1839 TO 1843 HE EXPLORED AND SURVEYED VAST AREAS OF NEW SOUTH WALES, VICTORIA AND TASMANIA. WHILE EXPLORING IN THE SNOWY MOUNTAINS REGION OF NEW SOUTH WALES HE DISCOVERED AND CLIMBED AUSTRALIA'S HIGHEST PEAK "MOUNT KOSCIUSKO", WHICH HE NAMED IN HONOUR OF THE POLISH LEADER AND PATRIOT, TADEUSZ KOSCIUSZKO.

HE DISCOVERED GOLD AND SILVER IN NEW SOUTH WALES, COAL DEPOSITS IN TASMANIA, INVESTIGATED THE POSSIBILITIES OF IRRIGATION, MEASURED THE HEIGHTS OF MOUNTAINS, CARRIED OUT SOIL ANALYSIS AND COLLECTED AND IDENTIFIED MANY FOSSILS AND MINERALS.

PAUL EDMUND STRZELECKI WAS ONE OF THE FIRST SCIENTISTS IN AUSTRALIA TO UNDERTAKE INVESTIGATIONS IN MANY FIELDS INCLUDING GEOLOGY, MINEROLOGY, METEOROLOGY AND ZOOLOGY.

A RENOWNED EXPLORER AND SCIENTIST HE CONTRIBUTED GREATLY TO THE KNOWLEDGE AND DEVELOPMENT OF AUSTRALIA.



MUSCLE CAR SUPERSPRINT

WENDY AND GARY MAHER

OUR BATHURST AFFAIR.

By Wendy & Gary Maher

It's Sunday 2nd November and we (Gary & Wendy) have accepted an invitation to be Stewards at Mt Panorama for a 'Muscle Car' Super Sprint. This event is part of an eight day run which started in Adelaide. There are 52 cars in the run, all raising funds for the Leukaemia Foundation of South Australia. The cars left Adelaide on Friday 31st October for the run. Their itinerary is:

- Day 1: Adelaide to Hay
- Day 2: Hay to Bathurst where they are staying at Ridges Hotel on Conrod Straight
- Day 3: Super Sprint today at Mt Panorama which is run under a CAMS NSW Permit with BLCC coming to the fore and organising the event and supplying all officials.
- Day 4: Bathurst to Benalla
- Day 5: Winton Circuit for a Super Sprint
- Day 6: Winton to Mt Gambier
- Day 7: Mt Gambier Hill Climb
- Day 8: Mt Gambier to Adelaide.

There are some interesting vehicles competing – all of which are road registered – no vehicles were towed, though a back-up vehicle accompanied the group. Predictably there were lots of various models of Falcon G.T.s, Monaros, Toranas and Commodores – some in 'replica' livery. Surprisingly there was only one Mustang (1965 Fastback) and also a Sunbeam Tiger, Valiant E49, Charger, an immaculate A.P.5, 2 Ford Capris, a Mini Cooper S and a 2013 SLS Mercedes Gullwing.

The Super Sprint began at the gates of the Bathurst Light Car Club rooms, headed down Conrod Straight, through the Caltex Chase and around Murrays Corner to the timing marker, opposite the grandstand. They ran 2 cars at a time.

A 1969 E.H. Holden was F.T.D. on 51.19 seconds. The Gullwing was 2nd – 51.20 seconds (& wasn't he p...d off) and the Charger E49 was 3rd with 51.29 seconds. Gary's favourite, the 1600cc Capri, was 38th with 68.30 seconds.

The day started with a demonstration of 4 laps by Alan Moffitt driving one of the entrant's cars. This drive was auctioned with drivers making fairly large bids – culminating in \$4,700 for the honour of having Alan Moffitt drive your car with car owner in the passenger seat for the 4 laps. All for a good cause! By this morning, this group had raised \$480,000 for the foundation – with more to come!

The whole run was very well organised. The Super Sprint ran like clockwork so it was an easy task for us – everyone behaved - which wasn't surprising as this was only day 3 of the run and they still had another 1,900 kilometers to travel and two events still to run. The day was very dry and sunny – around 18° BUT a strong wind chill factor bringing the temperature down to 7°. We left at midday on Saturday where it was 37°. By the time we arrived at Lithgow, having driven through heavy rain and strong winds, the temperature had dropped to 17° in one hour!

We have been to Bathurst for the last three weekends (as well as the one where we officiated at the BLCC Forest Rally in late September). Saturday 18th October we were there to 'man' the lunch control / motorkhana event for the CRC Alpine Rally at the Cullen Bullen Dirt Circuit. Here the competitors had a lap of the circuit which we transformed into a motorkhana event by putting 3 sets of 'gates' around the track at certain distances. We were assisted by Joy & Neil Hood from this club.

The following weekend saw us checking the CRC Pas de Deux rally up through the Bathurst / O'Connell area, then this weekend we are here with the Super Sprint. AND, in another 2 weeks we will be here again for the actual running of the Pas de Deux!



Thank goodness North Richmond is closer to Bathurst than where we used to live.

While this club's 'movers and shakers' have been socialising in the South we have been busy in the name of Motor Sport.



THE XMAS PARTY

BY JEREMY BRAITHWAITE



A total of 82 members enjoyed a fabulous night of festivities at the North Ryde Marriott by Courtyard. Sydney had 'enjoyed' a week of spectacular afternoon storms and Saturday 6th December was no exception with the afternoon V8 races at Homebush completely washed out.

The night kicked off at 7 o'clock with drinks that were meant to be on the terrace but which ended up around the bar.

Guests were entertained with a slideshow review of all the fun we had during the year. Julie and I really enjoyed putting this together and it should serve as a lovely memory in time to come. You can download your own copy here ... just give it a minute or two as it is a 42mb file:

<http://www.thoroughbredssportscarclub.asn.au/downloads/2014/2014Review.pdf>



We started dinner around 7.45 and were really looked after! See Bruno Ferro's pics on the right of some of the scrumptious fare we enjoyed..



THE XMAS PARTY

BY JEREMY BRAITHWAITE

After dinner Barry took the covers off the trophies and revealed that the club had invested in an upgrade to the Clubman's Trophy. See Bruno's pic on the right – isn't that just magnificent!

The original penny farthing trophy was also on display and will be preserved by the club. Lester Gough gave us some of the history. It had been supplied by Clive Sanderson who was a bit of a rogue, the owner of Classic Car Insurance, and a very active early member of this club.

This is a pic of Clive in his Monaro at a MGCC motorkhana at Leppington in the early 1970's.



All the previous winners of the trophy have had their names engraved on the new one. Terry Daly is the first winner. As pointscore officer he was concerned that people would be concerned about the accuracy of his score keeping, but he did send me a copy to audit and it was 100% correct.

Robyn had banished all his other trophies to the shed ... at the end of the evening the two were seen having a lively debate on where it should live. Beside the bed was Terry's last offer!!



THE XMAS PARTY

BY JEREMY BRAITHWAITE



Barry presented the other award winners:

Citizen Kane Trophy

This is for the best story in the magazine. This is chosen by all the committee members: Darryl Pike

The Donald McDonald Trophy

This is the President's choice for the person who has shown enthusiasm, drive & encouragement to other Members whilst achieving a high standard of contribution all for the betterment of the Thoroughbred Sports Car Club in the style & tradition of our 'Don'. It was donated by John Burton & Lester Gough: Julie Braithwaite

The Sporting Trophy

A pointscore for those who engage in motorsport activities. Gary Maher just beat Wendy Maher on the basis that competitors (in his Escort) get more points than officials (CAMS Steward).

The Borrani Trophy.

This award was presented by Jim Peters last year for the member who best represents the 'spirit of the TSCC'. With Colin Watts the inaugural winner : Ian Norman



See all of Bruno Ferro's pics on the
TSCC SmugMug site:

<http://tscs.smugmug.com/TSCCEvents/2014-Events/Xmas-Party/>



THE XMAS PARTY

BY JEREMY BRAITHWAITE



Pride of Ownership

There were a record number of Gold Award winners in 2014. The pre-85 winners were:

John Moody	1974 Jaguar E-Type
Darryl Pike	1958 MGA
John Slater	1960 Alfa GT 1300 Junior
Michael Branson	1936 Railton Sports Convertible
Tom Aczel	1965 MGB
Tom Aczel	1962 MGA MARK 2
Phil Longfield	1974 Lamborghini Espada S3
Peter Dal Santo	1976 Triumph Stag
Craig Shiel	1963 Jaguar 3.8 MK 2
Laurie Sellers	1965 Shelby GT350
Rick Marks	1965 Shelby GT350
Clarks	1964 Maserati Mistral
Geoff Scott	1966 Jaguar 3.8 MK 2
Neil Mason	1961 Jaguar 3.4



John Moody's gorgeous S3 E Type



Barry also presented the following trophies:

Ladies Choice

Car of the Year

Pre-1985 Winner

Pre-1985 Runner Up

Pre-1985 2nd Runner Up

Michael & Jane Branson

Peter Dowrick

John Moody

Darryl Pike

John Slater

1936 Railton.

2012 HSV Clubsport 25th Anniversary

1974 Jaguar E-type Series 3 Roadster

1958 MGA

1969 Alfa Romeo 1300 GT Junior



THE XMAS PARTY

BY JEREMY BRAITHWAITE



Pride of Ownership

The post 84 winners:

Peter Dowrick	2012 HSV Clubsport 25th Anniversary
Colin Watts	2011 Nissan 370Z
Theo Demopoulos	2005 HSV Coupe 4
Ian Norman	2003 BMW 330Ci
Colin Piper	2007 Mazda MX5
Clark	2002 Aston Martin Vanquish
Colin Allerdice	2001 BMW Z3
Malcolm Stephens	2008 Subaru Impreza WRX STiR
Jack Jones	1989 Jaguar XJS
Wendy Slater	1993 BMW M3
Kumiko Yamamoto	2010 Porsche Boxster



Peter Dowrick's pristine 25th Anniversary Clubsport



Barry also presented the following trophies:

Car of the Year	Peter Dowrick	2012 HSV Clubsport 25th Anniversary
Post 1984 Winner	Peter Dowrick	2012 HSV Clubsport 25th Anniversary
Post 1984 Runner Up	Colin Watts	2011 Nissan 370Z
Post 1984 2nd Runner Up	Theo Demopoulos	2005 HSV Coupe 4



THE XMAS PARTY

BY JEREMY BRAITHWAITE



Santa

I made some comments about Santa's reindeer Donner und Blitzen – which in German means Thunder and Lightning – being present in Sydney this week and was told by somebody in the audience that Santa had bought a Jeep. Well we needed our Jeep to get the 48 balloons to North Ryde from Richmond.

Julie got a sore arm trying to keep them all back from the windscreen so I could see where I was going.

Santa – in case you hadn't guessed – was Keith Reynolds, and he was just brilliant! He bought a new Santa suit for the night and borrowed a kart from Jack & Jenny Jones to put all the presents in. Jack had even blacked the wheels and it looked really smart.

The Kris Kringle worked brilliantly and there were some really inventive presents. I got a mug with 'Mr Always Right' written on the front of it. "What are you going to do with that" asked Julie. If the handle fits...

With so many presents to give out Santa clearly needed a helper which Gary Maher kindly volunteered to do and by the end everybody had received at least one present.

Lucky Door Prize

Julie had found a superb Maggie Beer hamper in a lovely timber case as the Lucky Door Prize. Very smart it was too. We asked our function manager Tammy MacGregor to draw the winning ticket. Colin Allerdice was absolutely thrilled!

Dance the Night Away

Our disc jockey Peter had been with Mobydisc for over 20 years and it showed with a great selection of music that got everybody up on their feet and dancing.

Those of us who were staying the night only had to stagger to the lifts and then into bed before assembling again for breakfast the next morning.

Many thanks to all the members who helped make the night (and the year) so enjoyable.



**Merry Xmas and a Happy New Year
from Julie and Jeremy**



PARTING SHOT

