



top



gear

JUNE 2015

**THE OFFICIAL MAGAZINE OF THE
THOROUGHbred SPORTS CAR CLUB**



About our Club



Calendar

The [Official Calendar](#) 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 appropriately 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 Website.

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

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:

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Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

Other Information:

[Administration](#)
[Annual Awards](#)
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Top Gear has been continuously published since September 1981.

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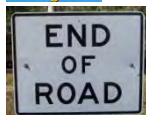
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Lunch at Shelly Beach

Wednesday 17th June

Office of the President

Barry Farr



Bonjour-Bongiorno

Please excuse this report being Eurocentric as that has been our life the past four weeks driving through France and Italy. We chose to avoid the parts we have already seen and to exclude toll roads and motorways as much as possible. By sticking to the minor roads we have been able to see considerably more of the countryside and historic towns and travel at a more leisurely pace.

What we have found this time is everyone we came into contact with throughout both France and Italy has been very friendly and helpful and English has not been a problem. We have not experienced any of the old French game that if you do not try to speak French they will not converse in English. It has been a gourmet's delight as far as the food is concerned and needless to say Dott and I are both several kgs heavier.

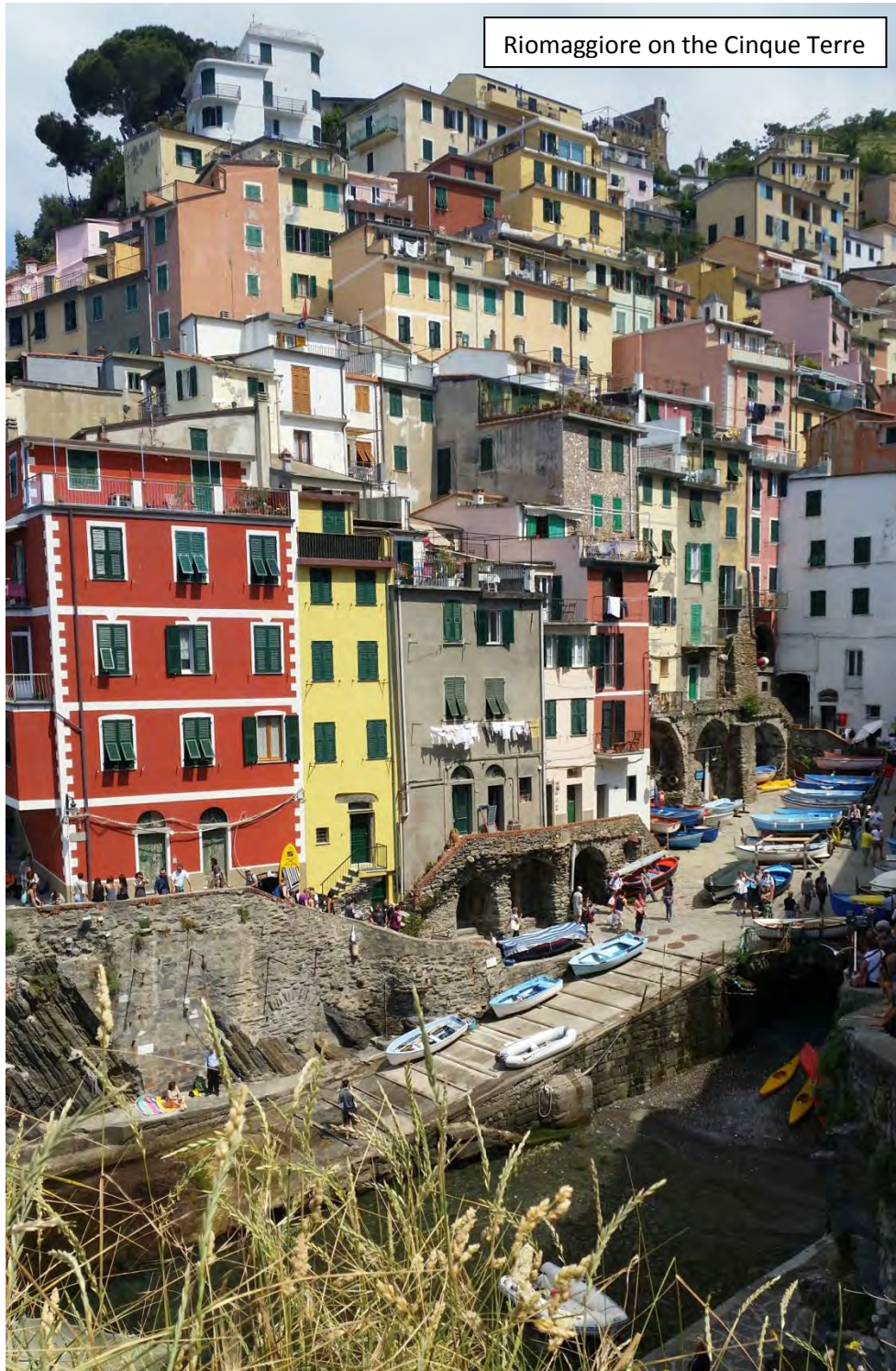
The sightseeing has been nothing short of spectacular with the highlights being as follows.

The art collection at Chantilly Castle, the historic Le Mans photos and wallpaper at the Hotel de France in Chartre sur le Loir, the old town in Saumur on the Loir River, the vineyards surrounding Cognac, the old Mill on the Dronne at Brantome, the 800 wineries that surround the historic cobblestone town of Saint-Emilion, the historic hillside towns around La Roque Gargéac including Beynac Castle, the engineering feat that is the Millau Bridge, the road from Millau along the Tarn Gorges to St Enimie, the French 'Venice of the South' that is Sete, the hilltop

towns of Gordes and Roussillon, the monstrous yachts and cruisers moored no more than 20 metres from the waterfront restaurants at St Tropez, the French Riviera coast road, looking down on the principality of Monaco from La Turbie, lunching on the waterfront at Villefranche, the spectacular coast road from Nice to Alassio, the view from our Grand Hotel balcony overlooking Santa Margherita beach, the old hilltop Villa at Monterosso, the ferry ride along the Cinque Terre coastal towns, the historic Villa at San Gimignano, the drive through the Tuscan hills to Castiglione del Lago, the drive through the Umbrian countryside to Fano, the view of Lago di Garda from Peschiera and the view from our balcony of the Canale di Fusina in Venice from where this is being sent on the morning of 10 June.

The trip was designed to take in just a few motoring related features notably experiencing the long straights of Le Mans which are public roads and viewing the Le Mans museum, visiting the Museo Enzo Ferrari in Modena and the Mille Miglia Museo in Brescia. We also had a fortunate experience as I was able to view firsthand a Ferrari Clienti track day at Imola where there were six La Ferrari client cars flat out. There was no security whatsoever so we drove right up to the pit door and I ambled through the pits photographing each car.

The driving experience over the past four weeks has been somewhat challenging on occasion as very few of the locals respect the speed limits, especially the motor cycles which create their own lane in the centre of the road and pass by at warp speed avoiding head-ons by mere centimetres. Apart from that we

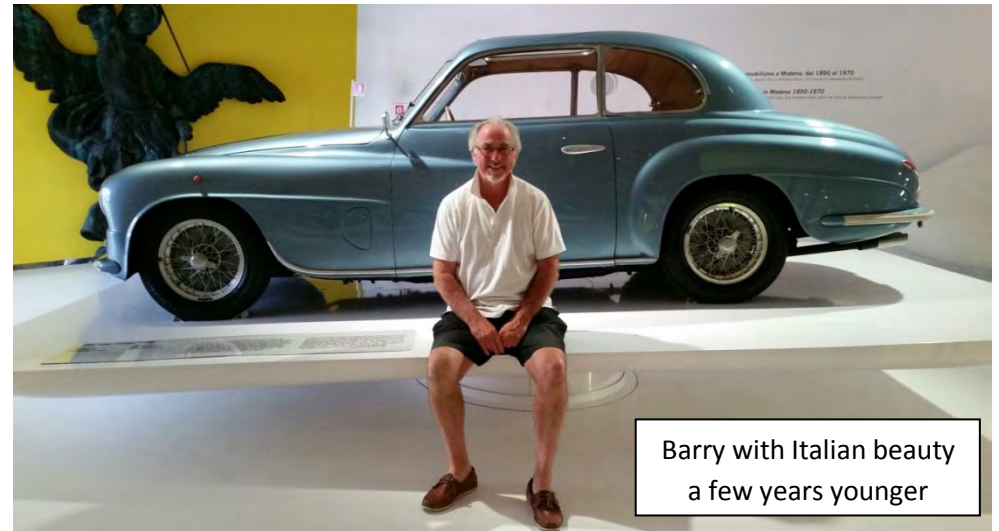


Riomaggiore on the Cinque Terre

thoroughly enjoyed the experience in our Opel Insignia 6 speed manual station wagon and Dott displayed her superior navigational skills.

Today we commence the second leg of our journey and board the Silversea which over the next ten days will take us to Istanbul and thereafter we will join another cruise to Rome from where we will fly home at month end.

Ciao for now, Barry



Barry with Italian beauty
a few years younger



La Ferrari at Museo Enzo
Ferrari

Two-finger Typing

Stephen Knox



Top Gear Axed!

This was the headline that had members of the Thoroughbred Sports Car Club crying into their beer. Fortunately it soon became clear that it was not announcing the demise of their treasured magazine (first printed in September 1981), but the end of some obscure British television programme about the destruction of cars, sometimes very nice ones.

Thanks to the fine work of Jeremy Clarkson (sorry, Braithwaite), his worthy successor John Slater and those who went before them, Top Gear has been the mouthpiece of this fine organisation for 34 years, longer than some members have been retired! I just hope I can maintain the standard they have set.

I am a relatively new member of the club, having joined in 2013, but I have been around cars and clubs for generations. My first car, after the Cyclops shown above, was an RMA Riley 1½ litre, a dear old thing, all walnut and leather and enough power to strip a rice pudding of its skin. That introduced me to English cars. An MG TF 1250 followed and that introduced me to sports cars and



oversteer. Since then I have had quite a few cars, although listening to Rick Marks at the May meeting made me feel like a rank amateur.

Of those that followed some, like the Bolwell Nagari roadster with a 302 Windsor were memorable and others, like the Holden FC Business model, Ford Zephyr, Austin 8, BSA Scout, less so. The good ones included an Alfa Romeo 2000 GTV, Nissan Sylvia, Fiat 128Sport L, Cooper 'S', Lotus Elan Series 1, Escort Twin Cam, Austin Healey Sprite Mk 111, Jaguar XJ6 Series 11 SWB, two Audi quattros, Porsche 356SC with a 2.7 litre 911 engine, a Porsche 993 (which I loved and is now being loved by TSCC member Derek Scott), two Range Rovers including one with a Schuller transmission and an MGA Mark 11 1600.

For a while in the 1980s, I was involved with the Multiple Sclerosis Society and I purchased a vintage car each year to raffle for them and to use as promotion for the Motor Club Shows I was running at the time. Most were American iron including Model A Fords, various Chevs, a Whippet and a Nash. A sleeve-valve Falcon Knight was interesting and a Bullnose Morris was fun.

I raced in historic events for about 20 years, firstly in the beautiful ex-Spencer Martin Prad Holden and later in the last of five Elfin Mallalas built. The Prad was styled on the Maserati 300S, built by Jack Pryor and Clive Adams with an aluminium body built by the legendary Stan Brown. It had a Holden grey motor and an MG TC gearbox. The Elfin ran a Lotus Twin Cam and a Mark 4 Hewland gearbox. I had enormous fun in both cars, racing in NSW, Victoria and SA. My racing achievements wouldn't fill a short paragraph in a small book but highlights for me include winning the Frank Match Trophy in 1993 and competing in support races at three AGPs, two in Adelaide and one on Melbourne.



My garage currently houses a 1960 Jensen 541R, a Ferrari 575M Maranello and the car I call the Percy Riley, a special I have been building since Jesus played fullback for the Israelites.

Over the years I have belonged to many car clubs, starting with Cronulla District in the sixties. I joined the HSRCA early in its existence and served as its President for a number of years. Since hanging up my helmet I have served on the Tasman Revival Committee from 2006, taking the Chairman's role in 2010. I am proud to say I was made an Honorary Life Member in 2003. I am also in the Riley and Jensen clubs, both of which have been very helpful with parts and information.



Coming Events

Dates for your Diary

*Indicates a leaflet about the event follows

Club meeting	Wednesday 8 th July
Secret Weekend Away*	11 th and 12 th July
Run to Gerroa*	Wednesday 15 th July
JDC Mountain Rally*	18 th & 19 th July
Coffee & Cars at Rockwood	Sunday 19 th July
Club dinner*	Saturday 1 st August
Cars & Coffee at Kurrajong	Sunday 9 th August
Club meeting	Wednesday 12 th August
Cars & Coffee at Rockwood	Sunday 16 th August
Shannon's CMC Day at SMP	Sunday 16 th August
Run to XXX	Wednesday 19 th August
All British Day	Sunday 30 th August
Club meeting	Wednesday 9 th September
Cars & Coffee at Kurrajong	Sunday 13 th September
Run to XXX	Wednesday 16 th September
Cirque de la Symphonie	Saturday 19 th September
Cars & Coffee at Rookwood	Sunday 20 th September
Bridge to Bridge	Sunday 27 th September

TOP SECRET



You are invited on a top secret tour to be organised by the TSCC on July 11th and 12th 2015. The only information that can be divulged is the following:

- We will meet at a secret rendezvous at a time that will only be advised to bona fide entrants. Directions will only be sent to those who enter. The only other information available is that this will possibly be the most beautiful, scenic and spectacular start for any trip.
- The roads to lunch will be a combination of winding, rising and falling sealed roads through beautiful farm lands and sharp bursts on motorways to cover ground quickly and avoid the boring bits.
- Lunch will be a barbeque on a lush field where magnificent men play with their flying machines. They will invite us to play with them.
- In the afternoon the route will take us on roads though lush rolling hills on good roads, some of which we have rarely if ever used before.
- That night's accommodation will be of superior quality and comfort, within a short walk to a fine two-course dinner. More importantly, it's a short walk back from dinner to your rooms.
- Sunday starts with another beautiful drive on a road some will not have driven before to a top coffee stop in a vibrant little country town.
- This will be followed by a fast blast along the freeway to lunch at the RMYC at a location to be advised.
- The number of entrants will be limited by the availability of rooms on Saturday night. First in, first served.
- Costs will be morning coffee each day (optional); BBQ lunch on Saturday \$15; dinner and accommodation on Saturday night and a cooked breakfast on Sunday morning \$105 per head; an à la carte lunch on Sunday, costs of main course between \$17 and \$27. No pre-payments are required.

If you think you can handle the excitement of this weekend away with friends, please send an email with your details including names and mobile phone numbers to Stephen Knox at stephen@kelvinkraft.com or call on 0427 705500.

RSVP 26th June unless the available accommodation is filled before then.

If printing this page, memorise this information, then eat it.



MOUNTAIN RALLY 2015



18th and 19th July 2015

- **Hornsby • Singleton •**
- **Dungog • Maitland •**

Join us and be part of the 23rd Mountain Rally... driving your favourite car through some of the most picturesque country in Australia.

As usual there will be some easy instructions to help you reach your destination plus great accommodation and a superb Saturday night dinner.

All inclusive price for 2 people is \$470

enquiries to Tony Pallas
9939 6475/0425 207 229

Book via website
www.jaguar.org.au

The July Run will travel South and South East through the Southern Highlands to Kangaroo Valley (a short coffee stop if necessary). From there we will continue to Berry and finish at the Gerroa Boat Fisherman's Club for Lunch. Arrangements have been made for lunch to be served in the mezzanine section of the eatery, which has a panoramic view of Seven Mile Beach.

WHEN: JULY 15, 2015

MEETING: Partridge VC rest area,
Hume Highway, Menangle Park
Approx 6km south of the Menangle Road
overhead bridge on Motorway 31 (Hume Highway)

TIME: 9.00 am for 9.30 am start

LUNCH: Gerroa Boat Fisherman's Club. A
blackboard menu is available with prices from \$12 to \$48.

RSVP: Call or text Barry Thew 0412 703 635 or email
at barry.thew@bigpond

Greek Restaurant Night



THEO AND TAMMY DEMOPOULOS

**REQUEST THE PLEASURE OF YOUR
COMPANY AT THE GREEK RESTAURANT**

THE IRONWOOD

ON THE 1ST OF AUGUST 2015

TIME: 6.30PM



Address : 102 Woolwich Rd

Woolwich NSW 2110

On Saturday the 1st of

August, 2014



 **sydney symphony orchestra**

SSO PRESENTS



CIRQUE DE LA SYMPHONIE

PRESENTING PARTNER WILSON PARKING

THU 17, FRI 18 SEP | 7PM & SAT 19 SEP | 2PM
SYDNEY OPERA HOUSE

Cirque de la Symphonie returns to Australia this September with a show of favourites and surprises. Enjoy elite cirque performers from around the world presenting the very best and most dazzling, displays of cirque artistry and skill with your SSO.

SPECIAL OFFER: RECEIVE 20% OFF PREM - C RESERVE TICKETS*
Quote 10295 when you book to receive 20% off your purchase. Strictly 100 seats available, offer closes 5pm Fri 29 May.

BOOK NOW **TICKETS FROM \$49*** | Call 8215 4600 Mon-Fri 9am-5pm

SYDNEYSYMPHONY.COM

*Booking fees of \$8.50 may apply. Offer only available via the Sydney Symphony Orchestra Box Office, not available for previous purchases. Offer closes 5pm Fri 29 May 2015 or while seats last.

 **Wilson Parking**  **Australia Council for the Arts**  **Emirates** Principal Partner

Contact Theo Demopoulos: coupe4@mrhsv.com by July 22nd.

Harbour Cruise on the ‘Waratah’

Malcolm Stephen



I arrived early to take up my first job of the day as chief parking attendant and with the assistance of others, combined with precision parking by members, proceeded to squeeze 13 cars into 10 spots. Les & Roselee arrived in style in the 1924 Rolls Royce Silver Ghost and wisely departed in the much warmer 1963 Rolls Royce Silver Cloud III, both times chauffeured by Rick. In all, a good roll up of 43 hardy members and guests arrived rugged up for the challenge with their on-board picnic provisions on a fairly bleak day post-Anzac Day Sunday.

I did have a special award up my sleeve which I was very pleased to not hand out on the day and keep for myself – namely the latecomer’s award which was to come with the honour of writing the article.

Following the mandatory safety briefing, we heaved away on time. As we chugged along, Ron Powell gave us the benefit of his landscape architect and stone expertise which he’s used on various Sydney Harbour foreshore projects including Barangaroo, with a brief commentary. I think only a few of us realised it was Ron. A bit of trivia for you: we can also thank Ron for those large rusty steel spheres which are now part of the landscape in front of Jacksons Landing at Pyrmont - they’re the old re-purposed mixers from the CSR Caneite factory, which once stood at the site. (See the first picture on the next page).

We did quite a number of circuits of the harbour, dodging various other craft and playing musical chairs on-board as sheltered positions became unsheltered and vice versa. The adverse conditions brought us close together as we shared stories, drinks, nibbles and body-heat.

If the hot tea and coffee wasn’t enough, those who were a bit wet and cold had an easy fix in heading for the engine room. Several small groups took advantage of the engine room tour, while others headed up top for a look at the bridge featuring beautiful old timber and brass work, not to mention a better view. I believe the association between old cars and old boats led to us hitting it off so well with the crew, who were very friendly, accommodating and chatty.

On this occasion, the photos don’t tell the whole story and while we may have looked like drowned rats, we were the happiest of drowned rats.

From adversity comes unity. Therefore, I propose that the “2015 Waratah Cruise” should now be known as the “TSCC Quinquennial Challenge and Bonding Session” – see you in 5 years.

A very big thank you to the Knox’s, Thompson’s and Clarke’s who bolstered the numbers by bringing friends along. Without them, the cruise wouldn’t have gone ahead.



Waratah is a coal fired tug and was built at Cockatoo Island, Sydney. She was launched on the 21st May 1902.

Originally named *Burunda*, her primary role was to tow dredges and barges between the various ports along the NSW coast.

She is the oldest tug in working order in Australia. She carried a crew of 14, including six officers who were accommodated in separate cabins aft. Today sailing with the Sydney Heritage Fleet she still requires a crew of 14.

With raked funnel and counter stern, *Waratah* has the graceful proportions of a vessel of her era.

Her sea-going days nearly ended in 1948 when, due to her age and condition, she was restricted to Newcastle Harbour. In 1968 it was announced that the old tug was beyond economical repair and was to be disposed of for scrap.

The Sydney Heritage Fleet, realising her historical importance to Sydney Harbour, acted to save her and proceeded to purchase the vessel from the Department of Public Works. After a subsequent five-year restoration program by Sydney Heritage Fleet volunteers, she is now, once again, fully operational and regularly takes passengers on trips around Sydney Harbour.

The *Waratah's* authentic restoration has gained the Fleet world-wide recognition for historic ship preservation.





Lunch Run to Morpeth

Laurie Bromley

We had twenty four starters on the list when we met at McDonalds for a pre-run coffee. Some however, had elected to meet us at Morpeth.

The day was fine and the cars were sparkling in the Autumn sun as we headed off in twos and threes along the expressway, then turning off for the country roads along George Downs Drive through Central Mangrove. After came the hilly bit, which is great for open top sports cars.

We stopped at the park in Wollombi for a comfort break and a walk about (the loos have recently been rebuilt and were in excellent condition).

Some also indulged in the classic Thoroughbred occupation. Perhaps we should rename our club Thoroughbred and Classic Talk Club. We could spell it Torque Club, just to be clever!

More winding and tree lined roads brought us at last to our destination, the historic National Trust town of Morpeth.

Parking was easy and we met up with the direct travellers, who having arrived earlier, pointed out the best shops to explore. Morpeth has a quaint custom of some shops only opening on certain days. We managed to spend a considerable amount all the same. Many others were observed to be also clutching parcels as they wandered the streets.



The town was a major river port in the 19th century and many of the buildings date from that period. The river front is high above the water and is lined with old stone buildings. One of which is still a bakery owned by the Arnott family. It is in danger of collapse and extensive work is in progress to stop it falling into the river.

There are many fine colonial buildings such as the Court House and Police Station. When the railway came through, Morpeth was bypassed, but is still today a bustling township.

Cornelius Maher was an early farmer in the district. Daniel Maher is mentioned as having applied for a hotel licence in 1854. There used to be a plaque in the town commemorating the Maher family's activities, but his descendant, Gary Maher was unable to find it on this occasion and thinks it has been removed. There were many other Mahers listed as early settlers, mostly as farmers. There is still a firm of solicitors of that name. They are probably related; the Irish loquacious gift can run in families.

We lunched well in the River Royal Hotel, before setting off homewards in ones and twos for the quick drive down the expressway.

Good weather, fine cars, and an interesting destination and a nice lunch. Of particular note was the Lamborghini Espada owned by the Longfords, it turns heads wherever it goes. Well done Vic and Jane Clarke.



The Kids' Prom – 17th May 2015

Gary Maher with photos by Wendy



Sam is one of our grandsons – he is four years old and a 'car nut'. I don't know where he gets that from but his mother is horrified. I think she wants him to play a musical instrument or maybe even do ballet. Luckily for Sam, his grandfather, who happens to be a 'bit interested' in cars, also likes orchestral music – not the real heavy stuff, like Wendy, but popular classics, music from the movies and stage shows – and in general, music 'For the Common Man'. I really like these performed by a large orchestra which is the reason we often attend the SSO at the Opera House – indeed we actually have regular seats there!

So, Wendy being the peace-maker that she is, and in an effort to please everyone, decided to expose Sam to a little culture. Enter TSCC member Colin Piper who is a retired member of the Sydney Symphony Orchestra and in that capacity, was invited to conduct the 52 piece Ku-ring-gai Philharmonic Orchestra at a Sunday afternoon concert titled 'The Kids' Proms'. This program was designed to introduce young people (3 to 8 year olds) to the niceties of classical music.



The theme for the concert was the old children's song, 'The Teddy Bears Picnic' with the words of the song embellished and narrated in story form by a young lady presenter. Children were encouraged to bring their favourite teddy bear. Colin led the orchestra in short extracts from pieces by well-known composers like Beethoven, Tchaikovsky and Rachmaninov to illustrate various parts of the story. For example, the 'bears' woke up to the lilting sounds of Grieg's 'Morning'; they ran up the hill to the wildness of Rossini's 'William Tell overture' and returned home in a storm to the scary 'Night on Bare Mountain' and so on. During each piece Colin introduced and featured various sections of the orchestra. The children from the large audience were encouraged to join in with actions and 'sound effects' led by Colin. At the end of the event, Colin invited the children and a parent / grandparent to come and stand near the instrument that they liked the best – our Sam chose the trumpets! So he and I stood in the brass wind section while they played a stirring piece under the twirling baton of conductor Colin.

Thanks for an entertaining and very instructive event – and not a classic car in sight!

Run to Rylstone – 20th May 2015

Jack and Jennifer Jones



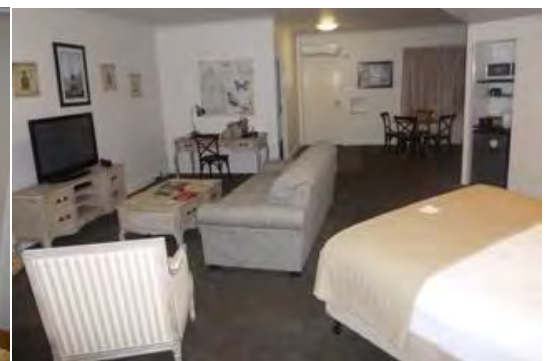
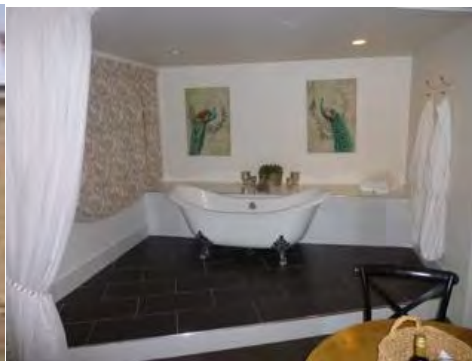
Vern and Wendy Kelly arrived well before starting time just to organize the weather for the day's run, which under Vern's control turned out to be a very enjoyable fine weather drive. David St. Julian arrived only to declare that he was unable to accompany us because of health reasons and John Bailey turned up to enjoy our company and drive to Bell before he returned home due to business commitments. Twenty eight club members arrived at Rylstone for lunch, after an enjoyable meal twenty of us headed for MUDGE. Pre dinner drinks were held in the Jones' room, which happened to be a very large family suite (the Moody's were lucky enough to score the Honeymoon suite). Maree was known to take a swim in the heated pool. The evening meal was very nice, being able to select from their main menu. We celebrated Geoff Scott's birthday on the night, birthday cake and all. The Buffet breakfast had Colin Piper's favourite Eggs Benedict, which he tucked into with gusto. After breakfast most of us headed to the town CBD for some shopping, sightseeing and as if we needed it, morning tea. After this we meandered home at our leisure

Thank you all for making this an enjoyable trip. Jack & Jennifer Jones.

KEITH & CAROLYN REYNOLDS
JOHN & MARGARET MOODY
JOHN & VAL DIXON
IAN NORMAN & LIZBETH
MAREE DAWES
PETER & JELLY VAN DYK
GRAHAM & CAROL EDDS
COLIN WATTS & IAN HUTCHERSON
COLIN PIPER
VERN & WENDY KELLY
GEOFF SCOTT & LIZ KORNHABER
NORM & PAM JOHNSON
TERRY & ROBYN DALY
CHRIS & DEBORAH HALLAM
JOHN BAILEY
JACK & JENNIFER JONES

THEY BOUGHT A JEEP.
JAGUAR MK 2
HONDA CIVIC.
BMW.
AUDI
MERCEDES BENZ
MAZDA MX5
NISSAN 370
MAZDA MX5
MERCEDES BENZ CLK 430
ASTON MARTIN DB7
JAGUAR E TYPE
JAGUAR F TYPE
PORSCHE BOXTER GTS
SHELBY MUSTANG
JAGUAR XJS V12





Inn to Inn Run – 24th May 2015

Ron Powell



AUTUMN'S END AND THE CENTRAL WEST'S ROADS AT THEIR BEST

On a brisk, clear Sunday morning Astons, Jags, Jowetts etc filled the Kurrajong village carpark to overflowing, somewhat to the annoyance of some locals.

Nearly 60 members of TSCC and AMOC seemed keen, even excited, to be heading over the mountains on such a stunning day. We were over subscribed and, sadly, some missed out due to capacity constraints at the O'Connell pub. We had 39 acceptances from AMOC and 18 from TSCC.

In an unusual concurrence both clubs had scheduled a Sunday run on the same day. Chris Hallam had decided that TSCC would enjoy a rerun of his previously popular "Inn to Inn" run; taking coffee at Little Hartley's Ambermere Rose, a Cobb & Co staging post and inn, lunch at O'Connell pub and back to Kurrajong for afternoon tea at his and Deb's Goldfinder's Inn.

Ron Powell had planned an AMOC run to the Emirates Resort at Wolgan Valley using the fantastic, recently sealed, road from Lidsdale. Unfortunately quite late in the process of negotiation with the Resort, they withdrew their offer for lunch on 24th May but said they'd like us to come some other time.

So we decided to join forces with TSCC. The O'Connell's pub dining room would have been squeezey with 50, so had it been, say, snowing we decided it would be prudent to limit numbers.

So up the Bells Line of Road we headed having to contend with the usual Sunday drivers deciding that they'd be goodie goodies and drive slower than the speed limit! That made the few overtaking lanes all the more welcome.

Our morning tea venues also had constraints on numbers so we decided to split up the clubs with most of AMOC stopping at Mt Victoria and others continuing on to Little Hartley. I heard lots of complimentary comments at the relatively recently opened Petaleura Eatery with several saying they intended to come back to Mt Victoria some time.

I particularly thanked 4 chaps from Trivett's for joining us. Why such thanks? I told them they'd probably lowered the average age by 20%! Nice to have them join us.





Ambermere Rose is, from Sue's and my experience, a splendid place for lunch as well as the morning tea enjoyed by all (personal report from Liz Kornhaber). Ambermere is her's and Geoff's local from their Hartley "country estate".

We all zeroed our trip meters at Little Hartley and headed off to some of the best driving roads so close to Sydney. Sweeping bends, some swooping down over rivers, always with expansive views of rolling hills, valleys and the Blue Mountains escarpment as backdrop.

Our route turned off the Jenolan Caves Road through Oberon into O'Connell. A little over an hour of spirited driving on quite uncluttered roads. At O'Connell we were confronted with about 30 motor bikes. Gosh, if we were to crowd out the place, how would they cope?

Pretty damn well as it turned out as the bikes were finishing up. We all dragged their outside tables onto the grass and enjoyed splendid food albeit with Robyn and Terry Daly having to wait in glorious sunshine for over an hour!

Then the roads became even more interesting. The route back to Kurrajong took us through Mutton Falls, Tarana, Sodwalls, Lake Lyell and Lithgow. A lovely 10km "window" of no other cars saw a very spirited convoy of the Daly's Type F with 4 Astons in close pursuit including John and Michelle's mystery celebrity guest.



Deb Hallam's generous afternoon tea was enjoyed by a good roll up from the day (several had to head off in a variety of other directions) and Chris's guided tour of their beautifully conserved and extended 1809 slab hut and 1851 stone inn was a great conclusion to a fabulous day.

Terry Daly was surprised to be told by many, particularly AMOC members that they'd not known about these roads before.





Wenona Car Display – 1st June 2015

Stephen Knox

TSCC member Mike Branson organised a display at Wenona . An enterprising teacher, Andy Draper, introduced a car maintenance and restoration course at the prestigious girls' school at North Sydney last year and the result was a refurbished Mini and enthusiasm to do it all again this year. With help from members of the Morris Minor Car Club, a hi-light side-valve Minor will get the treatment, including an upgrade to an OHV engine. The idea was to assemble a collection of cars that showed the girls how technology had progressed through the years. The display began with an Austin 7 and Les Johnson's 1924 Rolls-Royce Silver Ghost, Mike Branson's 1937 Railton and moved on through Volkswagen, Morris Minor, Jaguars from the 1950s and '60's including Geoff Scott's Mk11, my 1960 Jensen 541R, Ferrari 330 and Aston Martins including Liz Kornhaber's DB7

V12. The ultimate in technology was well represented by Ferrari California and 458 Italia, Aston Martin V12 Vantage, Jaguar F-Type and McLaren 650S.

The staff at Wenona were very appreciative and hospitable, providing lunch and refreshments to us all. (The school canteen sells felafel wraps and lattes and even has Eftpos facilities. The tuck shop at Manly Boys' High in the late 1950s, early '60s was nothing like this!)

Overheard:

Student: "When was this car built?"

Les Johnson: "1924."

Student: "Did you buy it new?"



(L to R): 1990s Liege-Reliant dwarfed by Les Johnson's 1924 Rolls-Royce Silver Ghost; Cramming, Wenona-style; "Wrong end girls – it's heads under, feet to the camera!"

Sydney Retro Speedfest – 7th June 2015

Dominic Truelove



This club display was organised by Stephen Knox. He was first to arrive and managed to secure an area to have all our vehicles together in a prime position. Fifteen members and one guest [Triumph TR5] presented a wide variety of cars for the static display. Jeremy Braithwaite and Stephen took the photos.

Heavy fog blanketed much of Sydney and also the race circuit. This delayed the start of racing until around 9.20am when the sun finally broke through and gave us a perfect winter's day. We had access to the pits and were able to view a vast array of interesting race cars from the past.

Two of our members were competing at the meeting. Rick Marks ran his recently acquired Shelby Mustang in Regularity. Jim Catts ran his 911 Porsche #4 in Group S. Laurie Sellers, whose workshop we visited on our recent shed tour, was also running his Shelby Mustang in Group S.

Roger Morgan had his recently acquired ex-Geoghegan Lotus Elite on display in the pits. He was noted by many of us expounding the virtues of this marque.





For Sale



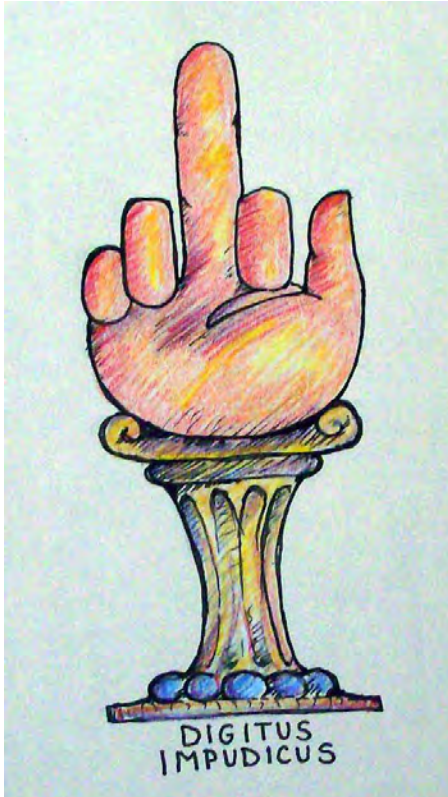
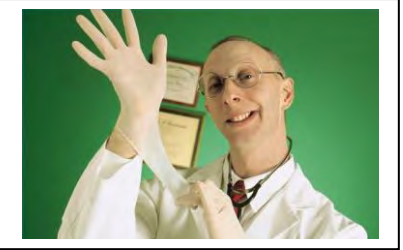
Mercedes SL 63 AMG 2008 immaculate Tanzanite Blue/Grey interior, 71 000 ks, serviced by Mercedes-Benz, has current warranty.

**Car has all extras keyless go distronic & wind deflector, has full carbon fibre kit internal/external
In perfect condition, reason for sale new AMG GTS arrives in September. Phone Robert Harrison 0416019614. \$135,000 ono.**



A Health Warning for Men

Roger 'Fingers' Morgan*



Imagine your favourite Italian sports car has a water leak or an overheating problem. How long would it take before you flushed the radiator, checked the hoses for leaks or have it pressure tested? It could be a blown head gasket or worse still, a cracked block or head. No self respecting enthusiast would ignore the warning signs. It must be fixed before the problem becomes terminal. No pristine Digitus Impudicus drop head can be left to waste away through neglect.

Now think about your own health. Do you watch for warning signs – keeping your eye on water pressure or leaks? In men an enlarged prostate can lead to the possibility of a blocked radiator. (*radiator? Ed*)

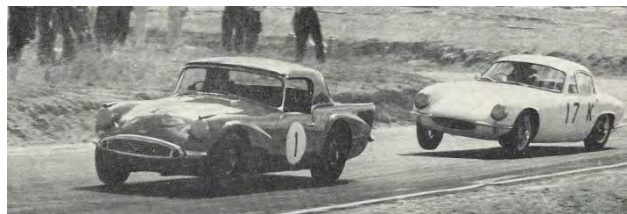
If you are like me you ignore the signs “She’ll be right mate” is the male cry when bits are wearing out or failing. That sore shoulder or arm, that regular headache or pain in the bum.

We need to care more about our own health, get a regular pink slip from the doctor, have our system checked for leaks or blockages, check our eyesight before the lenses fail.

In general most of us could live for 7 to 8 years more if we got our bodywork, eyesight and general health checked annually – and the charge isn’t far of that for a pink slip, but the payback may be life saving.

Go on get your best friend checked (yourself not your doodle). Don’t be an ostrich – you may not like the egg that gets laid. A re-bore may be the best way out for me, but at least the prestige vehicle I inhabit may make it to 100 years of age rather than the scrap-yard or crematorium

*‘Fingers’ Morgan holds 360 Degrees from the Elite University of Coventry (which is worth the paper it’s written on).



Other Stuff



Designated Driver

August 2015, will have 5 Fridays, 5 Saturdays and 5 Sundays. This happens only once every 823 years.

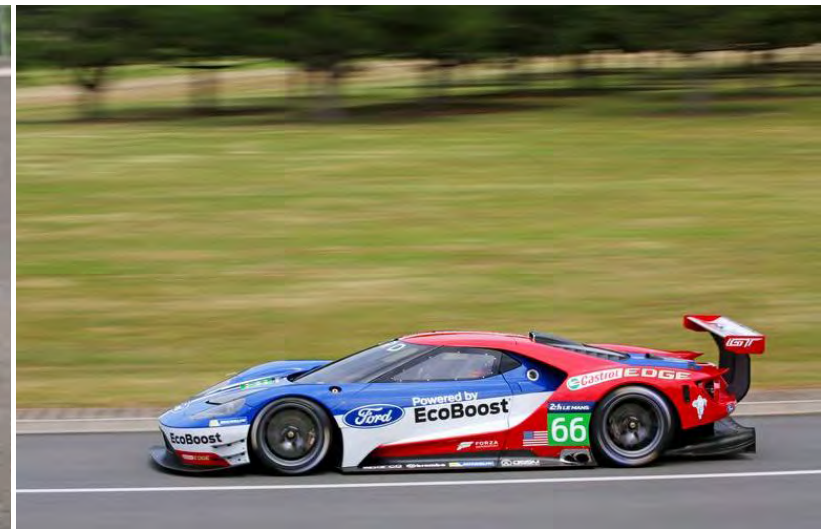
Sun	Mon	Tues	Wed	Thur	Fri	Sat
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Isn't it weird that we have one hand that knows how to do everything and one hand that just sits there like: "I don't know how to hold a pencil."

Congratulations to Mark Webber (#17) for a fine second place at Le Mans 2015



Ford to return to Le Mans with new GT race car



...and finally...

