

ISSN 2207-9327



The official magazine of  
the Thoroughbred Sports  
Car Club

January-February 2020



# Contents

## Regulars

About our club p3

Coming events -see the website

President's Report p4

Cul de Sac p6

The Cars's the Star p20

## Events

Taste of Taralga run p7

Arthur Pottage: Auto Biography p10

SSO Concert p16

The End p21

January Lunch at Cabarita p17

Lunch at Rafferty's Resort p18

**Closing Date for the March-April magazine 30<sup>th</sup> April 2020**

# 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 3006, Dural, NSW 2158.  
Email: [secretary@thoroughbredssportscarclub.asn.au](mailto:secretary@thoroughbredssportscarclub.asn.au)

## Incorporation

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

## Affiliation

TSCC is affiliated with CAMS Limited

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

## Website

[www.thoroughbredssportscarclub.asn.au](http://www.thoroughbredssportscarclub.asn.au)  
Contributions to the Webmaster:  
[webmaster@thoroughbredssportscarclub.asn.au](mailto:webmaster@thoroughbredssportscarclub.asn.au)

## Top Gear

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

Current and previous editions may be downloaded [here](#).

All contributions to:

John Slater

M: 0417 663565 Email:

[editor@thoroughbredssportscarclub.asn.au](mailto:editor@thoroughbredssportscarclub.asn.au)

## Guest Editors

Alfa Editor: [Barry Farr](#)

Aston Martin Editor: [Les Johnson](#)

Jaguar Editor: [Terry Daly](#)

Lotus Editor: [Roger Morgan](#)

## Other Information:

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

Top Gear has been continuously published since September 1981.

Over the past few months your committee has taken on an issue that has been a thorn in the side of the club for some time - judging of cars at the POO Day. (Thanks to all the members who offered their opinions on whether we should change and, if so, to what. All your thoughts were taken into account.)

The crux of the matter lies within the very heart of the TSCC as we are club that welcomes cars from many marques. Judging cars in a one-marque club is easy - its apples verses apples and the club can furnish experts who can accurately and reliably tell a Granny Smith from a Pink Lady. Our challenge is much harder.

For some time, Chris Haigh, usually ably assisted, has done a sterling job of assessing the cars on display. The problem is, how do you compare a 1960 Lotus Elite with a 2019 Ford Mustang, or a Morris 850 with a McLaren Senna (even if we had such a car in our club).

There is a reason why we don't call our display a Concours d'Elegance. The best Lotus Elite can only be found by comparing one to a number of others. The same applies to Ford Mustangs, Minis and most other makes and models (although gathering a gaggle of McLaren Sennas might be difficult). We have a situation where I know of two members, and I'm sure there are more, who won't attend our POO Day because of the way the cars are judged. I know the old saying that starts 'You can please some of the people some of the time...' and we have been told we'll never satisfy all of the people all of the time, but we've given it a go.

The main complaint has been that the newer the car, the easier it is to present for judging and the more likely it is to win. One solution would be to penalise cars for being 'too young' but that would discriminate against owners of 'newish' cars, of which there are more and more coming into the club.

We felt we had to go back to basics. The clue is in the name of our display - PRIDE OF OWNERSHIP DAY. The owner of a 1951 Hardly Worthit that has been in his or her family since new, been their wedding car, brought the kids home from hospital and so on, may well be prouder of having owned that car than someone who has just bought, say, a 2018 Ferrari.

So, here's what we've come up with. There will still be the opportunity to have your car judged by the judging panel, the system by which Neil Mason's Jaguar Mk 2 and Peter Dowrick's Mustang were worthy winners last year.





All cars, including those being judged as above, will be eligible to be considered for the Pride of Ownership Award. Voting will be done by everyone in attendance. To make it more interesting, car owners will be encouraged to display a brief story about their car, particularly if it has an interesting history, one which engenders 'pride of ownership'. This method of voting will replace the Ladies' Choice award.

The big difference will be that the winner of this competition will be declared 'Car of the Year'. Winners of the over and under 30 years old 'conventional' judging will be awarded trophies at the Awards Night.

Of course, it is possible that a car could win both contests. A car that scores top place in one of the age-related judging could also be the most popular car voted by club members and visitors on the day.

POO Day for 2020 will be a test for the new system. Your committee feels that we should get some good stories from owners about their cars and results will be fairer and more in tune with our club's name and nature.

Who knows? Car of the Year for 2020 might be that 1951 Hardly Worthit still with some confetti under the seat cushion, a wonderful patina and a great family history.

The big difference will be that the winner of this competition will be declared 'Car of the Year'. Winners of the over and under 30 years old 'conventional' judging will be awarded trophies at the Awards Night.



What a difference two months makes! From the bushfires at Christmas to the floods of February it has been an extraordinary start to the year.

Just as things began to settle down, we are now experiencing the world-wide COVID-19 pandemic, forcing people to defer and cancel their overseas trips. Wendy and I had planned a trip to Techno Classica at Essen in late March, followed by the Goodwood Members meeting, which we've cancelled, not so much because of the virus, more around the risk of being trapped in quarantine somewhere.

I'm sure we're not the only club members to be disappointed and out of pocket as a result.

Our motoring year kicked off with a visit to the Gnoo Blass display at Orange on 15<sup>th</sup> February. Dave and I travelled up on the Friday and had a great time with some mates. The display was excellent, it keeps getting larger each year. A standout is the truck display, which you just don't see anywhere else.

I also took the opportunity to participate in the a Club Plate run to Riverside Oaks in my Giulia, on 5<sup>th</sup> February. It was one of those rare February days, not too hot to be driving a car without air conditioning. Traffic in Sydney is now very heavy most of the time and is not very sympathetic to old cars. I notice that the usual reaction of other motorists to seeing a car on concessional registration is to assume it is slow and seek to pass at the first opportunity. What is more worrying is that they have no idea that old cars, particularly those with drum brakes, like my Falcon, simply cannot stop as well as modern cars and they take over the space you've left for braking.

I found this to be a particular problem with my old Holdens, which had marginal brakes from new. It wasn't so much a problem with my American cars, as their size seemed to indicate caution.



Stay well and stay safe.

*Editor's Note: This article was too late for the December magazine, thanks Malcolm.*

Those Attending:

Terry & Robyn DALY	Bullitt Mustang
Alan & Liz JONES	Mercedes C250
Jack & Jenny JONES	Jaguar XK
Stephen & Jill KNOX	BMW Z4
Daryl & Andra PIKE	Porsche Boxter
Colin & Jan PIPER	Mazda MX5
John & Colleen PYMBLE	Lotus Europa
Bruce RICHARDSON	Datsun 260Z
Peter & Margaret SIMMS	Mercedes C63 AMG
David & Linda SLATER	Mercedes SLK
John & Wendy SLATER	BMW 330 Ci
Malcolm & Margaret STEPHEN	BMW M3
Greg TIMMS	Alfa Romeo GTV6

What a great 3 days we had in and around Goulburn and Taralga on Colin and Jan Piper's run which focussed on the "Taste of Taralga Festival" - part of the town's 200<sup>th</sup> birthday celebrations.

### Day 1 (Friday 4<sup>th</sup> October)

On a beautiful spring day, most of the participants met at Eling Forest Winery Café - arguably the best morning tea / lunch stop on the Hume Hwy. An unfortunate truck “breakdown” and associated half hour traffic jam at Menangle only made a us a little bit hungrier – any excuse for a piece of one of their magnificent cakes or something more substantial for others. Without any pressure to leave early, we whiled away an hour or two chatting and soaking up the atmosphere.

With our caffeine tanks topped up, we headed for our accommodation in Goulburn or Taralga in the case of Bruce and Greg, who stayed at John and Colleen’s home. Arriving at the Lilac City Motor Inn just after 1pm, we learnt from the receptionist that check-in time is 2pm, reinforced by a sign on the door: “Early check-in incurs a \$15/hr charge” - message received! Off to kill some time then.

At 2pm, many of us reconvened on the outskirts of Goulburn for a tour of Riversdale, a National Trust 1830s house. Riversdale is a fine example of a Colonial Georgian home surrounded by splendid gardens and picnic grounds. The property is renowned for its collection of fine Australian Colonial furniture and arts and craft. The tour was very interesting and the photo opportunities numerous.

Pre-dinner drinks were held in a large room off the restaurant instead of the usual car park do, which was much appreciated with the cool weather outside. The “Problem Solver Award” went to John Slater who solved the puzzle of the light switch location, after a 10-minute search by half a dozen of us. Well and truly satisfied with our cheese, biscuits and booze, we popped next door for our dinner at the motel’s steakhouse. Prawn cocktails proved to be a popular entrée. Fact: statistics prove that 50% of classic car people eat classic entrees!

### Day 2 (Saturday 5<sup>th</sup> October)

Quite a contrast today with overnight rain and a cold start to the day. The Goulburn contingent headed off at ~8am for the 30-minute drive to Taralga, which was a pleasant easy drive through green countryside (a welcome and complete contrast to the drought-ridden Queensland Outback that Margaret and I had driven through last month). It was low cloud all the way and the fog had only just lifted when we arrived at John and Colleen Pymble’s magnificently restored historic home. The house was first built c1850 as a hotel at the T-intersection of the old road to Sydney and the old main street of the town (which was a 5-day ride from Sydney at the time). Apparently, the purchase of the run-down property came about due to John’s quest for some shed space combining with Colleen having grown up in the town. A decade of meticulous restoration and renovation ensued, culminating in their magnificent home, which was a highlight for me and another unexpected benefit of being in the TSCC.

Colin promised potential chaos at Taralga and being a man of his word, delivered when it came time to park in the town – a bit of a mad-house, but it all worked out well. I’m pretty sure they achieved at least the 60 cars they were expecting from the TSCC and others including Renault, Pittwater, Crookwell and Goulburn car clubs. Apart from the cars, there was plenty to see and do including historic displays; shearing, spinning and blacksmithing demonstrations or a bit of crafty shopping. For those feeling the cold - “Op-shopping” for warm clothes! A hop-on-hop-off bus was available to access various sites including Macarthur’s Richlands House c1840s. Richlands is a bit of a “fixer-upper” compared to Riversdale (on Friday) but interesting, nonetheless.

Lunch was anything from a sausage sanga to fine dining at the Argyll Inn. We opted for the Tangled Vine Café which was excellent.

I don’t think I’ve ever stopped at Taralga, but having experienced the town, I’m sure I’ll be back soon.



Back at Goulburn and here we go again, pre-dinner drinks at the motel, with Jack Jones turning up with enough cheese to feed a mouse plague! The decision for dinner was between the #1 TripAdvisor ranking Thai restaurant – too far to walk, La Casa Italiana (Italian; you guessed it) – too far, but 8 of us braved it anyway and the Indian – a hop, skip and a jump. Reports were that the Indian was good, however, having eaten at the Italian, I can confirm that it was a cracking meal. The word is that quality can vary depending on the chef, but we had the owner Franco, who absolutely nailed it.

### Day 2 (Sunday 6<sup>th</sup> October)

With a more leisurely start today, 16 of us re-traced our steps to Taralga plus another 10 minute drive to Tathra Place Free Range farm <https://www.tathraplacefreerange.com/> owned by Luke Winder. Luke is the son of TSCC member Trevor Booth's partner Jenny Eagle. Coincidentally, Luke is an old friend of our children/family while I was his childhood football (soccer) coach. Luke grew up in "The Shire" and was an electrician until he made the career change to farming 3½ years ago.

Luke showed us over the property which he describes as a regenerative farm, where they grow all of their produce ethically, in chemical free paddocks, without any pharmaceuticals, unburdened by sheds and conventional farming methods. Luke's thrift and ingenuity are displayed all over the farm, with brains trumping big bank balance everywhere.

As testament to his philosophy working, the output of their 100-acre farm is exceptional, at 68 times that of typical comparable conventional farm. Approximate output/week is: 1000 ducks, 6 – 10 pigs, 1 steer and 200kg eggs. Quality of the produce is supported by many top chefs including Matt Moran, Peter Gilmore and Neil Perry, while Hugh Wennerbom at the Argyll Inn Taralga also sources from Luke. What an incredible achievement in only 3½ years.

We finished up the tour with a brunch of beautiful Tathra Place BBQ snags, tea, coffee, spring water, scones and jam. Many thanks Luke, Pia and Jenny.

This marked the end of the run and we headed home via Oberon and the Blue Mountains or back up the Hume Hwy.

All in all, a great trip to a place most of us previously knew little about. The consensus was that we'd love to do it again. A great long weekend away had by all thanks to Colin and Jan Piper – 3 cheers!



Australia's vastness and the remoteness it created, in particular, for its rural people, ensured the earliest motor cars were quickly embraced into the very fabric of our life.

Whilst stories of famous car makes, manufacturers, race drivers and motoring innovators are popularly recognised by us all, there are those individuals who quietly joined the motoring world as the pioneers who made motoring possible to both the rich and the masses, transitioning from the horse and cart era to become the local mechanics whose knowledge learned and grown and skills working in the oily workshops around the country enabled motoring to prosper.

In this modern day, it's hard to appreciate the absolute remoteness of our country towns and how local men learned their mechanical trade, when internet facilities and technical colleges just weren't available. Mechanics often grew from curiosity, passion and the individual's ability to innovate and collaborate.

This is a brief chronical of the life of Arthur Pottage, a quiet unassuming mechanic, who was born at the time of the very birth of motoring in Australia and lived his life as a motor mechanic in the small Victorian country town of Coleraine (pop. 1000).

### The Early Years

Arthur Pottage was born in 1901 at the dawn of the Australian motoring era, into a very disciplined Victorian family, in which all the children were encouraged to embrace learning. His father Rupert Pottage was a steam train driver throughout the Victorian rail system during the early 1900s to 1930. It was from Rupert's example, with his own self education in steam engineering and things mechanical, that enabled a young man from a rural farming community to travel to Melbourne, become accepted to take the steam train driver training and become a "senior" steam train driver. Arthur was actively encouraged by his father, to take up an apprenticeship with the local blacksmith, Alf. Brown, who was transitioning his business to sell and service automobiles for the local wealthy pastoralist families. In Rupert's later years he was the train driver between Hamilton and Coleraine when the service still ran passenger service, in the era of few cars and heavy dependence on trains to access the shops and businesses that operated from the local regional centre in Hamilton, some 30 miles away. Rupert was an active member of the Victorian Railways Institute and an active contributor to the columns of local Coleraine newspapers, where he was quite outspoken on the need for local progress and the building of safe roads for the evolving number of cars.

Arthur was always attracted to motoring and his family was one of the very earliest owners of a car in the district. Their first car was a 1909 Fiat purchased around 1917, enabling them to explore the local district picnic spots on most weekends as a regular family activity and visit family in rural Balmoral and Harrow. To this day, on the inside  
Top Gear January-February 2020



1909 Pottage Family Fiat. AFP driving, circa 1916

of the door on the garage at the back the Pottage family home "Clifton" in Whyte Street Coleraine, you can still see the "FIAT" sign that Arthur painted on it all those years ago.

### Alf Young's Garage

After spending time visiting the Young Garage and watching the work Alf and his team were doing, in 1916, at the age of 15 Arthur became an apprentice mechanic at Alf. Young's Garage in Coleraine (now *Sartain's Garage* and owned by the son of Arthur's long time fellow mechanic mate from the Young's Garage days). In those early years he worked on many of the earliest cars in the district, often owned by wealthy landowners and farmers in the district, including the Fraser family of Nareen. Often repairs involved the blacksmith manufacturing repair parts and waiting days for spares to arrive from Ballarat or Melbourne by train.

Arthur was a fast learner and was soon respected by the locals for his mechanical skills and diagnosing problems on the test runs he took the cars on around town. When he was about 17, the local constable stopped him in Winter Street one day to observe that he'd seen him test driving the cars he worked on around the town and thought it was about time that Arthur got a license, to make his driving legal. Arthur promptly and obediently went around to the Police Station where he was issued with a hand-written license, with the policeman telling him he looked a capable driver and to be careful. That license test was the only one he took during his driving life until he was 80.

Around that same time Young's Garage, which at that time still performed blacksmith work decided to produce its own motorcycles, which were partly manufactured in the blacksmith foundry and partly constructed of parts sourced from suppliers in Melbourne and England. The motor bike was called the *Parisian*, named after a very successful local racehorse that won the 1911 Melbourne Cup. It was a sweet fast bike according to Arthur's later recollections.



Young's Garage with a shipment of 1927 Rugby cars. Arthur alone next to W A Walters

In the 1920's Young's Garage took up various agencies for cars that were being marketed at the time. Among the various agencies for both British and American cars, one of the most successful for Young's Garage, was the Rugby, made by Durant in the USA. A medium sized, sturdy 4-cylinder car that won favour right across the world. Training for the mechanics to maintain the various makes of cars they sold and serviced, came in the form of service manuals sent from the manufacturer, which would be studied and referred to by all at Young's as they applied their acquired skills in a process of trial and error, with the often oil stained manuals the last resort

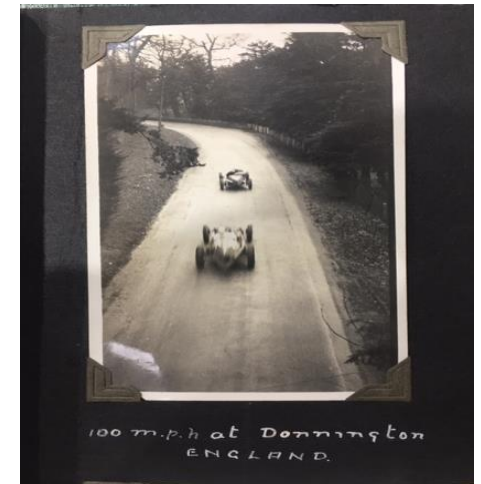
In the early 1920s expensive car transporters were not the way Young's took delivery of their new cars. Instead the garage team would go to the Melbourne docks by train, pick up the cars and drive them back along the 334 kms of gravel roads to Coleraine. In later years, the cars would be sent by train to Hamilton and collected from there.

### **Donnington: British Empire Trophy**

In 1937 Arthur won a competition in the Argus Newspaper, applying a caption to a comic sketch, which enabled him to fulfil his life ambition to visit England and Europe. The timing of his visit was a remarkable stage in history for a young man from rural Australian to visit Europe. He witnessed the Coronation of King George VI and in visiting Germany witnessed the evolving visibility of the Nazi regime and its power with the German people.

Being a motoring enthusiast, it was natural he would take the opportunity to see one of the British motor races he'd read about in the newspapers and magazines of the day that he read in Australia. He managed to get a ticket to see the British Empire Trophy race at Donnington Park, an event he could only have dreamed of actually seeing first-hand.

The memory of that race remained with him long after his trip.





## World War 2

After volunteering for military service, Arthur joined the Army in 1939 and served until 1945 in the Signal Corps as a motor mechanic, where his mechanical experience was applied to trucks and military equipment, often also acting as a driver of the trucks in convoy and being sent into the field on his motor bike, to repair vehicles, a task that put him off motor bike riding for his remaining years. He served in the Middle East and New Guinea conflicts.

Just as the war broke out in 1939, Arthur purchased his first car, a 1928 Overland Whippet a car he drove extensively around Victoria and owned until 1952.

## Post War Period

Just as the new era of motoring in the 1920s brought mobility to the remote rural areas, so too did the ability to use motoring as a recreation to picnic and to tour the country and take day trips they could never have imagined with horses and carts which still dominated Australia's district roads right into the early 1930s. From the Pottage family's earliest passion to tour the Coleraine district in their 1909 Fiat after World War 1, Arthur's passion for local trips, touring and picnics was a lifetime source of enjoyment, firstly with his family, then for nearly 50 years with his wife Nellie (Moore), also enjoying caravanning around Victoria and South Australia.

After the war Arthur returned to Coleraine resuming his mechanic's job at Young's Garage and as rationing of petrol gradually allowed his recreational motor travel to resume, his passion for driving was again fulfilled. Traveling near and far the faithful 1928 Whippet became the transport of Arthur and his new bride Nellie after the war. Despite its fragile appearance and age, the Whippet took the Pottages all around Victoria and eastern South Australia as they enjoyed their Sunday picnic drives and road trip holidays.

In 1951 Arthur sold his faithful Whippet to buy a 1948 Standard Vanguard, with iridescent green paint and leather interior, this was a whole new experience in modern motoring enabling Arthur & Nellie to buy a small plywood caravan and join Nellie's sister Alberta and her husband Bert Treloar, who were also keen campers, to tour Victoria



Pt. Arthur Pottage. Signals Corp on patrol in Syria,



Pottage's 1928 Overland Whippet Tourer.  
Coleraine. Circa 1947



Pottage's 1928 Overland Whippet Tourer with  
1937 Chevrolet Ute. Circa 1942

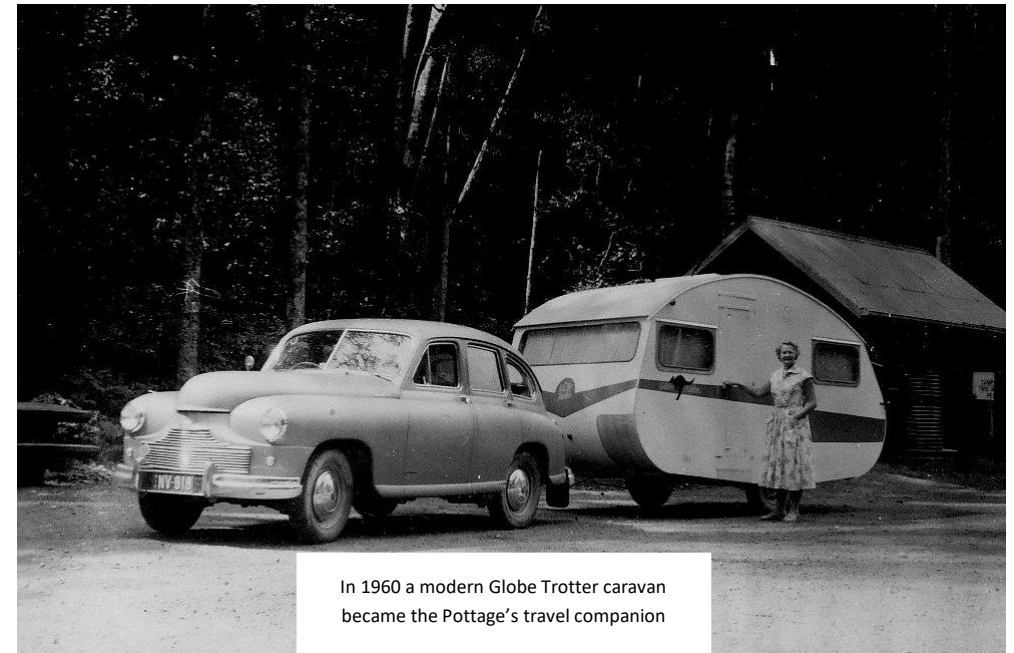
together, each with a Vanguard & plywood caravan. The Whippet ended its days on a farm just out of Coleraine, where it was cut in half and used as a saw bench until well into the 1960s.

### Mitchell's Garage

Around 1954, Arthur later moved down Whyte Street to become a shareholder and mechanic at the Mitchell's Garage, which was successfully building multiple car agencies in the car boom that was evolving in the mid-1950s as post war prosperity grew. By 1956 Mitchell's had active agencies for Nuffield (Morris, Austin & Riley) and Rootes Group (Hillman, Humber) with a growing mechanical shop business, where Arthur worked 5.5 days a week, with an expanding range of car with increasing complexity as each year passed.

Heavy work demands were the routine of the next decade, with some wonderful motoring distractions along the way including the 1956 Ampol Trial which had the Nuffield vehicles in the rally being repaired at Mitchell's as they passed en-route from Melbourne to Mt Gambier.

Mitchell's Garage was newly rebuilt in the 1960's, as a BP Petrol station and car show room. Unfortunately, financial problems in the mid 1960's caused the closure of the business and confirmed Arthur's age 65 retirement plans in 1966.



In 1960 a modern Globe Trotter caravan became the Pottage's travel companion



Top Gear January-February 2020



Arthur with Mitchell's Garage "Independent" Garage team. Circa 1960.



1956 Ampol Trial Morris Oxford driven by Tom Robertson, leaving Mitchell's Garage after repairs, one of only 34 cars that completed the rally of the original 113 starters.



### Toowoomba and Retirement

Arthur's last car was his EK Holden Special purchased from Coleraine's Holden dealer, T.K. Brown Holden, which he purchased in 1966 for the longest drive he had ever made, his trip to Toowoomba to a new home and retirement, where it stayed in as new condition and travelled the roads of Queensland on a new scene of picnics and exploration drives until he died in 1981, 65 years after entering and becoming part of Coleraine's and Australia's motoring history.

*Dedicated to the memory of my Uncle Arthur Pottage 1901-1983, a man I will always hold in the greatest of affection and respect.*

I am repeating myself I know, but this event seems now to have firmly established itself into the TSCC annual calendar. The big change this year is that the concert will be in the Sydney Town Hall in George Street and not at the Opera House. The reason for this is that the Opera House Concert Hall has closed for major renovations and won't re-open until 2022 (So we are told and so everyone hopes). I understand there will be some alterations to the inside of the hall, though there are limitations as to what can be done due to the fact that it is a World Heritage Site and the fabric of the building must be fully retained. There will be improvements to access (long overdue) and to the foyers as well I believe.

The Town Hall in George Street was the home of the Orchestra until 1973 and many the most famous conductors and soloists of the era performed there from 1932 onwards. That was the year ABC was established in Australia and the SSO was set up at the same time, under their umbrella as a broadcasting orchestra along similar lines to the BBC Orchestras in the UK. A subscription was put in place and many of the most famous musicians in the world in that era performed there. I myself attended many concerts at the Town Hall in the 60s and performed there with the SSO from 1967 until the move to Bennelong Point in 1973.

The Town Hall is a venue very much in the European style...essentially what is referred to as the 'shoebox' shape. Many of the world's finest concert halls are set in this configuration, though most are not quite as large as our Town Hall. It is certainly a different acoustic experience to the Opera House, a more resonant and some would say bigger sound; you can all hear for yourself in September.

The concert this year is a Viennese Gala event, along the lines of the annual Vienna Philharmonic New Year's Day concert, which is broadcast worldwide. I think you go into a lottery to get tickets for that event!

The conductor will be Simone Young, an Australian who has and continues to make a huge career with the world's major Orchestras. She has recently been confirmed as the SSO's next chief conductor (something I personally am very pleased about) and will take over that role in 2022, coinciding we hope with the return to the refurbished Opera House Concert Hall.

As for the programme, I don't know. It hasn't been fully announced yet, but you can certainly rely on the fact that it will include all the Johann Strauss favourites featuring heavily. It will be a very popular event in the SSO season, and that's why we are limited with numbers. We only have 30 seats reserved this year, all in one block in the Northern Gallery. Because of the seating set up in the Town Hall Galleries, the 9 seats we have in the front row are \$108 and the other 21 are \$120.

Please read carefully the message that will accompany the flyer that Tess will send out about the same time as this Top Gear arrives in your inbox. I have no doubt that we will have no trouble getting 30 starters and my advice is to get in early. This is also in the AMOC calendar. If there are any questions, especially regarding the two different prices, please phone me on 0419 278 446. That said, the ONLY way to book the tickets will be by emailing me.



# January Lunch at Cabarita

by Laurie Bromley

Cabarita- By the water in the aboriginal dialect, quite appropriate for our first Wednesday lunch of the year.

The restaurant at D'Albora Marina Cabarita Point juts out over the water and provides 180 water views and a cool sea breeze.

Parking provided the usual challenges trying to work the parking meters, but I eventually attached my slip to the wipers on my convertible. I took a photo just in case someone took it, but I realised I could have easily borrowed someone else's, taken the picture then claimed it had been removed! There seems to be no fool proof answer.

Roselee Johnson remembers swimming in the baths there as a child and Judy Breen used to visit an aunt there in the past. They say it has changed a bit!

It used to be an industrial area with a tram providing access. ML Howard lives locally, and it is a favourite cafe for her.

Phil Lamour brought his new XK Jaguar, notably red in colour! Lionel brought his XK120.

All up we had 41 people, including Les's son Rick with Lisa and three children.

Nice to get together early in the year in a place completely free from smoke and ash, although the grass in the park could do with a drop of rain. Thank you for organising Jeremy and Julie.



In the wee early hours of Wednesday 19 February, the ancient gods heralded the coming of a special day with a brilliant display of crashing lightning and peals of rolling thunder (oh, and a lot of rain). Later that morning, and by the time that 67 lucky TSCC members and guests had gathered at the McDonalds at Mt Colah, the day had the even more portents of being something special, a spectacular blue sky, bright clear sunshine and pleasingly temperate conditions. Perhaps the perfect day for a 'top down' run in the country, in good company.

Master of the Day Jack Jones had us all out and on our way with quite some precision(?) equipped as we were with his carefully hand scribed tulip type notes, you know – 'follow on' , 'go past', 'TL here', 'TR there'. They must have been pretty good ... we all got there.

A fairly eclectic array of very classic cars turned north from Mt Colah - Jaguars (of all ages), Ferraris, Volvos, Aston Martins, Mustangs, Mercedes, Porches, BMWs and even the latest/newest classic ... HSV – all intent on a pleasant day and leaving the crowded city behind.

Treating the motorway with disdain our notes directed us to continue along the Old Pacific Highway, over the ridgetops, past Pie in the Sky, down the twists and turns of the river valley, out over the art deco styled Peats Ferry Bridge, and on up the other side of the Hawkesbury River valley through twisting bends and curves and on to Calga. From here a quick dash along the M1 (well not too quick of course) and then branching off onto the A43 and barrelling onward toward Lake Macquarie. Before long those carefully scribed tulip notes instructed that we 'TL Nords Wharf Rd' .... 'VL Wild Duck Drive' and here we are at Rafferty's Resort.

All this had gone something like clockwork, and then right on time Jack guided us to a sensational lunch in a casual resort styled setting with spectacular views north and south across Lake Macquarie. The mood was relaxed, the food sensational and the resort staff bright and friendly. And did I mention the noise? Honestly you would think that some of these people had not seen each other for years.

Alas good things must end, and so by early afternoon we were forced to tear ourselves away from the view, and the company, and turn south for home. The return trip south did not have the line astern precision(?) of the morning run nevertheless it was quite enjoyable with the memory of such a perfect day.

I will borrow from another (I have his permission) ..... "*great club, and great friends*"

Thank you Jack and Jenny.







## The Car's the Star



Lincoln Futura – before George Barris turned it into The Batmobile



# The End

