

May-June 2016



THE OFFICIAL MAGAZINE
OF THE THOROUGHbred
SPORTS CAR CLUB





Enjoying an XK An 18 Year Affair

Having been introduced to Jaguars by helping to rebuild my brother's XK 120 roadster, I decided to graduate to an XK myself. So in July 1963 I started looking.

Within the month two XK 140 roadsters came up for sale. This appears to be the last time an XK 140 roadster (let alone two) was sold in N.S.W. I purchased the better conditioned of the two, it being equipped with a detachable hardtop and AXK 140 number plates. The other one, a blue special equipment model, was sold the next week and we have not seen it since.



Enjoying an XK – A 53 Year Affair

The photo on the left is of the cover of Issue #1 of Top Gear magazine. It features Lionel Walker and his '18 year affair' with his XK140. Thirty five years later, the affair has been going on for 53 years*

*That means Lionel must have bought his Jaguar when he was about 7 years old!



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The deadline for copy for the July -
August issue of Top Gear will be
24th August so the August
Wednesday Run and the Shannons
Day at SMP can be included

...and

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BREAKING NEWS!

Britain To Make New Series Of 'On
The Buses' As It Returns To 1973



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 78, Cherrybrook, NSW 2126.
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.

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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](#).

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

Top Gear has been continuously published since September 1981.

Office of the President

Barry Farr



Of course the big event since my last report was the 35th Anniversary celebration held at Bathurst mid-June. A lot of planning went into the organisation of this milestone event particularly by Terry Daly and his and the efforts of all his helpers paid off handsomely as 107 members and partners were treated to an exceptional long weekend of driving, feasting and entertainment. Whilst this is a good number, it represents just over 50% only of all members. You can read all about it in this issue of Top Gear including my address on the Saturday evening which includes the early history of the club.

Most will be familiar with how the club was formed by a breakaway group from the Aston Martin Club with the club's first event being a track day at Amaroo Park on 29 March 1981. Interestingly, one of the nine founding and current member Lionel Walker still has his beautiful Jaguar XK140 from that day.

The club has advanced and prospered over three and half decades from the efforts of many of its members, some of whom have been recognised by being bestowed with Life Membership, they being Vic Andrews, Terry Daly, Lester Gough, Chris Johnson, Les Johnson, Jim Peters and Ray Ross all of whom remain club members and the late Roland Clark. Life membership was also awarded to Ian Norman at the 35th Anniversary dinner in recognition of his decade in office bearing positions.

With the membership renewal process now in progress, it's the right time to think about how you can make a contribution to the management of our club. During the next few months I will be seeking nominations for Committee positions prior to our AGM early November. The Committee, as you know, acts collectively on behalf of all members, so if you would like to play a part in the club's governance going forward please let me know sooner rather than later. On the other hand, if you no longer feel you can actively participate in the club's activities and events you may wish to stand aside to allow waitlist applicants to join. To that effect, Nigel Bryan, Jim Poole and Sam Johnson have resigned and I thank them for their past participation and in Nigel's case, for his contribution as past Editor and Secretary of the club. At the same time, the club welcomes new members, Don Dimitriadis, James (Jim) Elphick and Greg Gibbons.



Other events over the past two months have continued to be well patronised - 52 on the Mystery Weekend organised by Stephen Knox, 41 on the May Wednesday run to Berrima organised by Lloyd Thompson, 23 at the Ladies (& Gentlemen) Lunch at Sous le Soleil organised by Vicki Bell and 18 at Retro Racefest at SMP organised by Stephen Knox, aided by Colin Allerdice, including race participants Jim Catts ('76 Porsche 911 Carrera), Laurie Sellers ('66 Shelby GT 350) and Vic Clarke ('63 Bacchus Clubman).

Dott & I were very disappointed at not being able to join the Mystery Weekend due to being overseas, a commitment made last September. From all accounts, it was a fantastic weekend, one member publicly stating



'it was the best TSCC event ever!' We were, nevertheless, very pleased to have had a most enjoyable holiday in the Baltics. Not to bore you with a travelogue, suffice to say that motor museums and race tracks/events were off limits this time. I did however manage to photograph a

Ferrari 'Shooting Brake' in our hotel carpark in Amsterdam and a lovely E-type motoring along in Hong Kong. The highlight of our trip was the cruise



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through the 22000 islands of the archipelago in and out of Stockholm, an experience highly recommended.

Lastly, Daniel Ricciardo has continued to be impressive in qualifying but the team has failed him a number of times in race strategy and fumbled pitstops. His record for the first eight races of this season places him 5th in the championship standings. He seems to have developed 'SCRAM' syndrome (Spain, Canada, Russia, Azerbaijan and Monaco) so maybe it's time to decamp from Red Bull and head to Ferrari.

	Qual	Fin	Pts	
Australia	8	4	12	Set fastest lap
Bahrain	5	4	12	
China	2	4	12	
Russia	6	11	-	Puncture due to Kvyat rear ending Vettel
Spain	3	4	12	Mid-race strategy change
Monaco	Pole	2	18	Pit crew not ready with tyres
Canada	4	7	6	Fumbled pit stop
Azerbaijan	3	7	6	Excessive rear tyre wear
			78	

Ciao for now!

Opposite – above: Ferrari FF in Amsterdam and (left) in Hong Kong, a question: given a choice, which red car would you prefer?



TSCC 35th ANNIVERSARY PRESIDENT'S ADDRESS

Barry Farr - 18th June 2016



Welcome all to the 35th anniversary of our club, the Thoroughbred Sports Car Club.

We are particularly privileged to have with us tonight all but one of the current seven life members, Vic Andrews, Terry Daly, Lester Gough, Les Johnson, Jim Peters and Ray Ross. Chris Johnson unfortunately had to cancel earlier this week as he and Joan contracted bronchitis on a river boat cruise from which they have just returned. In addition to six of those seven having been past Presidents of the club, also present tonight are two other past Presidents, Vern Kelly and Peter Smart.

Lionel Walker who is the only founding member who is still a current member, apologises for not being here tonight as he is overseas. It was the late Bill Marshall, a Scot and a Dental Surgeon who led a breakaway group from the Aston Martin Club to form what was initially called The Aston Martin & Thoroughbred Sporting Club with eight other founding members*. The group first met at Bill Marshall's Carlingford house to establish the club's charter, activity schedule and to determine how to attract new members.

I'd like to read to you the first words to go into print when the TSCC was formed, attributed to the first President Bill Marshall and the club's first Secretary, the late Roland Clark.

'The Thoroughbred Sporting Car Club was formed by a group of enthusiasts who own thoroughbred sports cars and wish to become active in competitive events, mainly club type racing. The club's activities consist of a competitive and social calendar. We have arranged a program which includes driver

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training days, lap dashes and closed racing meetings at Oran Park and Amaroo Raceway together with a Motorkana at a suitable venue. The social calendar has been prepared with the wife and family in mind and to encourage fellowship. Membership of the club is open to anyone who owns or has an interest in thoroughbred sporting cars'.



The club's first event which six members attended, was a track day at Amaroo Park on 29 March 1981 followed by another at Oran Park on 12 April which ten members attended and for which Chris Dale penned an enthusiastic

report in the club's initial newsletter. Just imagine that day, a DB4, Aston Martin V8, DBS V8, Ferrari Dino, XK140, Ferrari 308GTB and others. The next event was a Motor Club Show at the Yennora Wool Centre at the beginning of May at which new member Chris Johnson displayed his DB4 convertible. Another new member was Geoff Belshaw, a Graphic Artist who designed the masthead for the club's magazine which included our now familiar logo and penned the Top Gear title. This magazine's first edition appeared in September 1981 and in the second edition the Secretary of CAMS claimed ... *'it is the best club magazine that has crossed my desk'*. In that same edition, Jim Peters provided a lengthy report on his Reliant Scimitar which included putting out an unwelcome engine fire with his fine knit Italian woollen jumper, the fire eventually being extinguished by a passing motorist using Swipe detergent.

The club's link with Bathurst dates back to the early days as members competed in the Bathurst Hill Climb on 2 May 1982 and in the Bathurst Flying 1/5th Mile down Conrod where Les Johnson was fastest with a top speed of 212kph in his Aston Martin.

35 years represents half of my lifetime and I imagine it's something similar for yourselves. That the club has not only continued to exist but in fact flourished over three and a half decades, is testament to the bonds that have developed among its members and the dedication that the various Committee members have devoted to organising and delivering quality calendars of events.

With your indulgence, let's hark back to 1981. Coincidentally the big news item in 1981, apart from the formation of our club, was the plunge in commodities followed by a severe recession the following year. Now 35 years on, the economy is suffering from a plunge in commodities and there is some talk of Australia entering a recession. So there you go - little has changed. But a lot has changed. We've had eight Prime Ministers, Malcolm Fraser, Bob Hawke, Paul Keating, John Howard, Kevin Rudd, Julia Gillard, Tony Abbott & Malcolm Turnbull. Over those years, we've seen RBT introduced, the

Australian dollar floated, the financial markets de-regulated, the introduction of capital gains tax, national superannuation, cross media laws and negative gearing, deregulation of housing market interest rates, the recession we had to have, the end of the Cold War, the start of the Gulf War, Native land title recognised, the World Trade Centre bombing, the Wick decision allowing Native title to co-exist with pastoral leases, the Asian economic crisis, the Tech stocks meltdown, introduction of GST, the Sydney Olympics, the Twin Towers terrorist attacks and of course the ISIS related terror attacks.

Australia's population has increased from 15 million to 24 million and Sydney's from 3.2 million to 5 million. 1981 saw the end of Generation X and the beginning of Gen Y in 1982, replaced by Gen Z from 2001. We've moved from the industrial age to the infotronics age where service industries and information and communications technology, or in other words, the internet and digital era dominate.

We've also seen a lot of change in motor vehicles manufactured and sold in Australia. Back in 1981 more than 350,000 motor vehicles were manufactured in Australia by Holden, Ford, Toyota, Mitsubishi and Nissan. Mitsubishi and Nissan have long gone, Ford finishes up this year and Holden and Toyota close up shop next year. We now have vehicles imported mainly from Japan, Thailand, Korea and Germany as well as from the United States, England, the Czech Republic, South Africa, Spain and a host of other countries. We have more choice than just about any other country in the world.

I'll mention three cars that were released in 1981: the run of the mill VC Commodore which sold for \$9,000, the futuristic DeLorean which sold for \$25,000 and the Mercedes Benz 380SL which sold for a whopping \$58,867. In today's dollars, that's \$35,000 for the Commodore, \$97,500 for the DeLorean and \$230,000 for the 380SL. Of course, with so many makes and models now available here, the relative prices of most models have become lower. Would you believe there will be 112 new models launched in Australia this year and even what can be referred to as our foundation car, the Aston Martin, is to

brought into the present with production of the DB11 starting this year with an entirely new V12 and modernised electronics.

On the motor racing scene, we've seen the closure of Catalina Park in 1990, Amaroo Park in 1998 and Oran Park in 2010 and the opening of Eastern Creek in 1990 and Wakefield Park in 1994. Given the nature of our club today you can appreciate that the initial charter is still relevant, the principal difference being that there is now more emphasis on the social activities, still with 'the wife' involved, than the motor racing events.

The initial joining fee including CAMS fee was \$15 which, applying the inflation index to today, equates to \$57.25 so you can see the cost of single membership of \$50 today has actually declined over the period. Now there's a surprise.

The club has grown significantly since our 30th anniversary with membership at the 100 limit over the last couple of years. Accompanying that growth, the club's communication channels have been widened. The monthly general meetings continue to be well patronised and the club's website, incorporating an extensive photo gallery, is regarded as one of, if not the, best among the hundreds of car clubs in Australia.

We look to the future with mixed visions. Our members are aging pointing to the need to encourage younger members to join; however, the demographics indicate a challenging scenario. Most of us here are from the baby boomers generation and many of the vehicles we own and enjoy are the ones we aspired to as teenagers. Through job and business opportunities afforded us, retirement from the age of late 50s/early 60s has been a reality providing us with the opportunity to acquire and enjoy the vehicles we loved in earlier years.

Now with the infotronics age upon us and with the way generation Y and X go about their lives and the way they live off credit, which will probably lead to extended retirement ages, one wonders who and how many are likely to

follow us into classic car ownership and have the desire and time to participate in a diverse range of motoring related activities such as our calendar of events provides us. There is already evidence in the marketplace which indicates that the younger enthusiasts are not at all interested in pre-war vehicles and have limited interest in the cars of the 50s, 60s and 70s. Their interests start at the '80s vehicles.

But right now, we have a lot of largely baby boomers wanting to add more value and fun in their retirement by joining in the many social-cum-motoring activities this club provides better than most others.

So let's rejoice and celebrate the fact that after 35 years in existence our club is stronger than ever in terms of membership numbers, participation rates, communication channels and ownership of such a wide range of wonderful vehicles.

Lastly, I wish to congratulate and thank all the hard working members of the organising Committee for making this weekend so enjoyable.

Terry Daly for managing the organisational aspects of this Anniversary event
Carol Reynolds for the room and table decorations
John & Val Dixon for the memorabilia displays
Robyn Wards for obtaining this great venue at the right price and for organising tonight's entertainment
Jeremy Braithwaite for seeking out and collating the club's photographic history and for being MC
Gary & Wendy Maher for charting today's drive; and
Lionel Walker for assisting me with the early history of the club

*** Foundation Members**

Bill Marshall, Bill Rankin, Chris Dale, John Scott, Frank Gretch, John Williams, Roland Clark, John Hall, Lionel Walker

Two-finger Typing

Stephen Knox



What's in a Name?

thoroughbred /'θʌrəbred/, *adj.* **1.** Of pure or unmixed breed, stock or race, as a horse or other animal; bred from the purest and best blood. **2.** (of human beings) having qualities characteristic of pure breeding; high-spirited; mettlesome; elegant or graceful. *—n.* **3.** A thoroughbred animal. **4.** A well-bred or thoroughly trained person.

sports car /spots ka/, *n.* a high-powered car with rakish lines, usu. a two-seater.

club /klʌb -*n.* **1.** A heavy stick, usu. thicker at one end than the other, suitable for a weapon; a cudgel. **2.** A group of persons organised for a social, literary, sporting, political, or other purpose, regulated by rules agreed by its members. (*And various other definitions.*)

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Have you ever wondered about the name of our beloved club? I have and it's kept me awake at night. It's an unusual name, the Thoroughbred Sports Car Club. It's clearly not a marque club like Jaguar Drivers – owners of all marques are welcome; it's not regional like the Central Coast Classic Car Club – members come from all over; it's not specifically sporting like the HSRCA – but some members compete in sporting events; and it's not technical like MG Restorers – but all its members are experts!. Sounds like my sort of club, but what about the name itself? It's a question I ask myself in this 35th anniversary year.

The definitions above are from the Macquarie Dictionary and are of limited assistance. Take 'thoroughbred' for example. Most people think it relates

to horses that are bred from recognised stock – *Posh Lad* by *Stuck Up* out of *Prima Donna*, for example. The term is also applied to humans, usually controversially. The people who think themselves as thoroughbred – or as Mac Dic says, having 'characteristics of pure breeding' – are those with names like Sir Algernon Crappington-Twit or Lady Penelope Fitzherbert-Mousepractice and say things like 'I paid a thysand pynds to that ghastly little man to mend the lavatory.'





“Thoroughbred” does have an established connection with cars, however. As enthusiasm for cars for their own sake and not just as alternatives to horses grew, so it was deemed necessary to categorise them chronologically.



In Great Britain, home of the old car movement, the following classifications were decided – **Veteran** for all cars built before December 1904; **Edwardian** for those built from January 1905 to December 1918; and **Vintage** for cars from January 1919 to December 1930.



That left the good burghers looking for a name for cars built in the 1930s and beyond. Perish the thought that most cars built after the Vintage era, cars that were increasingly mass produced and within the means of



the muttering classes were worthy of reverence, but there were a select few. Marques like Rolls-Royce, Bentley, Lagonda, Hispano Suiza, Isotta Fraschini, Alfa Romeo, Duesenberg, Packard, Mercedes-Benz,

Delage and Bugatti were every bit as well-built as cars from the Vintage period so were classified as **PVT – Post-Vintage Thoroughbreds**.

The Second World War changed all that. Mass production grew and manufacturers who catered only for the lofty limited markets failed or were taken over. Fewer makers could justify building all their own components so they were shared amongst marques and the parts bins of volume manufacturers were raided. One of the most British of cars, Bristol, adopted the Chrysler V8, MG took engines from their new masters, BMC and cars from the once great name of Sunbeam were now powered by Hillman engines from the Rootes Group. Marques that never made their own engines, such as Jensen, Healey and Morgan prospered while others like Invicta faded from view. Badge engineering was rife. Even Rolls-Royce and Bentley were at it and Austin A60s were turned into unconvincing MGs.

It happened elsewhere too. In Italy Iso and Bizzarini used Chev V8s while De Tomaso favoured bent eights from Ford.

If PVTs are pre-war, what do we call interesting cars from later periods? The inadequate answer is **Classic** but that can include anything from an Aston Martin DB3S or a Ferrari 250SWB to a Ford Prefect or a Fiat 500. Generally it just means old.



To further muddy the waters, if we try to hold on to the Thoroughbred term by using the definition that says ‘of pure or unmixed breed’, the only manufacturer of limited production cars that uses its own components exclusively is Ferrari – but you’ve heard me bang on about that before.

If trying to define 'thoroughbred' is hard, 'sports car' is nearly impossible. The Mac Dic's 'a high-powered car with rakish lines, usu. a two-seater' is a good starting point but what about a Lancia Integrale, a Mini Cooper 1275 'S' or a Fiat Abarth 695. Surely cars that could leave a Sprite Mk 1 or a Triumph Spitfire for dead deserve to be called sports cars. A BMW 3-series is not a sports car but what about an M3?

At least the definition of 'club' is straight forward!

In a desperate bid to bring this unwinnable argument to a reasonable conclusion, how about this? Our group is called the **Thoroughbred Sports Car Club** because it's a **Club** (a great bunch of like-minded people) whose members have a strong interest in **Thoroughbred Sports Cars** (ones that are interesting with a degree of history and importance with a hat tipped to performance and never run-of-the-mill).

And you can't argue with that!



Coming Events



(Events marked with an * are non-point score events; names in italics are the event's organiser;
shaded entries indicate a flyer following.)

July	02/03	Forster Keys Fun Day <i>Jim Peters</i>
	10	Kurrajong C & C*
	13	Club Meeting
	17	Rookwood C & C*
	17	CSCA at SMP Amaroo*
	20	Wednesday overnight* <i>Jack Jones</i>
	31	Sunday run <i>Tom Aczel</i>
August	10	Club Meeting
	13	CSCA at SMP Gardiner*
	14	Kurrajong C & C*
	17	Wednesday Run* <i>Laurie Bromley</i>
	21	Shannon's SMP <i>Colin Allerdice</i>
	21	Rookwood C & C*
	28	All British Day <i>Terry Daly</i>

September	03	TSCC dinner <i>Theo Demopoulos</i>
	11	Kurrajong C & C*
	14	Club Meeting
<i>Cancelled</i>	17/18	Port Stephens Weekend <i>B. Farr</i>
	18	CSCA at Marulan*
	18	Rookwood C & C*
	21	Wednesday Run* <i>Peter Van Dyke</i>
October	09	Kurrajong C & C*
	12	Club Meeting
	16	Polo <i>Terry Daly</i>
	16	Rookwood C & C*
	19	Wednesday Run* <i>Liz Kornhaber</i>
	23	POO Day <i>Terry Daly</i>



FORSTER FUN DAY WEEKEND

SATURDAY 2ND & SUNDAY 3RD JULY 2016



Saturday

- Rendezvous at Macca's at Waitara
- Leisurely drive to Forster on Saturday morning
- Lunch at the Salty Dog Restaurant at Coolongolook
- Check in to your apartment at the The Dorsal Boutique Hotel
- See the power boat action on the Forster keys in the afternoon
- Dinner at the Cape Hawke Surf Life Saving Club on beautiful One Mile Beach in the evening

Sunday

- We are part of the show at the Classic car display at the Keys
- Check out the [pics](#) from our last visit a couple of years ago
- Lunch at your leisure
- Return home after lunch



You need to:

RSVP to Jeremy Braithwaite

- Email: Jeremy.H.Braithwaite@gmail.com
- Phone: 0416 222 112

Book in at the Dorsal.

- Our discounted price is \$180 - \$210 depending on room. Quote our booking number 23685. Ph 02 6554 8766 or www.dorsalhotel.com.au

Book in for dinner:

- Email Jim Peters jim@pipersbay.com.au with full name of each guest and affiliated club
- Pay \$60/head to the Forster Keys Progress and Ratepayers Association Inc.
BSB 062540
A/C 10027733

DINNER DETAILS



Location: Cape Hawke Surf Life Saving Club, One Mile Beach, Forster

Date: Saturday, 2 July 2016

Time: 6.30pm

Cost: \$60.00 per person (we can only accept cash or cheque payable to "Forster Keys Progress and Ratepayers Association Inc")

Wine: BYO

Bookings: Jim Peters 02 6557 2166 or jim@pipersbay.com.au

Payment date: Friday, 17 June 2016 - delivered or posted (in an envelope marked with your name) to: 34 Pipers Bay Drive, Pipers Bay NSW 2428



TSCC WEDNESDAY RUN 20TH

JULY 2016

**with an option for an
overnight stay**



MEETING: McDonalds Mt. Colah

TIME: 9.30am for 10.30am Departure

DESTINATION: Caves Beachside Hotel,
27 Mawson Close, Caves Beach



Route instructions will be handed out on the day.

After lunch we will head to Tea Gardens 'Boathouse Luxury Apartments' - 21-23 Marine Drive, Tea Gardens.

Drinks and nibbles at 5.00pm in Room 110.

Dinner has been booked at Mumm's Restaurant at 7pm
approx 1klm. away on the waterfront.

Cost will be \$45 p/hd for a 3 course meal

The restaurant is licensed as well as BYO

The apartments have a fully equipped kitchen, if you wish to take your own breakfast
or The Tea Gardens Boatshed Restaurant is a lovely venue on the water.
John and Sue Burton (members of our club) have kindly offered their place in Tea Gardens
for morning tea.

For those wishing to stay overnight you will have to book direct by calling
Suzanne at the Boathouse Resort on 0249970833.

Accommodation is \$160 for a one bedroom apartment or
\$180 for a two bedroom apartment.

The two bed apartments have a main with ensuite and the 2nd bedroom has the use of the
main bathroom. The two bedroom apartments are very roomy and comfortable for the
two couples.

Please notify Jack Jones after you have booked your accommodation with numbers.

Also those going for **lunch only** would you respond to

Email: jennyandjack@gmail.com

Mobile Phone: 0414387944

The format of this flyer makes it hard to read the fine print, so here is what it says:

The apartments have a fully equipped kitchen, if you wish to take your own breakfast or the Tea Gardens Boatshed Restaurant is a lovely venue on the water.

John and Sue Burton (members of our club) have kindly offered their place in Tea Gardens for morning tea.

For those wishing to stay overnight you will have to book direct by calling Suzanne at the Boatshed Resort on 02 4997 0833.

Accommodation is \$160 for a one bedroom apartment or \$180 for a two bedroom apartment.

The two bed apartments have a main with en suite and the 2nd bedroom has the use of the main bathroom. The two bedroom apartments are very roomy and comfortable for two couples.

Please notify Jack Jones after you have booked your accommodation with numbers. Also those going for **lunch only** would you respond to

Email: jennyandjack@gmail.com

Mobile phone: 0414 387 944



FORGOTTEN VALLEY REVISITED

SUNDAY LUNCHRUN – 31ST JULY 2016



We last visited the Forgotten Valley Restaurant in May 2011 and a return visit is therefore long overdue!

We've planned a lovely drive through the picturesque back roads of the Hawkesbury district.

Meet at Pugh's Lagoon with the swans and geese, viewing the lowlands.

The cuisine is authentic German with 2 courses alternate drop for only \$34. You'll be home in time to watch the German GP

RSVP by June 15th to Tom Aczel on aczfam@tpg.com.au or 0404 015 600



Shannon's Sydney Classic 2016

Sunday 14 August 2016
Sydney Motorsport Park, Eastern Creek



This is our public display day where we really show off our vehicles to the rest of the classic car fraternity. Restoration projects are also welcome.

We have reserved 25 spots in our usual covered spot in the main pit area - known as area "A".

Members interested in displaying their vehicles should contact Colin Allerdice by email allercm@internode.on.net or on 0411 745704 and provide the following details:

- Name and Address for mailing purposes
- Make, type, and year of manufacture of the vehicle that they intend to bring.

Members should be prepared for a no later than 9.00am start and stay well into the afternoon .. bring a fold up chair and self catering is always a safe option.

We will continue the previous years initiative of displaying "the story of each car" in the owner's own words as a windshield display.



SILVER FERN TOUR 2016



SOUTH ISLAND NEW ZEALAND

MONDAY 14TH TO SATURDAY 26TH NOVEMBER 2016



*"Phluck her in first, give it some jandal and f@&k yeah"
New Zealand here we come!!*



PLEASE RSVP IMMEDIATELY
TO
Terry Daly
terry.daly@live.com.au
Or
0418 675253

Limited numbers. We need to
close off bookings by January 10th
2016



THE BUDGET

- You need to book your own airfares - est \$500/person
- Other expenses approx \$2,000/couple
- Total around \$3,000
- Plus shopping????

Only one place has asked for a deposit so your initial outlay will be quite small.

Will advise deposit amount when all details are finalised.

Most airlines won't release their timetables or fare rates until 2016. Regularly check the various websites and see what sort of deals you can get! Best return price this year has been \$418

Note: You will have to get a late plane back on Saturday 26th afternoon i.e. after 16.00

THE PROGRAM

- 14/11 Fly to Christchurch and overnight Christchurch
- 15/11 Drive to Hanmer Springs
- 16/11 Drive to Blenheim
- 17/11 Blenheim (Wine tour to be organised)
- 18/11 Drive to Nelson
- 19/11 Drive to Greymouth
- 20/11 Drive to Franz Joseph
- 21/11 Drive to Wanaka
- 22/11 Drive to Queenstown
- 23/11 Queenstown
- 24/11 Queenstown
- 25/11 Drive to Lake Tepako
- 26/11 Drive to Christchurch and afternoon flight home.



Mystery Weekend – 14th & 15th May

Words by Les Johnson (Day 1) & Robyn Wards (Day 2)

Photos by Jeremy Braithwaite and Robyn Wards



TOP SECRET – *Mystery Weekend, I have just learnt that this term is not to be taken lightly. After opening an email today, Stephen & Jill Knox, organisers of this unforgettable weekend questioned Roselee and me as to where the article was for Top Gear. It was a complete mystery to me and when I asked Roselee what she knew about the Mystery article, she explained “it was a Mystery Top Secret, but now you know about it, you had better put pen to paper.” – Les.*



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We were to leave home at the right time to arrive at the designated meeting point, at the coffee shop at Bulli Top lookout. After ordering our coffee we waited for the main group to arrive because only John & Margaret Moody with ML had arrived. Or so we thought. When searching



for the toilet we found a second coffee shop with many TSCC members enjoying coffee and being issued with secret Instructions. Bugger me another Mystery had just unfolded. After returning to this coffee shop and greeting all in attendance a photograph was taken on the outside of the metal extended lookout balcony, where all admired the beautiful and unforgettable rugged Wollongong coastline.

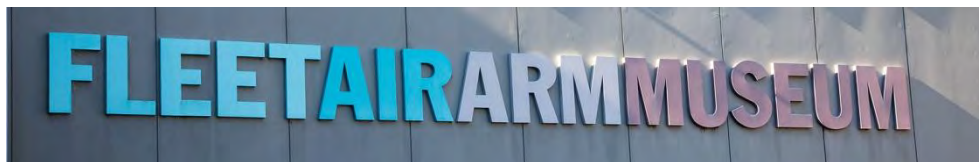


TOP GEAR MAY – JUNE 2016

We were to head off down the Princess highway to Albion Park passing the airstrip as planes zoomed overhead. We made our way through the very picturesque Macquarie Pass, with its very twisted scenic drops and waterfalls cascading along side of us. Stephen mentioned that this was one of the most scenic and interesting roads this state of ours has to offer. Guess it was a great driving road as well. Stephen, Jill (Ferrari) Peter and Marg Simms (BMW 635) roared past us, and disappeared into the distance. Lucky for us driving sedately in the Subaru, a policeman greeted us at the top of the pass. "Count to ten he advised" I passed with flying colours. We drove through the small highland town of Robertson and onto the beautiful lush green Southern Highlands country-side, to our lunch stop at Fitzroy Falls. A quick look at the cascading falls, where mist and spray filled the air as it rumbled into the Kangaroo Valley below.



Our light Lunch was laid out in a special area in the visitors centre café for our group for all to enjoy on arrival. We sat with Julie and Jeremy Braithwaite, talking to ML the Slaters - David, Linda, John and Wendy (with her very attractive new hair style) on the next table. After lunch it was time to make our way through the beautiful Kangaroo Valley to our next destination the museum at the Naval Air base, HMAS Albatross at Nowra. We managed to get lost with Keith & Carol Reynolds, Rob & Kay Finney, John & Margaret Moody, eventually catching up with the main group on the opposite side of the airfield.



We were greeted by TOP SECRET Commodore Vince di Pietro, ex-Commander of the Fleet Air Arm Base, recently retired, after a wonderful career extending 39 years and eight months.

Vince was a wonderful source of knowledge as he explained the different aspects of aircraft and the role that they played through his naval career including aircraft landing procedures. We all listened intently about how difficult it was to land planes onto an aircraft carrier. Vince's



talk was to last 90 minutes, and was so well explained. We were all in awe, thrilled and very honoured to have this special guided tour with such a highly qualified and passionate man.

After the exciting Fleet Air Arm Museum tour, we all made our way back to our TOP SECRET night's accommodation at the now famous historic COOLANGATTA Winery.

Finally we checked in at reception whilst a garden wedding took place and we all unpacked our bags (ours

was an ex-servants' room - at least we did not have to spend the night in the stables) and headed for Stephen & Jill's room in a wonderful early convict cottage set in Coolangatta's well manicured gardens, for drinks and nibbles. Stephen eventually ordered us out as dinner was to be served in the large historic function room. A great night was enjoyed by all. Vince



and his lovely wife Sandy joined the group, and he gave a great speech about his career in the Navy. Everyone was very well fed, entertained and enjoyed themselves immensely. We spoke highly of the great day and as we stepped into the cold crisp south coast air, we made our way, retiring to our nice warm cosy allocated rooms.



The history of Coolangatta Estate stretches back to the early 19th Century. It was in 1822, that partners Alexander Berry and Edward Wollstonecraft settled on the foothills of a mountain named Coolangatta, after obtaining a grant of 10,000 acres and 100 convicts from the NSW Government. The date 23 June 1822 has since been recognized as the first European settlement on the South Coast of NSW. Alexander Berry wrote:

"For my headquarters I fixed on the north side of the river at the foot of a hill called by the natives 'Collungatta'. I located the 10,000 acres grant in this locality"

'Collungatta' was the Aboriginal word for *fine view*, a description that Berry found difficult to dispute.

On 1 July 1822, Alexander Berry climbed Mt. Coolangatta to view his vast estate. He spent the night atop this ancient mountain, pondering the future of his settlement and possible uses of its fertile land.



DAY TWO of our magical mystery weekend dawned with a magnificent sunrise shimmering shades of gold over the Coolangatta Estate Vineyard, surrounded with lush green pastures that led down to the Shoalhaven River.

As timing was critical for today, we all arrived for breakfast promptly at 7.30 where we were treated to a magnificent, freshly

prepared buffet that had everyone very satisfied.



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9.00 am and time for coffee at a funky little coffee shop, Hyper Hyper in Nowra. This was a very popular place with many locals getting their morning hit. The decor was very industrial, seating being unique milk crates and hessian bags, which the men found very comfortable.



While here we all even had the chance of selling our cars via the local notice board.....did you give the guy a ring Jeremy?

Promptly at 9.30 we left Nowra for the pleasant drive to Jervis Bay Naval Base, HMAS Creswell where after passing security Vince introduced us to Lieutenant Commander David Jones from the





Creswell Historical Society who arrived in his yellow Austin Hampshire.

Dave would be our guide today, firstly driving around the base, showcasing its magnificent buildings and manicured grounds all surrounded by the crystal blue waters of Jervis Bay.

In 1915 the Royal Australian Navy College moved from its temporary beginnings at Geelong to the new facilities at Captain's Point on the southern shores of Jervis Bay in New South Wales. Young boys, of only 13 years old joined as cadet midshipmen and began their Naval and academic training in the very remote, yet pristine environment. Even today, many names from this very first intake of cadets are well known within the Navy.

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In true Military form, we all parked along the front of the 100 year old Clock Tower building which now serves as a conduit for the heritage of the Royal Australian Naval College and the Royal Australian Navy.

Displayed in here was the whole Peter Weber Collection of 12 model sailing ships, which covers 400 years of sailing history, which took over 35 years to make.



The museum also displays seven more recent models of ships including HMAS *Canberra I*, a Fremantle class patrol boat, a Charles F Adams class destroyer, and an Oliver Hazard Perry class frigate, as well as a cannon from the Boxer Rebellion, and a Second World War 'Link Trainer' flight simulator.

Next stop on our tour was the Museum which was focused primarily on the history of the Naval College, the staff and cadets, their lives and their careers over the past 100 years.

Food is never far away; lunch was a superb picnic hamper supplied by Bonbouche Gourmet Picnic Catering and eaten on the lawns of the Wardroom garden.



Everyone was reluctant to leave this idyllic setting as we all knew it was the end of a wonderful Mystery Weekend, brilliantly organised by Stephen and Jill Knox. Thank you and thank you to all attending for making the weekend so brilliant.



TOP GEAR MAY – JUNE 2016

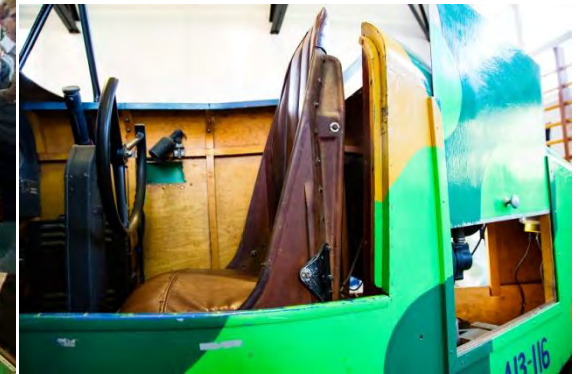
Mystery Weekend Gallery: a (small) selection of Jeremy's photos











TOP GEAR MAY – JUNE 2016

...and finally from HMAS Creswell, an excerpt from the Naval College Handbook (1918) Section 1 where it describes the type of boy, often about 13 years of age, who they were looking for to join the Navy.

‘A bright, smart, cheery boy, fond of games and open-air life, with a leaning towards the sea as a profession; alert and full of joie de vivre, even with a spice of mischief in him; imbued with a sense of honest straightforward manliness, who would not stoop to prevaricate in order to escape punishment; a strong-minded boy of good moral courage; capable of “taking charge”, who will not be likely to lose his head in an emergency; quick to act and do the right thing; good physique – this is what is wanted, the ideal type.

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The sensitive; the highly strung; the prosy, slow, poetical type; the bookworm; the effeminate; the boy without ambition, who is content to float along with the crowd; the boy lacking initiative, energy and vitality; the boy who is inordinately fond of home life; the sly type who confuses illicit acuteness with cleverness; the boy who never plays games, but prefers to mope indoors over a book – these are not wanted.

Run to Berrima – Wednesday 18th May

Words by Lloyd Thompson, pictures by Jeremy Braithwaite and Stephen Knox



Wednesday 18th May dawned fine and stayed that way all day, just what one needs to take a leisurely drive with the roof down. Gathering at McDonalds, Eastern Creek for a 10.00 am start were the majority of participants, others choosing to join in along the way.



The route used well established roads, some not commonly travelled much today, but sealed and in fair to good condition. Once into the outer western suburbs the countryside opened up to small farm



holdings, imposing houses with manicured paddocks, all green in the warm autumn weather. The lack of rain in April and May was becoming evident but the scenery was always changing and interesting, at least to those of country backgrounds. Past Wallacia and The Oaks comfort stop, we headed to towns once on the old Pacific Hwy such as Thirlmere, Tahmoor, Bargo



and onward to Yanderra and Yerrinbool. Most are now sleepy villages with mainly local residents, however Tahmoor has made a leap forward into a modern looking town with new shopping mall and expanded housing areas.



From Yerrinbool the Old South Road took us to Bowral. This road runs east of the more popular roads, passing Mittagong airfield and ending near Moss Vale. Bowral to Berrima was a short distance on where the Surveyor General Inn was awaiting and ready to cope with thirsty and hungry folk. Traffic was negligible the whole way which, apart from some minor roadworks where we were even accorded preferential passage, enabled drivers and passengers to enjoy a low stress and safe run.

All 41 members were fed and watered with hearty meals in typical country pub style, some then taking a walk around the Berrima shops, galleries and curio stores prior to the drive home.





Ladies' (and their Escorts') Lunch – Sunday 29th May

Words by Vern Kelly & pictures by Vicki Bell



Another great TSCC event was held on the above date at Sous le Soleil Restaurant, Roseville.



The Ladies Lunch is a traditional Club event held over the years as a special day at a beautiful location for a lovely lunch especially for the Club's ladies. The gentlemen of course accompany their ladies for this special occasion and in

most cases, provide the "horse and carriage" to take them home again in style after the ladies have enjoyed a relaxing wine or two.

Vicki Bell was organiser and hostess of the previous event held two years ago at this location and its popularity saw Vicki again organise this year's event at the same venue because of its delightful ambience.



courts where President Barry and First Lady Dott play !!!

The event commenced with antipasto plates and a glass of "bubbles" (willingly refilled) on arrival as we all mingled and talked "cocktail party style" prior to sitting down. Lunch was a choice of main courses of French cuisine beautifully presented and most enjoyable. Wine was BYO which most people prefer and it keeps the overall cost down.

Lunch was followed by a choice of lovely desserts as only the French can make them.

Sous Le Soleil restaurant features, in line with its French name, modern French cuisine and is housed in a classic traditional Australian cottage built in the 1800's. It is situated in parklands in Roseville and adjoins a set of tennis



Dining was in a lovely rustic courtyard, mainly under cover but open to the air. The temperature was “coolish” and most people arrived dressed in coats. However, once seated, the sun drenched courtyard, plus heaters over the table, had most people quickly removing their coats. After all, the name Sous Le Soleil means “under the sun”, so the sunshine was appropriate.

Vicki’s meticulous attention to detail included a little bag of goodies on the table for all attendees containing chocolates (all ladies love chocolate) and some Twinings of London Lady Grey teabags (again for the ladies, of course).

Those attending this year’s Lunch were:

Carol and Keith Reynolds
 Dott Forrester and Barry Farr
 Toni and Malcolm Ireland
 Carole-Anne and Barry Lunn
 Barb Midgley and Bruce Griffiths
 Gai and Andrew Bristow
 Sue Harris and Ron Powell
 Val and John Dixon
 Wendy and Vern Kelly
 Vicki Bell and Greg Ball
 Robyn and Terry Daly

A measure of how much everybody seemed to enjoy the day was that nobody wanted to leave, as they were all chatting away long after lunch finished. We had to be “asked to leave” (very nicely, of course) because the restaurant was closing!

Lastly, the “weather whisperer” as Club member Colin Allerdice recently dubbed me, managed to turn in a beautiful day of cobalt blue sky with no hint of rain. However, I can’t take any credit for this one as the forecast was always for a fine day.

Great thanks to Vicki Bell, on behalf of all attendees, for a most enjoyable day.

Sydney Retro Racefest – Sunday 12th June

Words by Colin Allerdice , photos by Colin Allerdice, Jeremy Braithwaite & Stephen Knox



I have Fox at home. It offers a multitude of channels including sport, drama, the so-called “murder porn”, and, of course, dedicated auto channels. The range is seemingly endless. But is it the “real deal”?

Well actually there are times when, despite this vast array of viewing options, there is literally nothing to watch. It can be somewhat frustrating when those times arise but like a favourite pair of slippers something generally pops up which earns my selection.

That old classic “Casablanca”, for me, is one such selection.

Like me, you have probably seen that movie over 50 times and know the script and each scene backwards. And, like me, you have got to know Rick Blaine, Ilsa Lund, Victor Laszlo and Captain Louis Renault personally over the years. Flicking on “Casablanca” for that one more time is just like inviting the actors Humphrey Bogart, Ingrid Bergman, Paul Henreid and Claude Rains into your home again to share a bottle of wine and have some laughs.

Comfortable friends, I call it.

Now you are probably wondering what has the 2016 Sydney Retro Racefest got in common with the movie “Casablanca”.

The Retro Racefest at Sydney Motorsport Park (Eastern Creek) was jointly organised by the ARDC and the HSRCA and ran over Saturday 11th and Sunday 12th June. Races for older cars in a range of categories covering open wheelers, sports cars and touring cars were held on both days. Sunday’s activities included a static display for interested clubs.

“Skid” Marks, Laurie Sellers, Jim Catts and Vic Clarke were the TSCC trophy hunters as they put both their race cars and their individual skills to the test over the weekend.

The static display attracted 15 cars from TSCC members with examples of Jaguar, Ferrari, BMW, Aston Martin, Mercedes-Benz, Triumph and Nissan on show.



An excellent cross section of our cars as can be seen from the accompanying photographs.



Indeed, for those attending it was a clear case of rounding up the “usual TSCC suspects” and continuing that “beautiful friendship” that exists within the club.



But whilst in the movie we may fret over Rick’s lost love and his noble spirit in giving his ticket to freedom to his rival, we cannot but wonder about the future of the Retro Racefest.

There was no particular promotion point or theme to the weekend giving it the feel of it being just another members’ track day. The number of both competing cars and spectators appeared well down on 2015 and the racing itself gave the distinct impression of regularity in the majority of events.

Yes .. a bunch of old guys watching a bunch of old guys driving old cars in a single file around a race track. Skilful – yes; Enjoyable for competitors – yes; Riveting for the spectators – not really.

Now that we all know the script for the Retro Racefest only time will tell if it becomes that sort of classic event that will see us wanting “to play it again” and return year after year, or if it just slips quietly from our programmes and falls into the “what happened to that” category.

“Here’s looking at you, kid”.





TSCC 35th Anniversary Celebration – Friday 17th to Sunday 19th June 2016



Friday run to Bathurst via the O'Connell pub.

Words by Terry Daly

The weather outlook for the Friday looked bleak with a 70 % chance of rain and, with the forecast for more and heavy rain over the weekend, many members elected to take their everyday driver to Bathurst. Notable exceptions were the Moody's (with ML aboard) with their Jaguar 3.8 Mark 2, a similar car for the Shield's, a Jaguar XK150 was the St Julian's choice, whilst Norm and Pam Johnson brought out their lovely 3.8 E-Type Jaguar.



Those travelling on the Friday met at the Kurrajong village for coffee and a 10.30 am start. The route was well known by many members and that was via the Bells Line of Roads, then the Causeway to Mt Victoria, the Great Western Highway, Lake Lyell, then through some lovely driving roads to Tarana and finally onto the O'Connell pub for lunch. If you weren't sure of the route you had the option to either follow the Hallams in their Porsche Boxer GTS, the Thews in their 944 Porsche or if you wanted a much more leisurely pace the Mahers in their Volvo. No matter which route you took or who you followed, all arrived for lunch before 1.00 pm. The pub itself was cosy with log fires going in two of their rooms. The pub is only used to having a few for lunch and the influx of just on sixty people (despite the booking) meant the service was somewhat slow. It didn't seem to matter as many members took the opportunity to catch up on the old times. And when the meals arrived the servings (especially the chips) were more than sufficient. At our table the conversation centred on Ashley's Smith newly acquired Volcano Orange McLaren MP12C, its history, and





Ashley's intention to service the car himself ...brave man! In the meantime, Jeremy Braithwaite could be seen taking photos of every car and every couple.



The run after lunch was a 25k drive into Bathurst. Some took the opportunity to visit the Bathurst car museum (which houses TSCC Member Rick Mark's Bathurst 500 Studebaker Lark) whilst others meet at the bar for a pre-diner drink. (...and one couple went to a patchwork shop in Bathurst. Ed)

Dinner had been organised for eighty people at Duggan's Irish pub in Bathurst. Jack Jones had organised a local bus company to ferry us both ways so members didn't have to worry about having a few drinks. Duggan's has a great menu and the servings are more than generous. Everyone that I noticed left portions on their plates. No one went home hungry!

The bus returned and took the first group back to the Rydge's hotel on Conrod Straight at approx. 9.00 pm, with the second bus leaving at 9.30 pm, and those on this bus were treated to a foggy lap of Mount Panorama at a very slow pace. Some were off to bed whilst others went to the bar for a night cap and further discussions on the lovely cars members own.

A Saturday Drive in the Country

Words by Stephen Knox

A peek out the window at daybreak on Conrod Straight confirmed the wisdom of bringing our 'sensible' car, the one that doesn't leak nor the one equipped with Lucas windscreen wipers. It was bleak and cold.

Breakfast fixed that as we shared our muesli with happy members bursting to get on the road at the TSCC version of the crack of dawn – 10.30am.

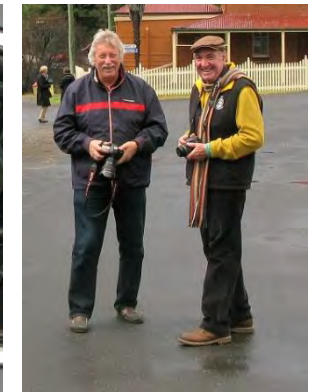
Gary and Wendy Maher had prepared the run for the day and with their extensive rally backgrounds, a great drive was expected. They didn't disappoint! There were a total of around 260kms to cover, many of them over some of the best driving roads in the state and the instructions on how to navigate them were as good as any I've experienced. Anyone who missed a turn has only himself (or the navigator) to blame.

Section 1 took us to Sofala which was a hive of activity as the local bookshop was having a sale of their comprehensive stock. Jill asked if they had a map of Ireland. They did! Three dollars thank you very much!



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Coffee was better than the look of the shop promised and John Bailey met a local character with a long grey beard and the anticipation of a new Mustang which he has on order. It's all happening in Sofala!









Next stop was for lunch at Millthorpe where the ladies of the CWA had prepared the kind of lunch that only CWA ladies can – hot soup, sandwiches, cakes, slices, tea and coffee, all served amongst drays, carts and bailers at the excellent local museum.



As the last of the cars left Millthorpe, Jill just wanted to have a ‘quick’ look at the shops. We met Jim and Jenny Catts. It seemed that Jenny just wanted to have a quick look at the shops too. We left Millthorpe at 3.30, too late to do the afternoon run. The main attraction was a pop-up shop that was only open for two days, plus the one next door which was having a 50% off sale. An antique shop also attracted some attention. Amongst the metal signs, sets of non-matching chairs and refurbished wardrobes, Jenny found a very glamorous evening dress, a kind of gownless evening strap, ‘just the thing for tonight’s party.’ She looked great in it but it was a little too small so it went back on the hook. Jill bought some very nice items and was very pleased that we’d bought the wagon.

Jim and I had plenty of time to talk and we discussed at length the trouble we are experiencing with our sticky knobs. Whereas I have lived with the problem, Jim has Googled solutions and come up with an answer that involves simply wiping the knob with a solvent. The whole operation is quite simple as long as you take the knob out and protect the surrounding

area from split solvent. It was good to talk with someone who has the same problem as I do and I am determined to follow his advice. Jim has kindly offered to come to my place and give me a hand to get started. Apparently sticky knobs, switches and door handles are common to all Ferrari 575s.

And so, with the girls' shopping over and my understanding of cleaning sticky knobs vastly improved, we set off back to Bathurst.

PS. Many people at the party were talking about the afternoon run and how great it was, so I decided to tackle it on Sunday morning. We drove back to Millthorpe (arriving just before the shops opened) with Bob and Jeni Smith. We had a walk around town and a cup of coffee and bumped into Derek and Maggie Scott who had some back for a better look at the museum.

Back on the Maher's route instructions we were soon in Orange and Jill saw a sign advertising an antiques fair on that day. It was small sign but she has very good eyesight for such things. Ironically, Jill bought nothing but I bought a book on the history of Elva and another on the centenary of the RACA.

At last we set off on the section that included the road described in the notes as 20kms of one of the best driver's roads in NSW. It is.

The almost constant rain meant traffic was light and, after a brief visit to Lizzie Kornhaber and Geoff Scott's place at Little Hartley for a cuppa, we arrived home at six.

What a fabulous weekend and thank you to everyone because everyone made it special.



Saturday Night Fever

Words by Kay Finney

Well what a walk down memory lane this great evening turned out to be and I am not only referring to the photographic memorabilia and speeches but the musical interludes also. Whilst some of the music predated myself (joke), for me Elvis has never left the building and will remain the all time immortal of early rock music.



Down to business though let me say that after Rob and I organised the 30th it was good to leave it in the hands of such a professional team to worry about it this time. The result was truly special and everyone involved in the organisation of it can now rest on their laurels for having presented a wonderful evening. Rydge's proved an excellent venue for the festivities and the food, ranging from the pre-dinner nibbles to the entrees, main meals, dessert, and not forgetting the wine, was great value.

Whilst part of the evening for some reason is a little hazy to me Jeremy's online photographs assure me that I and many others obviously enjoyed themselves on the dance floor immensely – the only part missing for me was a bit of disco style dance music and my all time favourite after dinner workout "The Nutbush".

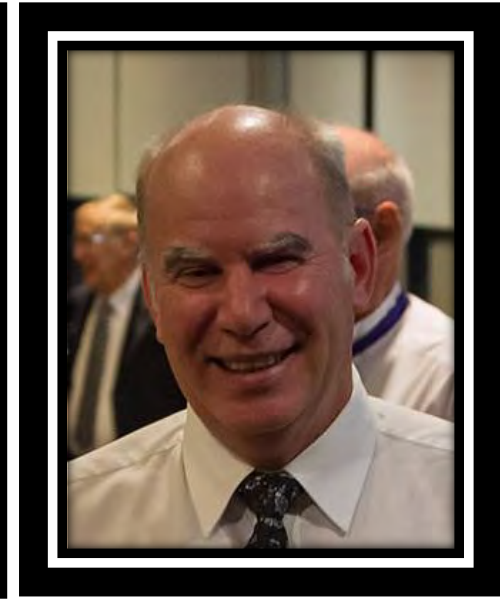
I also wish to particularly congratulate all the members who gave speeches and hunted down photographs etc together with the enormous task of compiling them. It certainly provided a lot of us, I feel sure, with a far deeper and better understanding of the history and depth of TSCC since its inception. It has been a truly remarkable 35 year evolution thanks to the time and effort of many members over this period and I hope it will always maintain the limited membership that it stands at now. What makes this club so special is the ability to hold these types of events which let members get to know each other. It also allows all members to participate in these special one-off evenings which can often become unmanageable when a club is allowed to grow too large.

The bestowing of a Lifetime Membership on Ian Norman was a special experience to witness when such a humble man received this honour. I must admit many feared for his health such was the shock, and one table I believe who had two recently certified First Aiders at it were discussing who would be first to administer help if required.



Whilst this was also a nostalgic trip for many of the long time members it was also an opportunity to relive those special moments with a group of like minded individuals in an atmosphere of friendship and camaraderie. Thanks again to everyone who participated be it formally or simply as a guest. Bring on the 40th.





Car for Sale



Kumiko Yamamoto is offering for sale her beautiful 2010 Porsche Boxster. *"I would like to sell my Porsche because of my frozen shoulders. I love my Porsche, but its steering is a bit hard for my frozen shoulder, so I could not drive the car much... If someone in our club will buy my car and look after it, it will be nice for both my car and myself."*

Here are the vital statistics:

Make : Porsche Boxster 2010 (one lady owner)

Engine : 6 cylinder 2.9L

Transmission : Tiptronic

Millage : 27,633km

Colour : Meteo Grey

Interior : Black leather

Registration: BNT 56P, valid to 05.17

Full service records available.

Price : \$76,000 ono

Contact : Kumiko 0410 492 499



Elgin Park

An American town from the mid-20th Century





Welcome to Michael Paul Smith's Elgin Park:

A 1/24th-scale recreation of everyday scenes from mid-20th century America, ranging from the 1920s to the mid-1960s

What started as an exercise in model-making and photography became a dreamlike reconstruction of the town Michael grew up in. It's not an exact recreation, but it does capture the mood and feel of his memories.

Photos posted on [Flickr](#) went viral, attracting millions of visitors from around the world. Michael's work has since been featured by media around the world.

The buildings are constructed of resin-coated paper, styrene plastic, and basswood, plus numerous found objects. The vehicles are from Michael's collection of 300+ commercially produced, diecast models.

No Photoshop was used in these images; they're all composed in the camera. It is the oldest trick in the special effects book: lining up a model with an appropriate background, then photographing it.



You can't be serious!



An older, tired-looking dog wandered into my yard. I could tell from his collar and well-fed belly that he had a home and was well taken care of. He calmly came over to me, I gave him a few pats on his head; he then followed me into my house, slowly walked down the hall, curled up in the corner and fell asleep.

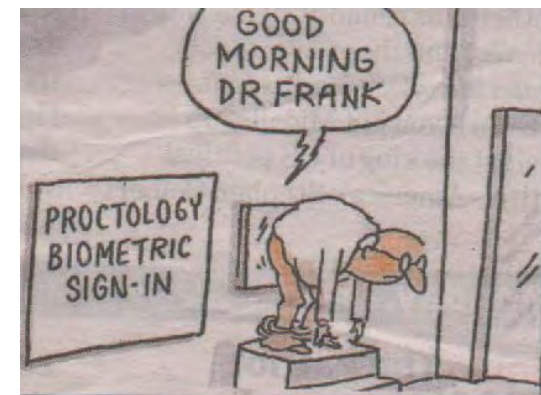
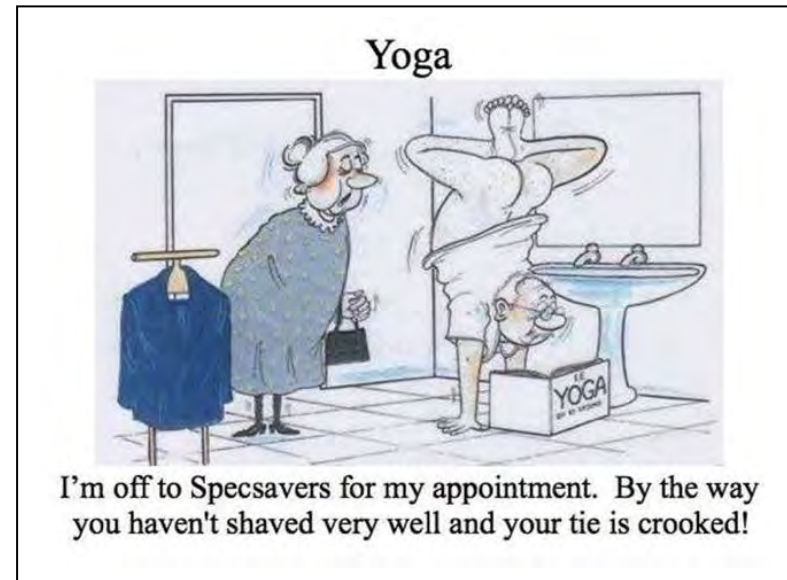


An hour later, he went to the door, and I let him out..

The next day he was back, greeted me in my yard, walked inside and resumed his spot in the hall and again slept for about an hour. This continued off and on for several weeks.

Curious I pinned a note to his collar: 'I would like to find out who the owner of this wonderful sweet dog is and ask if you are aware that almost every afternoon your dog comes to my house for a nap.'

The next day he arrived for his nap, with a different note pinned to his collar: 'He lives in a home with 6 children, 2 under the age of 3 He's trying to catch up on his sleep. Can I come with him tomorrow?'



Old and News



When you have a spare 30 minutes or so, click on this link for a nostalgic tour through the Jaguar factory in 1961.

<https://www.youtube.com/watch?v=IKJPFRNO344&feature=youtu.be>



Pictures from the 2016 Mille Miglia





Two E-Types – the Ultimate Challenge



These two E-Types listed on eBay UK have just recently been unearthed after a long slumber in overgrowth, and will need a sympathetic owner – John Moody perhaps! - to bring them back to life.

The tops have essentially collapsed into the interior which, as you might expect, have succumbed to the elements.

Perhaps amazingly, the drive trains are still with the cars. They come with their complete running gear and their wheels are still attached.



The asking price for the pair was £19,999, but within days they were withdrawn from sale with the comment 'no longer available'.

That sound you can hear is Sir William Lyons turning in his grave.



TOP GEAR MAY – JUNE 2016

The End



TOP GEAR MAY – JUNE 2016