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The official magazine of  
the Thoroughbred Sports  
Car Club

Autumn 2021



Summer/Autumn 2021

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# 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

## 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](#).

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## 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.

The contact details of the [Committee](#) are published on the Website.  
Summer/Autumn 2021

It's been like some strange hibernation and now we are waking up, blinking in the sunlight of the New Normal.

The year got off to a rocky start with the dinner at Kaiser Stubn rescheduled before the gun went off. Fortunately a new date was set for a short time later and club members responded in force. It was a great night and you could almost taste the enjoyment in the air, out at night after such long standing restrictions.

We have had two general meetings this year, both at Carlingford Bowling Club, and thereby hangs a tale. While ever there are restrictions on numbers we are going to have space and/or cost problems at Carlo Bowlo. There are too many of us for the smaller room that we have traditionally used and the big room is four times the price. Having said that, the club offered the larger room at the lower cost in March, but we need to discuss that with management to establish a permanent agreement.

The buzz is that Carlo Bowlo suits most members geographically. Parking is not bad and the catering seems to have improved.

You may be aware that a number of car clubs have relocated to Strathfield Golf Club, which is why the February Wednesday Run organised by Tess and Roger Morgan went there (via the Olympic white-water facility). The verdict amongst participants was that the venue was good - spectacularly so - with a good value lunch and covered parking, but the traffic getting there was off-putting. In peak times it would be even worse.

Your committee is looking at alternative venues of the monthly meetings. Strathfield is still in the mix and we are looking at another place in the Hills District and one in the Ryde area, plus working with our current 'home' for a more advantageous arrangement. Any input from members would be appreciated.

As I write this we are a week away from our first overnighter, the run to Millthorpe that was our first COVID casualty in 2020. Once again, interest in getting away has been intense and Social Secretary Jack Jones who has organised the event, says that every bed, couch and futon in the town was been booked.

I know all about famous last words, but I'll take a punt and say the worst of the pandemic and the restrictions it has caused are behind us. Travel, especially within NSW is looking good and the club is full of life. We should be in fine fettle for the celebration of its fortieth anniversary celebrations in June.

Lots to look forward to!

As we move towards COVID-19 vaccination, the prospect of (hopefully) the end of State lockdowns and travel freedom within Australia, if not overseas until probably 2022, it is interesting to reflect the impact of COVID on the world of motoring enthusiasm over the past year. The pace of the shift to electric cars has accelerated dramatically and will be boosted by improved, and ultimately cheaper, battery technology over the next few years. Does this signal the beginning of the end of the internal combustion engine (ICE)? I suspect the answer is yes and no.

Over time, I think yes. However the jury is out as to what will ultimately replace the ICE, battery, hydrogen or hybrid?

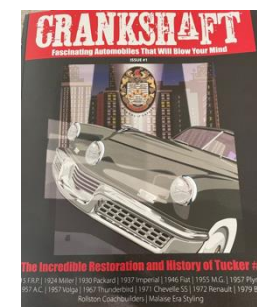
The no is that I suspect we may see a further expansion of interest in ICE powered vehicles. The market for “our” cars has been buoyant for the past twelve months as people with little opportunity to travel have embarked on a spending spree chasing cars, both old and new, boats, caravans and anything related. This will ease once people can again travel overseas. However, I think for special cars that transcend purely demographic interest, i.e. the cars we grew up with, and ICE cars become less common, more will become priced and prized as art. Surely the motorcar is the predominant art form of the 20<sup>th</sup> Century, it’s not only three dimensional, its makes noise, it can be driven and it’s not limited to rails or flight paths. Of course, I’m a troglodyte so this thesis suits me perfectly...

What has also interested me is the death of the printed motoring magazine with the explosion in social media, YouTube etc and the move to digital availability. Except it hasn’t happened. Rather, what has happened is that the printed magazine has re-emerged as a more upmarket, “exclusive” offering, focussing not on mundane car comparisons but rather on style, photography, quality and more sophisticated content. They tend to be expensive, quarterly, heavy and feature more valuable or rarer cars, have interesting car related but not necessarily specific articles and leave a lot of white space on the page. To some extent, I think this supports the above contention and there are more coming.

I have subscriptions to three of these, The Road Rat, Magneto and most recently Crankshaft. The first two come from the UK and the latter the US, from the former editor of Hemmings. The Road Rat is the largest and most expensive of them, Magneto is edited by David Lillywhite ex Octane. The first two are quite Eurocentric, Crankshaft is from the US and is US orientated. All are enjoyable.

This magazine has been a while coming as I have gathered content, in truth a little Covid induced sloth has been evident also. Nevertheless, as we wind up for some great Club activities, I want to use this issue to draw line under Covid and return to quarterly service starting with the June issue, hence the first and final photos, so stay tuned!

Finally I would like to thank Stephen Knox and Colin Piper, particularly Colin, for their contributions. See you at Millthorpe.





After a very hot day the day before the event Tuesday morning dawned overcast and much cooler being ideal for a drive.

A 1000-hour meeting for a 1030 departure from McDonalds Heathcote resulted in 13 TSCC members enjoying a coffee before departure. Those who attended were, Judy and Geoff Breen (BMW 635), Michael Branson (Austin Healy), Greg Gibbons (Morris Cooper S, a proper one), Helen and Michael Markiewicz (Austin Healy), Paul Sampson (Jaguar E-Type), Margaret and Malcolm Stephen (Hyundai Santa Fe) Robyn and Peter Wards (Mercedes Benz) and Leigh and I in the Triumph Stag.

The Princes Highway was followed to Waterfall and not being a fan of clinical motorways the option was taken to follow the Old Princes Highway to Bulli Tops. The rewarding part of this route was very light traffic, although a few spots of rain did appear on the windscreen as we approached Bulli.

Bulli Pass was then taken to Lawrence Hargraves Drive where we turned left to Thirroul and Stanwell Park via the Sea Cliff Bridge. This is a spectacular part of the NSW coast, but did not look its best in the overcast conditions.

We passed through the cliff side villages of Coal Cliff and Stanwell Park and climbed to Bald Hill where a number of hang gliders were enjoying the breeze, however lunch was calling so there was no time to stop and proceeded north through the Royal National Park. RNP is a lovely part of the world with temperate rainforest, many native birds, lyre birds, deer (not natives and a hazard at night) and a sinuous road only spoiled by the 60 KPH speed limit.



Bundeena village sits on the southern side of Port Hacking and the Community Services Club where we had lunch has a view towards Cronulla and the Wanda sand hills from the dining area- an enjoyable place to dine.

Unfortunately there was another large group who arrived at the club at the same time as our TSCC group, and there was a substantial delay from ordering lunch until it arrived at the table, however when the food did arrive it was very good and I think all believed it was worth the wait.

As usual conversations at lunch covered many topics from travel, the problems of the world, families and most importantly cars, and cars and cars.





My interest in things sub-aquatic is now well known by many TSCC members, so following on from the last caption competition, I have come up with another for you.

On December 2nd, 1954, a gentleman by the name of Albert Beaumont, variously referred to as a barber or hairdresser of Victoria Avenue Chatswood, committed suicide by driving his car into 40 feet of water off the Cremorne Point wharf into Sydney Harbour. Nowhere can I find a reference as to exactly what make and model of car was involved. In those days, a few years before the police divers came into being, members of the Underwater Explorer's Club, the precursor of today's Underwater Research Group of which I am a member, retrieved the unfortunate man's body later that day.

The 2 photos I have posted here are of a later dive to retrieve the car sometime in 1955. There is scant information in the URG's archives as to how successful they were. The first photo shows two of the divers about to enter the water in what can only be described as primitive gear...they used to fabricate it all themselves in those days. Colin Crouch is holding the numberplate; he was one of the movers and shakers in the early days of diving in Sydney and it is from his old photo album that we have in the archives that these images come. We are not able at this stage to identify the guy holding the steering wheel, but we are working on it. Would have been easier had he not been wearing a head-covering hood in the first photo.

Perhaps someone in the TSCC will be able to identify the make of car by the steering wheel though there is no prize for that (English perhaps?). Finally, I don't think the car was a Porsche registered to Arthur Anthony Seymour!

Anyway, I want a caption for the photo of the 2 guys with the steering wheel and number plate; the best will receive a bottle of wine from my cellar sometime in the future. Just email your suggestions, either to Tess or me personally by a month after this Top Gear appears in your inbox and the winner will be announced shortly after.



Colin Piper with winner Robert Harrison





## Centennial Vineyard Run Friday 27 November 2020

## Vicki Bell's Report

After months of lockdown and restrictions on movement what could have been better than taking a Friday off work and jumping in the car for a run to the Southern Highlands.

Our destination was picked by people of great taste, the run instructions done, by undoubtedly, the best in the business and we had our weather guru Vern Kelly in attendance just for good measure.

Those who joined us on this brilliant sunny day were:

Vicki Bell & Greg Ball	Volvo XC 40
Geoff Burgess	Alfa Spider
Brendan Byrne	Aston Martin Rapide
Vic & Jane Clarke	Porsche 911
Peter & Judy Dowrick	Mustang
James & Janina Elphick	BMW Alpina
Chris & Deborah Hallam	Morgan
Vern & Wendy Kelly	Mercedes CLK 430
Stephen & Jill Knox	Alfa Romeo Stelvio
Geoff & Jenny Lane	Mustang
Roger & Tess Morgan	Nissan Skyline
Malcolm & Margaret Stephen	BMW M3
Michael & Kay Yates	Porsche 911

It was a very jovial and relaxed group who enjoyed the delicious lunch provided by the Vineyard's restaurant and just as an added bonus there was a shop attached to the Cellar Door for a little retail therapy. Hard to choose between the tempting chocolates, honey, sauces, mustards, ver juice and olives.

Thanks to all the organisers for our first, only and last run for 2020!!

Summer/Autumn 2021


<b>Thoroughbred Sports Car Club Lunch</b>
Thursday 26 <sup>th</sup> November 2020
<b>Mains</b>
Pork Cutlet Parmesan & sage crumbed pork cutlet, zucchini tomato relish, baby gem, Caesar dressing
Salmon Salmon, warm nicoise salad, lemon aioli
<b>DESSERT</b>
Cheese Wedge of brie, sourdough crackers, fig compote
Pavlova Berry pavlova, Chantilly cream, passionfruit coulis
<b>Beverages</b>
Centennial Pinot Grigio Centennial Cabernet Sauvignon Merlot Yenda Pale Ale Tommy's Alehouse Lager Soft drink

When an email arrived from Tess in my inbox on November 6th with "Lunch Run to Bowral" in the subject line, I think it took me only minutes to respond to Barry Farr accepting his invitation; the last lunch run Jan and I had been on was in February up to Rafferty's Resort on Lake Macquarie. Understandably, the club's activities have been seriously curtailed this year due to the dreaded virus though I am aware that there have been several "off the calendar" events taking place in the interim.

Our joy at getting back into TSCC activities was heightened further when a missive from Jack Jones advised that a few "lunchees" (or is it "lunchors") might stay overnight at the excellent Fitzroy Inn in Mittagong instead of heading back to Sydney in the afternoon. The decision to stay overnight took us all of 5 seconds to make, more of which anon.

After what was I gather a slowish uptake on the lunch run idea, it transpired that the event was eventually spread over 2 days, 30 attending on Thursday and a further of 24 or so on the Friday. You'd have to say that the outing was both very welcome and a huge success. I am assuming that someone else will write a report on the Friday outing.

We had a frustrating start to the day due to the amount of traffic getting out of Lane Cove, and then plenty more on Windsor Road making our way to the McGrath's Hill Maccas. We thought we were going to be really late, however the sight of Laurie & Fran Bromley's green Stag in the traffic ahead made us feel better.

No time for a coffee or chatting. Gary & Wendy Maher handed us the comprehensive route notes as soon as we arrived and urged everyone to hit the road..."NOW"! We weren't going to argue. We had parked behind Terry & Robyn Daly's new Aston Martin DBS Superleggera Volante, to save ink, hereinafter referred to simply as DBS. It is a stunning looking car, menacing in its satin grey colour yet at the same time exuding a presence rarely encountered, especially in a Macca's car park.

Bromley's, Lorraine Mooring in her Dolomite Sprint and Jan and I headed off in convoy, Fran perfectly adhering to Gary's directions, which made the day a doddle for the two of us. After getting through the Penrith area, for which Gary had apologised, the drive through the back roads to Bowral was a pleasure and I think everyone at lunch commented on how lush the countryside looked. There was some evidence of the fires early in the year, but nature has a way of bouncing back, aided of course by the heavy rains that came in the Autumn. The only cars we saw en-route were the Currans' BMW M3, and the E-Type belonging to Tony and Anne Rolfe who are on our waiting list. They live in the Camden area and were parked at Picton, ready to join the run from there. Tony and Anne re on our waiting list. The Daly DBS caught up to us just after Picton and followed us for quite a long while (Terry obviously unwilling to unleash the V12's 500 plus Kw). Anyone who has seen the old James Bond film "You only live twice (1967)" will remember the scenes when the villain's space rocket comes up behind an orbiting manned capsule, opens its jaws swallows it and ...well, you'll have to watch the movie. I had that feeling; the menacing frontal shape in the rear vision mirror with the bright running lights, the massive width and the satin grey colour gave me the feeling that the bonnet would rise up and swallow the diminutive MX5. It didn't. Thirty kms from our destination, Terry DID ignore Gary's excellent route instructions and went straight on to the freeway, no doubt having seen 2 lines coming up on the sheet stating "VERY DEEP GUTTER ACROSS ROAD". At Maccas when I was looking at Summer/Autumn 2021

the car Terry casually mentioned the very low front spoiler...and telling me how much it costs to replace. I would have gone on the freeway as well; the spoiler is worth more than my MX5.

We all arrived at the Centenary winery, a lovely setting with a long table beautifully laid out, all linen and nice glassware, as you would expect at a winery. No doubt being used to catering for large numbers, the meals arrived pretty well all at once, alternate drops of pork cutlet (delicious) or Salmon. Drinks were provided by the TSCC, a much-appreciated gesture given the paucity of events this year.

No one seemed in a hurry to leave, a function I think of the fact that most of us hadn't seen one and other (other at a zoom meeting) for 9 months or so. I hope Barry Farr, seated at the head of the table had a great sense of satisfaction seeing so much animated conversation over lunch, this 1st day of his lunch run was certainly a huge success.

It didn't end there; five couples repaired to the aforementioned Fitzroy Inn, a venue we had visited in 2018. I wrote at that time;

"The Fitzroy Inn was opened in 1836 as a "Traveller's Inn" on the main south road. It has served as a school, a Guest House and a private residence since then, and in 1998 extensive restorations commenced. This was no simple renovation, but in parts, a stone-by-stone reconstruction and the result we see today is a tribute to the care and attention to detail that the owners obviously insisted on. The way the newer dining areas have been incorporated into the original structures is a testament to this attention to detail".

We were the only guests on this occasion and due to Jack's obvious rapport with the owner/manager John, we more or less had the run of the place. We knew the dining room was not functioning so we had a fabulous self-catered antipasto style spread in the very comfortable front lounge. There were some nice reds and whites as well to accompany the delicious spread. Like all such TSCC gatherings, the conversation went well into the evening covering an extremely wide range of subjects. Personally, I love these times in the club where you get to know people better. We are very fortunate to be part of such an organisation.

Jan and I headed into Bowral on the Friday morning, passing Barry's Ferrari and Jack's Jaguar parked in front of what looked like a cosy breakfast venue.

Many thanks to Barry and Dott for organising the run: to Gary and Wendy Maher for the superb route instructions and to Jack and Jenny Jones for adding on the overnight stay.

Roll on 2021 I say.







However unrealistic it was, we all hoped that 2021 would be a whole lot better than the year that preceded it and there was something symbolic about the first of January – New Year, vaccines on the way, community transmission low, borders open, but ‘No’. Two days into the New Year and we had to make two changes to our calendar – a committee meeting had to find a new venue and our January Wednesday Run to Kaiser Stubn moved to Thursday 28<sup>th</sup>.

In late 2020, the Insular Peninsula became even more insular due to the so-called Avalon Cluster. Movement into and out of the area was severely restricted and our restaurant of choice was on the wrong side of the divide.

Things were much better by late January and the need to get out and return to some form of normality was evidenced by the turn-out – 49 members and partners and a couple of waiting listers put their money down.

Terry Daly was the main architect of the outing and he arranged for two starting points to suit members from different parts of Sydney. Terry presided over the start at Dural Country Club and he deputised Darryl Pike to arrange a suitable place at Bayview, which he did.

From all reports the Dural start went according to Hoyle, although the weather was uncooperative.

Terry had included a note in the route instructions that members might like to visit the Sphinx War Memorial on the edge of Ku-ring-gai National Park. On arrival at this



escapee from the Egyptian desert at 5.45, the visitors were met by a sign saying the area closed at 5.30 and that an unlocking fee of \$50 would apply anyone locked in. A quick headcount showed that everyone who ventured in got out with their wallets intact.

Unfortunately, the Bayview start didn't. A committee of two – DP and the writer – decided the weather was against a drive to Akuna Bay and there were very few starters anyway. As it turned out, the weather did clear a little but a run straight to the restaurant seemed prudent.

In a Covid-safe way, we 49 members and guests filed into Kaiser Stubn and were treated to a wonderful night of reconnecting with friends and attacking a giant meal of three substantial courses.

When the entrée arrived, I thought it was for the table, or at least to be shared, but we all got one! There was a choice for mains and I was very happy with my Gebratenes Queensland Barramundifilet mit Mandelbutter auf Baby Buck Choy und Salzkartoffeln. I avoided the schnitzel where each slab of veal had its own postcode. The strudel was the perfect finish to a meal that could only be described as 'hearty'! I'm sure others had the same opinions after their Austrian feast, whatever they chose.

But most of all it was wonderful to do something as a club again, as a group of friends. Thanks Terry for organising it and I hope it is the first of many gatherings of TSCC members over the coming year.







At the TSCC Meeting on February 10th, our first at Carlingford for exactly a year, I was both disappointed, and slightly apprehensive to learn that Vern & Wendy Kelly would not be joining us on this first Wednesday Club Run for 2021. As everyone is aware, their presence usually bodes well as far as the weather is concerned but as everyone is also aware, we have had quite a wet February this year and scanning the BOM site in the week before Roger & Tess' adventure, the outlook looked very dire indeed.

Wednesday 17th dawned fine, but with threatening grey clouds gave the impression they might open up any minute. Having learned our lesson last November about getting out of Lane Cove before 9AM, Jan and I decided to donate some funds to Transurban and back-track slightly from our home and use the 3.6km Lane Cove Tunnel. Suffice to say, we were on the M2 in record time and well ahead of schedule for our arrival at the Dural Country Club to both socialise, AND have an early morning coffee. Those who have open cars will know how unpleasant it can be in Sydney's tunnels; a combination of the noise from the trucks, the road noise, the occasional Harley Davidson and the sound of the exhaust fans mean for ones sanity it is preferable to have the roof up, something I hate doing...I have always said I didn't buy the MX5 to

drive other than al fresco.

Arriving at the very comfortable Dural Country Club (a step up from Maccas we thought) the Bromleys, Moodys and Colletts were deep in conversation in the car park, no doubt admiring John's gorgeous MGA coupe, as soon were we, until Roger appeared insisting that we should move inside. QR codes quickly dealt with, coffees were ordered and the large gathering was noisily catching up on many months of news from friends many of us hadn't seen for over a year.

Roger and Tess provided us all with route instructions, mentioning that they were all in kms and suggested anyone with "miles" on the speedos should just follow someone else. It occurred to me then that what happens if a line of "milers" were in convoy?

We departed promptly at 10:15 under what can only be described as ominous skies with a capital “O”, but as we were leaving I saw that Michael Markievicz in the glorious DB4 and Warren Cole in the equally magnificent Daimler Conquest were top down, so we followed suit and decided to take the risk. Actually, I figured to put the roof up on the Daimler might have taken several people quite a while to achieve, the DB4 probably quicker but if we did get caught in heavy rain, it’s only a few seconds (while stopped) to weatherproof Jan and myself. The large group headed off immediately, Colletts, Hoods, Pipers and the Knoxes making up the rear and how fortunate we tailenders were we to end up behind a horse float as we turned into Cattai Ridge Road! The float in due course caught up with a larger truck and both seemed to be going where we were. This spoiled the first part of the drive really. There was also some precipitation as well, though not enough to cause any real concern as long as we were moving. I felt concern for the leather seats in the Daimler and the DB4 though.



Does anyone know the story behind all the buses at the corner of Scheyville Road and Old Stock Route Road? It looked to us like the place old buses go to die. I looked at it on Google Earth when I got home. Amazing.

On through Windsor and Richmond our little quartet proceeded eventually turning into Castlereagh Road that was to lead us to a visit to the Whitewater Stadium. Now, I was never that good at maths at High School (ask Colin Watts, we were in the same class) but the 2nd and 3rd direction on page 2 of the route instructions had us a tad confused.

*“At 38.6 km at Traffic lights Turn left onto Castlereagh Road”*

*“The Penrith Whitewater stadium is a further 18.5 km on the right of Castlereagh Road at 51.7km”*

Anyone spot the problem?  $38.6 + 18.5$  is 57.1. I assume when Roger was typing up the instructions his fingers mixed up 57.1 for 51.7. Not a problem really, but what had me confused initially was that there actually WAS a right turning of some sort at about 51.7 but putting our faith in the Colletts and Hoods ahead, we duly did arrive at the designated coffee/comfort stop.

The Stadium was constructed for the 2000 Sydney Olympic Games. I have never seen such a facility up close and I assume it is state of the art. Shorter than I would have imagined, only 320 metres long, but I suppose wrestling a kayak or canoe through the man-made rapids and





negotiating the various gates necessary to complete the course you might wish it was shorter! The course drops 5.5

metres overall and there is an ingenious boat lift, which returns participants and their crafts up from the finish to the starting pond again. Finally, and it has to be seen to be believed, the rate of water flow, according to Wikipedia, is 14 cubic metres per second. The accompanying photos don't do the flow rate justice.

We were entertained, if that is the right word, by participants from a branch of the emergency services taking part in a "swift water rescue training course". Swimming across the fast-flowing torrent isn't for the faint hearted I can tell you. They were then seen walking gingerly on the uneven 'riverbed', still fighting the current, as if looking for something...imagination required here. Again, better than me. Nice to know that this Sydney 2000 Olympic venue continues to provide a valuable service to the community, as well as some adrenaline pumping excitement for those so inclined.

After spending a while at the venue, we departed right at the appointed time for the drive to Strathfield. This, a less pleasant experience in the very heavy traffic that is always to be encountered in the Penrith area. We had been warned NOT to head directly via Castlereagh Road to the M4 because of extensive road works. Many of us had experienced these hold-ups travelling to Bowral last year. Again, more by fluke than design, Jan and I happened to be in convoy with the Colletts and Knoxes, and with them, ignored the instructions and rather than spending too much time on the Great Western Highway, diverted into Mamre Road and onto the aforementioned motorway.

The very name "MAMRE" I noticed in the newspapers or heard on the radio in the weeks before this run is under scrutiny after a British University Hospital declared it will *"implement a gender-inclusive policy for its maternity services department – which will now be known as perinatal services"*. Breast milk will become human milk or chest milk. I'm not making any of this up, and the word mammary was also under fire. The world really seems to be going mad! We must all remember to order some chicken *fronts* next time we are at the supermarket; as for the swimmers; \*\*\*\*\* stroke? I digress.

Soon enough, again dodging the B Doubles and white vans which always seem to try to set new records in point to point on the M4, as well as executing slalom runs covering all 4 lanes, we arrived at the magnificent Strathfield Golf Club for lunch.

The new Clubhouse came about as a result of the club deciding to sell off some valuable land to a developer. Their website tells the story. Roger told us that originally expecting to get \$15 million for the land, they eventually made \$52 Million! Suffice to say, they must have spent a fortune in the new clubhouse. Quality is evident



everywhere, from the fittings, the dining room, the bar areas and this quality was reflected in the lunch menu as well. Many of us had the “senior’s \$16 lunch”, something that Tess had mentioned at the TSCC meeting the week before, others chose from the normal lunch menu. All I can say is that I heard no complaints about the quality of the food.

It was a lively luncheon, a great relief after the absence of these monthly occasions. The Strathfield Golf Club is a superb venue and one to be remembered; only drawback is that after a run on the close environs of Sydney, one has to run the gauntlet of the M4 and all those white vans.

All in all, a fine day out and thanks to Roger and Tess for organizing.

A list of the attendees.

Rick Assender	Aston Martin DB9
John & Monique Bailey	Ford Mustang GT
Julie Braithwaite	Honda S2000
Laurie & Fran Bromley	Triumph Stag
Warren Cole	Daimler Conquest
Michael & Robyn Collett	Porsche Cayenne
John & Val Dixon	Honda Civic
James & Janina Elphick	Kia Sportage
Lester & Pam Gough	Mitsubishi Lancer
Neil & Joy Hood	Mercedes 300CE
Marie Louise Howard	Mustang GT 1965
Stephen & Jill Knox	Alfa Romeo Stelvio
Phillip & Leigh Larmour	Jaguar XK
Gary & Wendy Maher	Rover 2000 TC
Michael Markievicz	Aston Martin DB4
Rick Marks & Bob Muir	Mazda MX5
John & Margaret Moody	MGA Coupe
Roger & Tess Morgan	Nissan R33 Skyline GTR V Spec
Ian Norman & Lisbeth Allen	BMW 330Ci
Max & Carol Pegler	Mini Cooper Countryman
Colin & Jan Piper	Mazda MX5
Steve & Sheila Trotman	Audi TT



Some decided NOT to have the Senior’s menu when it came to desserts.

On a perfect Sydney day at a magnificent venue, the scene was set for a display of some of the most stunning cars in Australia. The venue was Swifts, the historic 56 room mansion in Darling Point. It was built in stages from 1873 to 1882 for prominent brewer Sir Robert Lucas-Tooth and is now home to Dr Shane Moran.

The lawns, driveways and garages provided an ideal setting for the fabulous cars and their knowledgeable owners, genuine enthusiasts and the inevitable sprinkling of sycophants. Here is an incomplete list of the cars on display.

It was my first sighting, in the carbon fibre, of a Brabham BT62R and it looked even better than in photos. The car's minder said there are currently six under construction, the company is expanding its production and sales are encouraging. Possibly the most famous Brabham, Sir Jack's 1966 World Championship car, the BT19 was overshadowed by its younger sibling, hidden from clear view by a hedge.

Concours events, particularly in the USA, seem incomplete without an example from the outrageous stylists Figoni and Falaschi - aka Phoney and Flashy - but they are thin on the ground in Australia. So it was exciting to see a Delage from the famous coach builders in an arresting shade of orange. A rumble seat on a European car of this type was interesting.

There was another Delage there. This 1922 CO2 model was enormous and powered by a 18.5 litre V8 Hispano Suiza aeroplane engine. Owner Graham Lawrence caught everyone's attention when he started it up. What a beautiful noise!







McLarens were plentiful but none was more spectacular than the Speedster decked out in Gulf livery. No windscreen, no hood, very little weight and lots of power, it would be the ultimate hair-spoiler. Best for bald blokes!

In the 'you don't see one of those everyday' category was a Mazda Cosmo, an early rotary powered car from the Japanese licensee of the Wankel engine. It's styling was a hesitant attempt between European and American with a touch of Asian.

It was testament to the variety and interest of the cars on display that a Bugatti Veyron attracted hardly a second glance. Both the Lamborghini Countaches were more spectacular and were popular exhibits, always with their doors up.





For those with deep pockets and impeccable taste, there was one car you could take home. Auctioneer and event founder and curator James Nicholls offered a 1961 Maserati 3500 GT Spyder which was snapped up for a very reasonable \$695,000 plus 5% buyer's premium.

Amongst the ultra-exotica were some of the finest examples of cars we see more often - Jaguar E-types and Porsche 911s. A prime example of each was displayed by TSCC member, Robert Harrison. His Anniversary Series 3 E-type, one of the last 50 built looked faultless to me, as did his beautiful tangerine Porsche 911T.

With early autumn sunshine, fabulous cars, interesting people, Pommery champagne and Chateau La Gordonne rose, it was a day to remember. Thank you Robert for the invitation.



## The Car's the Star



Cecille B DeMille and Marsha Hunt, 1937 Cord 810 (B stands for Blount)



## The End



Domestic Terminal Sydney Airport, 3.21pm 26<sup>th</sup> August 2020