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The official magazine of
the Thoroughbred Sports
Car Club

Winter 2021



Winter 2021

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Closing Date for the Spring Edition 30th September 2021

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

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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

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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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Lotus Editor: [Roger Morgan](#)

Other Information:

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

An anniversary like this deserves an impassioned speech, one that details the long and illustrious history of the club. After all, to be 40 years old with a waiting list to join is probably unique amongst clubs of many types. The report should include the long list of events that have taken its members to far off places, the wonderful cars owned and driven by its members and of course, the members themselves.

The speech would cover all this and more, but the clincher would be that its success as a club is down to the members and what a fine bunch we are. Composing a worthy speech would take some time.

I decided that plagiarism was a better idea. Why write a comprehensive report saying things that have been said before when I could use the words that have already been written? By someone else.

I chose Colin Piper as my 'someone else'. I remember talking with Colin early in his membership and complimenting him on his car, it's consistently high level of presentation and the fact that I rarely saw it with the hood up.

In the company of a number of our members' cars, Colin wondered if his Mazda MX-5, in spite of being one of the most significant sports cars of the past half century or so, would be 'acceptable'. It was certainly less glamorous and expensive than some of them.

The club's name may also have concerned him. The word Thoroughbred suggests marques like Hispano Suiza, Bentley, Aston Martin and Ferrari. The irony is that, if the word means pure bred with no significant items such as engines or gearboxes bought in, then the Mazda MX-5 is a true thoroughbred. And it's certainly a sports car.

Time has passed and I don't have to ask Colin if he and Jan and their car feel accepted; they are established, active and respected members of our club.

The following lines are from a speech that Colin has written and will deliver later tonight.

'Colin Watts (long time TSCC member; we were at the Conservatorium High School together) said to me that the club was about the people and their enjoyment of cars and Jan and I have made some wonderful friends in the last 7 years. There are eye-watering collections of cars amongst the members, but Colin is right, it's the people in the TSCC that make it such a lovely environment.'

I couldn't have put it better myself.

Speaking of wonderful friends, I'd like to thank Julie Braithwaite for organising this superb function. In typical Braithwaite style, Julie has planned everything to the last detail. The success of the evening is down to her. Thank you very much Julie. Thank you also for our MC, 'the other Braithwaite', Jeremy, who, as he always does, has put together a wonderful video display as a backdrop to the evening's activities. About the only aspect that Julie outsourced was the car display, handing it to Roger Morgan

who did the kind of precise planning we've come to expect of him. Thank you, Roger. Thanks also to his lovely assistants, Tess Morgan and Terry Daly who helped bring the complex display to fruition. Of course, it wouldn't have been worth doing had it not been for Jeremy the Drone Driver who captured it all from a great height.

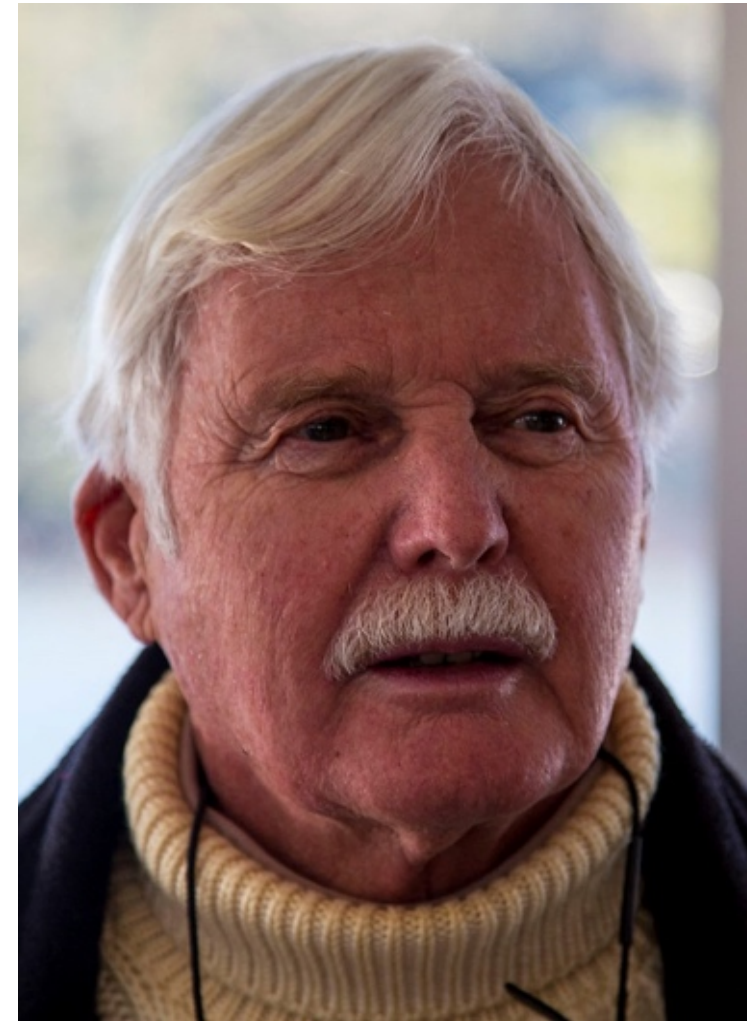
And thank you to everyone who has travelled to the Hunter Valley to celebrate this impressive milestone.

I leave you with something to ponder - what will the Thoroughbred Sports Car Club look like in five- and ten-year's time? Will there be a 50th anniversary? I certainly hope so.

Life Memberships

Vern Kelly

- Vern joined the TSCC in 2000.
- He was President in 2006/ 2007/2008. (Wendy was Treasurer at the same time).
- He won the Donald McDonald Award in 2003/2004.
- He won the Clubman Award in 2006/2007/2008.
- He won the Pride of Ownership Award in 2005 at Oatlands House.
- When Roland Clarke stood aside, Vern organised every Wednesday Run in 2002 and 2003.
- He has been a regular contributor to Top Gear over many years. His articles have included a three-part report on the restoration of Roland Clarke's Aston Martin DBS.
- Vern is probably best known by current members as the Weather God with an almost unblemished record of ensuring fine weather on runs in which he participates. To provide proof of his powers, light rain fell at Chateau Elan fifteen minutes after the last car left the lawn.



Barry Farr

- Barry joined the club in 2008.
- He was President for five years having been Vice President and Social Secretary for the three years before.
- He has been a prolific contributor to Top Gear and won the Citizen Kane Award in 2010, 2013, 2016 and 2017.
- His Alfa Romeo Giulietta Spider won the Pride of Ownership Award in 2009, 2010 and 2011.
- He and Dott Forester won the Donald McDonald Award in 2011 and 2015.
- Barry won the Borrani Wheels Award in 2018.
- With Dott he organised three Big Trips, one to South Australia, one to Tasmania and a third which did not eventuate, to Queensland. These surveys were carried out at considerable personal expense.
- He also organised several other social events including Christmas parties.



The new year started off really well and we managed several excellent club events, however, as I write this it feels like Groundhog Day, as we are housebound yet again.

My 1959 Alfa Giulietta Sprint finally home, after a couple of false starts, in June after eight months of recommissioning following its near 44 years off the road. In an earlier TG I threatened to detail its history, so here it is....

On 11 April 1961 Mr. Ernest Santariello from upstate New York wrote to Alfa Romeo in Italy to enquire about the tax-free purchase of a Giulietta Sprint in Italy to use on holiday and then ship to New York.

By 10 October 1961 the car was ready for collection in Rome. The “Certificato d’Origine” and the “Dichiarazione di Vendita” are both stamped and remain with the car along with a certificate from the “Ministero Dei Trasporti” authorizing the car to be put on the road. The car was registered with Italian export number plate EE 28290 which also remains with the car. By October 14th, 1961, the car had been driven 1,589 miles and received its “Tessera Di Garanzia” from Alfa Romeo.

The car was ordered with the very rare rear seat option. Although delivered in late 1961 a check of the Chassis no reveals it to have been built in 1959. It is an early 101 series car identified by the “aeroplane” rear number plate light and different rear bumper bar.

The engine is the original 1300cc unit and it has a four-speed gearbox in the later 105 style casing.

On October 25th, 1961, with 3,439 miles recorded the car was loaded onto the “Cristoforo Columbo” bound for New York, where the car was to live until 2020. The shipping documents along with all booking, shipping, manifest and receipt documents remain with the car. Mr. Santariello flew home from Milano to New York’s Idlewild Airport on October 23rd. On November 3, 1961, Hoffman Motors Corporation, the New York Alfa importer, sent notification that “applicable export papers have been properly processed” and that the export guarantee deposit was being refunded. All these documents are present, along with hotel receipts, airline tickets etc., from Mr. Santariello’s holiday.

Settled into life in New York, a notebook was diligently kept by the owner of every service, petrol fill up (with consumption records), battery replacement, tyre rotation, polish, cleaning etc., right through to August 1977, at which point the car had travelled 27,365 miles. We think it then went into storage until 2016, when its ownership changed for the first time.

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I purchased it, located in New York, on Bring a Trailer on 6th March 2020. Delayed by Covid, I shipped it to Australia in October 2020. It has since been very carefully and sensitively recommissioned over the past eight months. Work included, replacing all the suspension and brakes, radiator check and clean, carburetor and distributor rebuild. The speedometer and tachometer were inaccurate, so these were serviced. It was repainted in acrylic at some time in the past, all chrome, lights and lenses are original.

Restoring the interior took most time. The spectacular interior material is original, the seats are all hand sewn and were carefully taken apart to replace the foam while retaining the original covers. The hood lining is original and has been repaired and re-coloured. The carpets and rubbers are also original. Front seat belts in period colour (grey) and fittings have been installed. The car came with its original tool kit, which is complete. The original Fergat wheels are with the car, however replacement alloy wheels were sourced with new tyres when the car changed hands in 2016 and these remain on the car.

Two large ring bound folders came with the car fully detailing its history, along with the aforesaid notebooks, owner's handbook and service manual.

I spent the first week of lockdown carefully cleaning it, buffing the paint and polishing all the internal chrome fittings. It's not perfect, the objective has been to respect its history and preserve it.

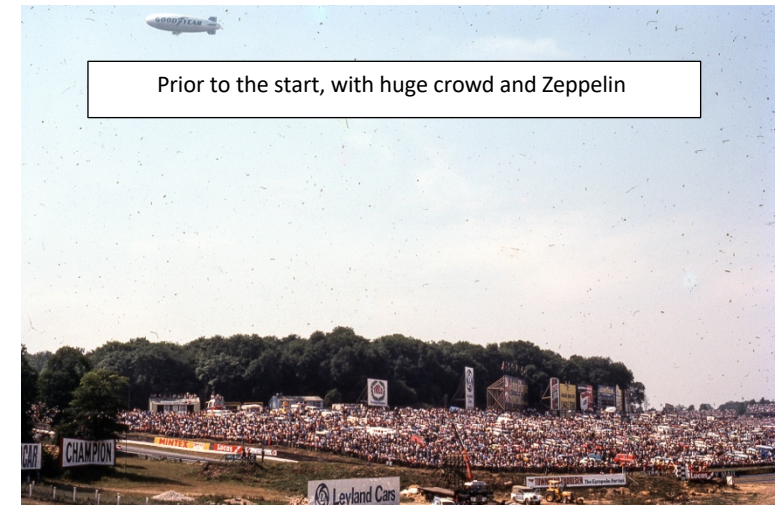
My usual thanks to everyone who contributed to the magazine and a huge thank you to Julie and the team for the wonderful 40th Birthday celebration



Deborah and I reached Britain in July 1976 after our three-month Overland journey and immediately looked for an interesting car. Like who wants to drive on autobahns, the Le Mans track and the Nürburgring in a VW campervan? I didn't, and so we headed off to Tony Brooks Garage and bought a second-hand Lancia Beta. (Tony Brooks had competed in 39 Grand Prix races, with his last win being the 1959 German Grand Prix). With our new wheels and suitably enthused, we headed off a few days later to Brands Hatch, to see the 1976 British Grand Prix. In the huge crowd of spectators, we found spots on Paddock Hill Bend, which is at the end of the Brabham Straight where the start/finish is. We were entertained by a biplane performing aerobatics, RAF helicopters and parachutists and a zeppelin, not to forget the pre-GP sedan racers, with many drivers finding Paddock Bend very tricky. At the start of the Grand Prix, it was evident that not only the sedan drivers found Paddock Bend tricky. Clay Reggazzoni driving the Number 2 Ferrari started from the second row attempted to take the lead from Niki Lauda at the first corner - Paddock Bend - making contact with Lauda's car in the process, breaking Lauda's rear wheel and then spinning. Reggazzoni's spinning Ferrari proved a magnet for following cars, including that of James Hunt, the home-town favourite for the race. My photos show the sequence of events.

The first corner crash brought out the Red Flag. Hunt had already driven his damaged car back to the pits via an access road without completing a full lap of the track. Prior to the race re-start, the officials declared that since he had not been on the circuit when the red flag was waved, Hunt would not be allowed to take part in the restart. The British spectators didn't like this, chanting Hunt's name until the stewards, fearing crowd trouble, announced that Hunt would be allowed to re-start after all.

At the re-start, Lauda took the lead, followed by Hunt and Reggazzoni, although the latter was in a technically illegal replacement car (he was subsequently disqualified). After Lauda led for the first 45 laps, Hunt took the lead and stayed there for the next



Prior to the start, with huge crowd and Zeppelin



Start of the race with Reggazzoni (2) hitting Lauda's Ferrari (1)

31 laps, winning, with Lauda second. The fans were happy, but not the Ferrari, Tyrrell and Copersucar teams, who protested that Hunt had not completed a lap following the accident. The officials dismissed this protest and Hunt was declared the winner.

Ferrari then submitted an appeal to the RAC, the governing body of

motorsport in Britain. At its meeting on 4th August the RAC dismissed this appeal, stating that although Hunt did not finish the first lap, his car was still moving at the time the race was stopped, and this was sufficient to allow him to restart.

Ferrari then protested the result to the FIA. At the tribunal held on 25 September, Ferrari argued that Hunt's car had been pushed by his mechanics before the race had been halted, breaking the regulation prohibiting outside assistance during the race. McLaren maintained that they had only pushed the car after the race had been stopped. The FIA did not agree and upheld Ferrari's appeal, and disqualifying Hunt from the race, with the result that Lauda was the race winner.

I am not sure if the moral of the story is that it is not over until the fat person sings, or that if the first protest doesn't succeed, think up a different angle. Anyway, witnessing this race was a great start to our Grand Tour, even if the day's enjoyment was reduced with the 2.5-hour drive back to our accommodation, some 55 miles away.

The idea for this article came after many hours spent this year digitising old photos and slides. Perhaps other members have some old photos and related stories to tell.

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Hunt's McLaren bumps over Reggazoni's Ferrari



Some drivers escape the mayhem via the infield



Reggazoni's Ferrari still in the centre of the track

Millthorpe in March – another excellent Jack Jones Tour



In March 2020 we were going on an overnight run to Millthorpe, we had 36 participants, but Covid19 hit, and our numbers were depleted to 17. The people who missed out on this trip asked if we could do it another time, so arrangements were made for March 2021.

We had over 70 members wanting to go on this run (probably the most we have had for an overnight run) and another 10 people from the Triumph Car Club.

Every bit of accommodation in Millthorpe was taken up by our members, motel, guest house, hotel and private homes, including a converted chemist shop.

The maps and route instructions over a couple of very scenic roads were printed and all ready to go. Then, on the Saturday prior to our departure on the following Thursday the heavens opened, and we were inundated with floods, predominantly on the western side of the Hawkesbury River.

With the collapse of the Bells Line of Road it was impossible for 14 people to attend. Because of this I had to locate a new meeting point where we could park up to 30 cars. The meeting point ended up being the Pavilion at the Hydro Majestic, Medlow Bath, a most enjoyable coffee shop.



We had sent out an email advising all those attending to bring a more suitable vehicle that would cope with the deteriorating weather conditions. (Most people confirmed to this suggestion).

We had 49 people brave enough to head off from the Hydro Majestic, but unaware of a rather deep flowing causeway we encountered on the Sodwalls Rd, everyone made it through, even the Ferrari. Although a motorcyclist was not going to attempt this crossing.

Upon arriving at the Tarana pub for lunch I was informed that the road we were heading for was closed, so an alternative route had to be taken.

After lunch 41 people headed for Millthorpe. Because of such a large group pre-dinner drinks and nibbles were held in two or three different locations.

The dinner at Tonic Restaurant, whilst being a tad expensive, was a most enjoyable five-course meal enjoyed by a those who attended.

A sad ending to the night was when leaving the restaurant, Vern Kelly had a nasty fall and spent the night at Orange Hospital. After receiving six stitches to his good-looking face and a splint to a fractured finger, he was allowed to leave.

To all those who were unable to attend, if I receive enough requests, we may try again next year.



The recent statement by the NSW Transport Minister that NSW was third in the world in road deaths per capita behind Sweden and Finland should be challenged in a positive way. In fact, the way road deaths are recorded could be revised and I contend that deaths per kilometer driven would be a more accurate assessment of road safety. I believe that people in NSW would drive substantially more kilometers a year than those in either Finland and Sweden and why do I state that?

- Finland and Sweden's combined land mass is 768735 sq ks (450285 + 338440) whilst NSW Land mass is 801150 sq KS.
- In both Finland and Sweden, you need to be 18 years old to obtain a licence. In NSW you can get a licence at 17 years old. Meaning we have one extra year of inexperienced drivers adding to NSW's road toll. I'm not sure of the statistics but insurance companies and history tells me this age group is somewhat vulnerable to accidents. What percentage of accidents relate to this earlier access to a driving license?
- In the three winter months in both Sweden and Finland, when temperatures can be below -20c, are there less drivers on the road? In NSW we drive all year round.

Researching the internet, I have Sweden at 220 deaths and Finland at 208 deaths and when combined we have 428 deaths compared to NSW's toll of 287. Considering we have a greater land mass, with over 100000 extra 17 years old's driving, and with a greater average annual mileage, I passionately believe NSW should be proud of where we stand on the world stage re road safety.

How could we improve on World Best Practice?

You can throw all the money you like at speed cameras /red light cameras / highway patrol officers/ road awareness campaigns etc. but without a significant change in driver training and attitude, the Towards Zero campaign will run out of steam.

I believe the average driver is taught how to get a licence, NOT how to drive, as such we have many bad drivers on NSW roads who barely know just the essentials of car control. Many do not know whether their car is front wheel drive, rear wheel drive or all-wheel drive. It is critical to have this understanding if you get into trouble in the rain etc.

Again, what is ABS and how does it work? Where is the switch for the hazard warning lights?

So, what do we need to do differently?

- Have driver training as part of the school curriculum in the final 2 years.
- Increase the age of being able to obtain a licence to 18 years old and anyone who wants to obtain a license at 17 must do and pass an approved advanced driving training course.
- Promote the idea that a driver's licence is a privilege Not a right.
- Update and post the Road Users Handbook to all drivers every year.

And what about third-party insurance, the ambulance chasing industry and “driver safety.”

We need to look at the whole green slip/ third party arrangement. Cars are rarely the cause of the accident. The driver is usually the cause of the accident, so why doesn't the cost of the problem lie with suspect, poorly trained or undisciplined driver?

A proposal worth consideration?

- **Increase the cost of a licence to \$1000 per year.**
- Remove the current third-party green slip from a vehicle and move the cost to the licence. So, any car driven by a licenced driver is automatically covered by insurance.
- If a driver has an at fault accident where someone is injured or killed, the cost of their licence doubles for the next 3 years, that is \$2000 per year. If in those 3 years, they have another accident that causes injury then it doubles again i.e., \$4000 per year for the next three years. And if they have yet another accident then the licence now costs them \$8000 etc. I would assume that at this cost many accident-prone drivers would be handing in their licences. Similarly, the old and those that rarely drive may also simply hand their licence in. My experience tells me that if you do not regularly drive you lose that sense of traffic flow etc.,
- If the driver is unfortunate enough to have that second injury/death accident and before they pay the new doubled license amount, they must also do an accredited advance driving course.
- Accidents that do not cause injury or death are not a consideration.
- And for the good drivers, they are rewarded. \$1000 year one, \$750 year two, \$500 year three and \$250 year four. Again, if someone who is on a \$250 a year licence has an at fault injury accident, then their licence goes to \$500 for the next three years etc.
- For the less privileged, the Govt could subsidize the first three years of licence to the tune of \$1500. In year four it would go to the \$250 base figure. However, if any injury etc. offence occurs then the license returns to the table. i.e., In year three the licence would have been \$500, then after the offence it would be \$1000 and so on.
- You could do away with the current demerit points systems as the drivers that are causing the human damage/deaths are being penalized through the pocket and would probably hand it their licence.
- NSW Govt would control the third-party injury claims based on a predetermined dollar amount for each injury. Loss of an arm is worth \$x and we can be generous as we have eliminated the very profitable Insurance industry, and the increasing numbers of lawyers and doctors that continually have their finger in this very lucrative pie. Hopefully we will eliminate the fraud that seems to be ever present in the current system. By now, we should have ample information to ascertain what each injury is worth. Hopefully, by penalizing the bad drivers as proposed we would have a lot less injuries to worry about.
- Overall, a complete overhaul of the NSW Licence system with a focus on what the Government is trying to achieve. Reduce deaths and injury.

Any queries/comments/or additional thoughts would be much appreciated by the

Contact Terry Daly (0418675253) or e-mail terry.daly@live.com.au

A fine but brisk autumn morning welcomed club members to Kurrajong Village prior to the Tractor 828 Lunch run, organised by Julie Braithwaite.

The majority of the 38 people booked met at The Village Kitchen for a welcome coffee and chat prior to the 10.00am departure.

A total of 20 cars of various makes, models and vintages left the village for an easy drive through rural Kurrajong and Blaxland Ridge along Comleroy Rd then Blaxland Ridge Rd culminated at Putty Rd.

A right turn into Putty Rd and 100KPH limit enabled the throttle to be opened for a short distance before turning into Bull Ridge Rd.

Shortly before the end of Bull Ridge Rd, observant motorists may have noticed a small winery on the right-hand side.

Bull Ridge Estate Winery has been operating for over 20 years and has a cellar door with free tasting on Saturdays and Sundays.

A left turn at West Portland Rd found us on a slower winding road through the small village of West Portland. After leaving the village the Hawkesbury Council had been at work as the road damage mentioned in Julie's route instructions had been repaired. The road repair gangs have had a busy time since the recent heavy rain.

A few kilometres after leaving the village Pat and I came across a Red Ford Mustang parked at the roadside. Thinking the worst, we pulled up, to be given a thumbs up by Mark and Caroline Beckett, who, it transpired, had followed from Kurrajong Village, the Braithwaite Mustang only to find Jeremy and Julie were en-route directly to Tractor 828. (Maybe a Mustang thing?) Mark and Caroline now had a "navigational hiccup" so followed us for the remainder of the interesting "driver's" West Portland Rd to the Lower Portland Ferry.

This ferry is unusual in that its operation and maintenance are jointly funded by Hills Shire Council and Hawkesbury City Council. Interestingly it closes for 30 minutes twice daily for the ferry driver's meal break, there being only one working each shift. The 3 other Hawkesbury River ferries are operated by Roads & Maritime Service.

While waiting for the ferry, we had time for a leg stretch and were able to observe some of the damage caused by the recent "one in fifty years" flooding of the Hawkesbury River. The high-water mark was evident well up the wall of the nearby cottage, the adjacent colorbond fence also looking somewhat worse for wear from the forces of the water. The flood at this point was I believe about 13 metres above normal river level!

A right-hand turn found us on River Road for a picturesque drive past our daughter's home and Dargill's Turf & Ski Park towards Sackville Ferry Road. This Ski Park was completely submerged during the recent flood. Some of the on-site caravans had been moved to higher ground, many were damaged, while the less fortunate were washed away completely.

River Road is very narrow and winding for most of its length. Enrooted we met, on two occasions, large gravel trucks and trailers (known as Truck and Dog for the benefit of you City folk) so due care is required while driving this road.

At the end of River Road, a right turn into Sackville Ferry Road found us on an easy downhill run, past several more caravans which had been relocated from the nearby ski park onto higher ground away from the recent devastating flood waters. Arrival at the Ferry found several large trucks also waiting to cross which took up most of the space on the next ferry trip, patience required for some of us..

Located less than 1 kilometre from the ferry, along Sackville Road is Tractor 828.

Once just a fuel stop, Tractor 828 is now a popular restaurant/café run by Mark and Sharon Florentino..... Petrol is still on the menu as indicated by the pump out front.

As we arrived, we were greeted by Mark directing where we should park. He indicated that I should park between Beckett's immaculate '66(?) Mustang, and Michael Markiewicz's beautiful DB6 Aston Martin. I thought our Porsche 944 was a thorn between 2 roses, but it eventuated that Mark has a soft spot for "front engine, water cooled, transaxle" Porsches. Where was the other red one Jeremy?

Inside, the counter and kitchen area were a hive of activity. TSCC club members were allocated several tables outside under umbrellas where we were presented with a very comprehensive and reasonably priced menu. The table service was exemplary, the servings generous.

I believe that Michael and Kay Yates will be regular visitors to Tractor 828, so impressed were they by the valet parking of their new Mustang Bullitt!

Thanks to Julie Braithwaite for organizing a very enjoyable day, with excellent food, company and weather.

Thanks also to hosts Mark and Sharon, we shall return!

Jeremy's and my own photos can be found on TSCC SmugMug.

Attendees: -

Jeremy & Julie Braithwaite

Roger & Tess Morgan

Kay & Michael Yates

Mark & Caroline Beckett

Pat & Roger Korte



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Colin Piper & friend
Malcolm & Margaret Stephen
Brendan Byrne & John Herlihy
Peter & Margaret Simms
Bruce Richardson
Colin Watts & Graham Fitzgerald
Rob Losurdo & Michelle Bullen
Michael Markiewicz & Rick Assender
Keith & Carol Reynolds
Shiela & Steve Trotman
Bob & Jeni Smith
Tony & Lyn South
Max & Carol Pegler
Val & John Dixon
Vic Clark



It had started off as the TSCC Big Trip for 2020 – The Bon Vivant Tour of Victoria assembled by Jack and Jenny Jones, then along came COVID-19 with its regulations affecting interstate travel and restricting social interaction for the rest of that year. As an outcome of tireless effort by Jack it has morphed into the **2021 The Lakes Entrance Weekend** (including a cameo from the mysterious Jake Johns).



Road Trip to Lakes Entrance

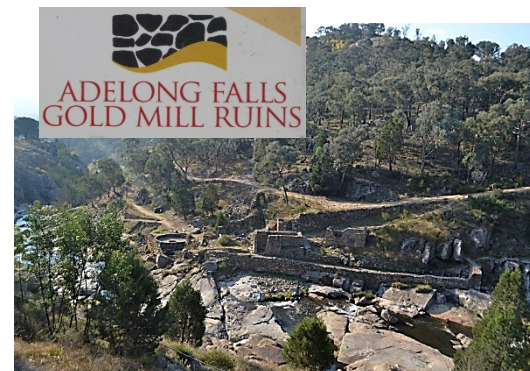
Day 1 - Start: Eling Forest Winery – M31 Hume Highway, Sutton Forrest

The weather in Sydney for the latter half of April had been just superb. The first hints of autumn were there with cooler mornings giving over to warm bright sunny days, and so it would be for today. The crisp morning light was showing great promise for the touring days ahead. There was some smoky haze about, this was coming from multiple controlled burning exercises being conducted by the Rural Fire Service (the heroes of early 2020). This morning, and to borrow a few lines from a popular poem, some 41 TSCC members and friends “*had gathered for the fray*” at the Eling Forest “*for the word had passed around*” that we were off to Snowy River country (the din started here).

The first set of navigation instructions were fairly easy to follow – ‘*exit Eling Forest carpark turning left onto the M31 motorway, at a prescribed distance turn left off the M31 and proceed into Jugiong for lunch*’. The route instructions following lunch were a little more challenging but more on that later.

Lunch was enjoyed in the outdoor dining area of The Sir George Hotel Jugiong, a favourite of many. With the combination of our own large (and hungry) numbers, the competitors and supporters of a local Cattle Drafting competition plus an ever-growing number of curious locals (looking at fancy cars without towbars), the Sir George Hotel outdoor garden was jumping with colour and noise. (the din continued here). Colin Allerdice has posted a host of great photos onto the TSCC Facebook page, many from this lunch.

The route instructions following lunch were much the same as for the morning – *'turn left from Jugiong onto the M31 motorway, and then left off the motorway at a prescribed point'*. Pretty simple, however the inconvenient positioning of an active roadworks crew with machinery did result in a few members overrunning that left turn. No real problems though as those few members did manage to find alternate methods to return to the prescribed route to Adelong (some of those alternates are best not recorded here). Our route for the afternoon provided a pleasant cross-country journey southeast to Adelong and then further south on to Tumbarumba, for our first overnight stop and dinner at the Tumbarumba Motel. Along the way there had been a recommendation to visit the historic gold diggings close to Adelong. These were well worth the minor diversion and many a “we must come back” was heard in the carpark. The scenery across wide open country and to the distant hills was simply fantastic, if still a little tinged by the backburning smoky haze.



Tumbarumba was *COLD*. The traditional 5:00pm car park drinks this night were a brave affair, nevertheless there was a strong showing by dedicated members present. The full gathering of the TSCC entourage for the first night's dinner was a runaway success (that din again). There was much table talk of the day's touring adventures, speculation on what was to come tomorrow and it was heard time and again “we must come back with more time” (although I might recommend not choosing the curry next time). Breakfast was offered in the same dining room, not as noisy an affair and with an air of excitement for the day to come.

Day 2 - From Tumbarumba to Lakes Entrance

Saturday morning dawned bright and clear-ish (smoke haze again), it was however just a little brisk at 8C. This morning's route instructions were necessarily perhaps a little ad hoc and open to a multiple of varying interpretations (see Alternate Day 2 following). This is no criticism of the organisers, it is merely an acknowledgement that for a few navigators/drivers the combination of the originally issued typed route instructions, the distribution of revised handwritten instructions (to avoid a 4X4 excursion) and a new A4 paper(?) countrywide map with squiggly lines on it, did promote lively discussion within several vehicles (a different sort of din). Nevertheless, the drive to, through and over the high country from Tumbarumba (NSW) to Omeo (Vic), and from there down to sea level and Lakes Entrance, was perhaps the most spectacular and



rewarding day for all. Some smoke haze was still present however the distant vistas of escarpment and mountains remained breathtaking and together with the many roadside discoveries, made for a very memorable day.

The route south had many individual highpoints - spectacular distant scenery, thundering waterfalls just off the main route, tranquil hidden glens, dramatic lookout locations with previously unknown local rural history, the enigmatic story the crash of The Southern Cloud (1931 airliner disaster), on over the Murray River and into Victoria and Corryong. This town claims that 'Banjo' Patterson's *The Man from Snowy River* was based on the exploits of local man Jack Riley. The claim is widely disputed. Who of us is going to forget the Omeo Highway? Ordering coffee in Mitta Mitta(?), the 108kms from there to Omeo and the 1000 curves! (thank heavens for power steering)? Lunch on the wide verandas of The Blue Duck Inn at Angler's Rest, and then back onto the 'horse' for more curves up to Omeo, and then there was Omeo itself? The tail end of the day's journey from Omeo down to the coast and The Lakes Entrance was both relieving and relaxing after those b*****y curves.



Day 2 - An alternate route

The Larmours being amongst the last to leave the motel at Tumbarumba and being a little confused which road to take out of town, we programmed Tallangatta into the satnav and found ourselves on a very different route to the other happy travellers. We followed route C547 which took us through Manus, Jingellic and Walwa joining the Murray Valley Highway at Shelley. This was a great road, the first part being through predominantly farming land with a wide-open road with long straights, interspersed with a few winding sections down to river crossings (on bridges) and climbing back to the higher rolling farmland. The second half of the route was on a narrower road with an 80KMH speed limit through large stands of forest. Much of this area displayed evidence of extensive fire activity from 2019 but in typical Australian bush habit had healthy regrowth occurring. Evidence the regrowth is brining wildlife back to the area was the surprise sighting of a very young deer, although I am not sure where deer fit in to the Australian ecosystem! This route went through some very pretty country and having generally good road surfaces it would have been enjoyed by most on the trip.

Philip + Leigh Larmour

Day 3 - Explore Lakes Entrance at your leisure

At Lakes Entrance we enjoyed 2 nights at The Esplanade Resort and Spa, a fine establishment, and I am confident that the staff/management will recover from the TSCC experience quite soon. The booking for dinner that Saturday evening was not to be at the Resort but at a more distant Water Wheel Beach Tavern at Lake Tyres. With flawless organisation we were whisked away for the 15-minute drive in a couple pre-booked minibus/cabs This is where the Jake Johns cameo comes in. Our intrepid leader for the weekend Jack Jones quickly found out that TSCC did not have table booking at the Tavern for that evening. By a sheer coincidence it did become evident that a chap, one 'Jake Johns', did have a table booking for that night and for 41(?). However, said Jack Johns had not yet turned up. As quick as a flash our own Jack dramatically announced himself to be 'Jake Johns' and thus saved embarrassment all round. Another great evening was had were the volume of our own recounting of the day (major din) was matched in volume by the rest of the equally noisy hotel patrons. The Tavern was completely packed out for the evening, we were indeed most fortunate that the real Jake Johns group was a no show.

WATERWHEEL BEACH
TAVERN
RESERVED
JAKE JOHNS
630pm
41 PAX



Sunday had been billed as a free day allowing members the opportunity to discover the region at their leisure. Following the thrill(?) of the 1000 curves and the drama with the 'Jake Johns' affair, a quiet day was the perfect plan. As it turned out though, yet another very active and full day was unfolding. There was morning coffee and pastry to be had al fresco, local markets to be assaulted and a very relaxing 3.5-hour afternoon Eco Cruise on the Lakes Entrance waterways. Once again, our intrepid leader stepped to the fore and organised this cruise with one of the local tour groups. What Jack/Jake did not tell members was that this particular cruise boat had a dubious history of gun running and drug smuggling! The weather for this excursion was just perfect with warm bright sunlight and a gentle cool breeze blowing across the water. The Lakes Entrance waterways, also known as the Gippsland Lakes, are a huge network of lakes, marshes and lagoons covering an area of 354 square kilometres (137 sq miles). Our 3.5-hour cruise around the closer waterways covered merely 8% of the total area available.

Continuing with the free day theme members were required to fend for themselves for dinner that evening, A few members found no hardship in this with a quick cash transaction to purchase fresh local prawns from the back of a suitably battered looking old fishing boat, fresh bread rolls from the bakery and the mandatory (small?) bottle of wine. Presto, problem solved. Still others performed their civic duty by spending their tourist dollars in a couple of restaurants up and down the waterfront precinct. A loyal and dedicated few members proceeded to have a very memorable evening in the Resort restaurant and bar. I am unable to report any details of that particular group because when I requested a brief report for inclusion here for this article the bleary eyed response was ...*'no tales on tour'*.

Jeff + Judy Breen

Winter 2021



Day 4- Lakes Entrance to Canberra.

After having enjoyed an “Indian summer” day in Lakes Entrance on the Sunday, Monday dawned overcast revealing we had had light rain overnight. Breakfast at the motel was partaken by most and a few goodbyes were said to some who needed to return home early or in the case of the Breens an alternate route home to enjoy the delights of the NSW South Coast for a few romantic stops along the way.

By the time we reached Cann River the skies were quite threatening and not finding a suitable venue for morning tea we filled up with fuel and headed for Cooma via Bombala. Not more than 15km up the Monaro Highway the rain started, and we drove through intermittent and sometimes quite heavy showers to Bombala. Arriving at Bombala around 1130 hours we decided it was too early for lunch and pushed on to Cooma. The Monaro Highway is well maintained and an easy drive, apart from negotiating the few trucks that use the road. Lunch was enjoyed in company with Lionel and Gael Walker. Driving out of Cooma we joined the end on a mini convoy of the Slater brothers (Mercedes and Porsche) and Vern and Wendy Kelly (Mercedes) and travelled together to our overnight accommodation in Canberra.

Our final dinner together was a buffet of three meats, salads and vegetables followed by mouth-watering deserts where a few indulged in multiple helpings.

During dinner President Stephen invited Marie-Louise Howard to introduce her friend Sandra Bennett to the group. Sandra was an early pioneer of women in motorsport in Australia and had an interesting motorsport history in the late 1960s and into the 1970s in circuit racing ultimately with the Holden Dealer Team where she co-drove with Christine Cole (now Gibson) and in a number of rallies including the Southern Cross Rally. Sandra was happy to answer questions from the floor and she gave great insight to her experiences of the times.

Day 5- Canberra to Home

After a casual breakfast we all went our separate ways home, but by now the rain was quite consistent which was an unfortunate way to finish what had been a very enjoyable 5 days. I am certain everyone enjoyed the experience, even those who found the Omeo Highway could be stomach churning, and a great big thank you goes to Jack Jones for his excellent organisation. In fact, Leigh and I enjoyed the trip so much we would like to repeat the trip over a few extra days to explore some of the side roads (we won't take the Jaguar though) and spend more time in the Lakes Entrance area.

Philip + Leigh Larmour

(Photos: contributions from Allerdice, Larmour + Breen)

Thank you Jack and Jenny for a fantastic weekend, it was probably just what the doctor might have ordered for all of us in these troubled times, I am sure that you already have many suggestions to ... *'do it again'*.

Thank you again from all 40 of us.



40th ANNIVERSARY CELEBRATIONS



Compiled by Julie Braithwaite

On Tuesday 15 and Wednesday 16 June, 2021, the TSCC celebrated its 40th anniversary in style at Chateau Elan in the Hunter Valley.



Eighty-four members gathered for the two days of festivities, the highlights of which are detailed in the following articles.

Winter 2021

Alan & Liz Jones	Mercedes 250c Sports Coupe
Barry Farr & Dott Forrester	Ferrari Mondial
Bob & Jeni Smith	BMW 840
Bruce & Tricia Duncan	Porsche Cayman
Bruce Griffiths & Barb Midgley	2019 Kia Cerato Sport
Chris & Deb Hallam	1953 Jaguar XK 120
Colin & Jan Piper	Mazda MX5 NC 2007
Craig & Donna Shiel	Mk 2 Jaguar
Darryl & Andra Pike	Mercedes C 200
David & Linda Slater	1994 BMW E36 M3
David & Anne St Julian	Jaguar XK150 fixed head coupe
Dominic Truelove & Pauline Sercombe	Mercedes 350SLK
Geoff Burgess & Ruth Croft	1977 Ferrari 308 GTB
Graham & Carol Edds	Limited edition MX5 1991 (with hard top)
Grant Liddell & friend	TVR3000m
Greg Ball & Vicki Bell	Porsche Boxster
Jack & Jennifer Jones	Jaguar XK
James & Janina Elphick	2006 BMW Alpina Bi Turbo
Jeremy & Julie Braithwaite	Mustang
Jim & Jenny Catts	2003 Ferrari 575 Rosso Corsa
Jim Peters & Louise McKinnon	Qashqai
John & Sonia Curran	E46 BMW M3
John Slater & Wendy Huggard	Ferrari 365 GT4
Kevin & Robyn Leggott	Porsche Cayman
Konrad & Caroline Dover	Jaguar XKR convertible
Laurie & Fran Bromley	Triumph Stag
Les & Roselee Johnson	Rolls Royce
Lionel & Gael Walker	Jaguar XK140
Mark & Caroline Beckett	Ford, Mustang (1967)
Max & Carol Pegler	2004 Rover Mustang V8
Michael Markiewicz	Aston Martin
Mike & Robyn Collett	1966 Jag S1 E-Type Fixed Head Coupe
Philip & Leigh Larmour	Jaguar XK
Rob Clare	Jaguar E-Type
Roger & Pat Korte	Porsche 944 1986



Roger & Tess Morgan	Nissan GTR
Ron Powell & Sue Harris	2015 Abarth 595
Stephen & Jill Knox	Ferrari 575
Terry & Robyn Daly	2020 Aston Martin DBS Superleggera
Tony & Lyn South	Ferrari Dino 1973
Trevor Booth & Jennifer Eagle	Mitsubishi GTO
Vern & Wendy Kelly	2001 Mercedes-Benz CLK 430 Cabriolet
Vic & Jane Clarke	Porsche 911 Carrera

Our resident Weather Guru, Vern Kelly, excelled his skills and we enjoyed fine and sunny weather for both days – even the nights were quite mild by Hunter Valley winter standards.

The formal program for the two days was:

Tuesday 15 June:

Afternoon: Arrive at Chateau Elan

5.30 TSCC BYO drinks and nibbles around the tennis court

Dinner: At leisure

Wednesday 16 June:

Morning: At leisure

From 2.20 Start to assemble for the BIG 40 photo shoot

6.00 Pre-dinner drinks outside the Barrington Room

7.00 Gala Dinner



A very convivial spot to join together for drinks and nibbles.
A 'little' dark at 5.30 until we switched on the court floodlights

We started early and stopped at Cessnock for coffee then on to Hunter Valley Gardens.

It was not the best time to go, all the trees had dropped their leaves and they had just started to plant Pansies and the like. A few pansies had poked their faces out. It will be a riot of colour in the Spring.

We had lunch at Garteimann Winery at their Cafe. The Deck Cafe serves Tapas. We had a nice spot on the lawn next to a small pond. The sun was shining on our backs & it was lovely and warm & the food was good.

We then headed towards Chateau Elan, on the way we stopped at Binnorie Dairy where we had Cheese tasting, bought some and sat on the veranda with our coffees. Then onto the Chateau, and caught a few early birds while checking in.

The drinks and nibbles were held at the Tennis Courts, we arrived a bit late to find the party in full swing. It was hard to see who was there, the lights were few and far between, however, everybody seemed to be enjoying themselves. We left early as we had Dinner booked for 7pm. By the time we arrived quite a few couples had already arrived.

The Legends Bar and Grill was doing a roaring trade and the food was good.

By Janina and James Elphick



WEDNESDAY FREE TIME

Quite a few people took the opportunity to enjoy a lazy start to the day and a late breakfast or coffee at the Resort. Not so for some members who set off in various directions to experience the delights of the Hunter.

Hot Air Balloon Ride by Chris Hallam

We were possibly the earliest risers as we set off in the dark for a hot air balloon ride. Having years of rugging up for winter travel in the open XK, we were well prepared for the cold and thoroughly enjoyed the morning ride. Indeed, we were back on the ground before many others had surfaced, after having enjoyed the traditional champagne breakfast at the Peterson Champagne House.



Wine Tour by Vicki Bell

Wednesday 16 June dawned as a beautiful sunny day, pretty much guaranteed when you have Vern Kelly in tow.

Along with Vern and Wendy Kelly, Janina and James Elphick and Carol and Max Pegler, Greg and I set off on a Snapshot Half Day Tour with the Two Fat Blokes Gourmet Tours.

I must start by saying our 'Fat Bloke', Alan, was a thin streak of a chap with a good knowledge of the area, its wines and cheese. He was also very interested in Australian history and tested our memories whilst driving along with questions on the First Fleet and that era in our history. It's amazing how the facts from those History lessons back in primary school come flashing back into the memory!

We ventured to three vineyards for tastings, the first, and by far the most sumptuous, was Eclectic Wines where the Fat Blokes Gourmet Kitchen is located in a rustic timber building with mismatched tables and chairs and a warm fire burning in the grate. Nine wines matched with nine deeeelishus cheeses, amazing.

Our second stop was at Misty Glen, a boutique vineyard surrounded by low hills of grape vines basking in the Winter sun. Here we found a ball-obsessed Labrador and his Golden Retriever mate as the meet and greet team.

Bimbadgen was our last stop for a tasting in their sleek, modern bar area.

Three very different destinations in style yet each fabulous in their own right. If anyone is going back to the Hunter any time soon, I can highly recommend the Two Fat Blokes tour.

We returned to Chateau Elan for a light lunch on the sunny terrace facing the Golf Course, in traditional TSCC style - more food and wine!

Wirraway Aviation Museum by Roger Korte

Following our disappointment, the previous day at finding the Luskintyre Aviation Museum closed it was suggested to me by Mark Beckett on the morning of the Club's 40th Anniversary display, that we, accompanied by David St John, visit the Wirraway Aviation Museum. We were assured this was open!



Wilson, enjoying a cheese platter at Eclectic Wines



After leaving our three respective wives to shop at Hunter Valley Gardens we arrived at the museum to inspect their small but very interesting collection of airworthy, historic “warbirds”.

The first surprise was a WW2 Hawker Hurricane of “Battle of Britain” fame which we didn’t expect to find. Also on display were two WW2 “Pacific Theatre” aircraft, the CAC Wirraway which was an Australian designed training aircraft, later modified into the Boomerang fighter and the large Grumman Avenger torpedo-bomber.

Two aircraft representing the Vietnam War era were the North American T28 Trojan (counter insurgency) and the rather smaller Cessna 02 “Bird Dog” which is crammed with avionics. Also present from the 1970’s is an ex-Soviet Yak 52 trainer.

This museum is located at Cessnock Aerodrome and is well worth a visit.... And a joy ride!!



Hunter Gardens by Colin Piper

If ever proof was needed as to the diversity of cars owned by members of the TSCC you only had to observe Gael and Lionel Walker, Colin and Jan Piper and Ron Powell and Sue Harris's outing on the Wednesday morning of our visit to Chateau Elan. A Jaguar XK140, a Mazda MX5 and a FIAT Abarth travelling in convoy...classics all in their own way.

At dinner on the Tuesday evening, we three couples decided to visit the Hunter Gardens, which are situated just a few kms from Chateau Elan. Opened in 2003, they cover about 14 hectares with many separate themed gardens within the boundary. Unbelievably, we discovered that they plant several hundred thousand annuals every year and judging by the number of gardeners we came across during our wanderings, I reckon it must be a 364 days a year operation (they are closed on Christmas day). According to their literature, there are over 6000 trees, 600,000 shrubs and a million ground covers. I am exhausted just thinking about that!

The botanical details I am afraid are beyond my area of expertise but to paraphrase John Cleese in the memorable sketch about Michelangelo's "Last Supper", *"I don't know much about plants, but I know what I like"*. The accompanying photos hopefully convey some of the spectacular landscaping to be viewed, as they say, a picture is worth a thousand words. After this visual feast, we stopped by Bimbadgen next door to Chateau Elan for a light lunch...delicious and highly recommended if you are ever up that way.

I mentioned the three cars at the beginning; dating from 1955, 2007 and 2015, these three cars are remarkable inasmuch as they have very similar performance*. All three have a top speed in the 195-215kph range, acceleration 0-100kph within a second 7.4-8.4. All achieved in vastly different ways of course; the famous 3.4L DOHC Jaguar, the 2L DOHC Mazda and the little screaming 1.4L Turbo Abarth.

All so different; all classics in their own way and proof yet again what an interesting club we are all so privileged to be part of.

**according to Dr Google*

Winter 2021





And a visit to the Spa by Pauline Sercombe

One of the features of the Resort is its Spa. I enjoyed a relaxing few hours being pampered while the boys were out playing with the motorcars.

WEDNESDAY AFTERNOON: THE BIG 40 by Craig Shiel

One of the highlights of the Chateau Elan trip was the formation parking for the 40th anniversary club photo.

Prior to the event, we all had to complete a waiver form for Chateau Elan to be allowed to park on their lawns and protect them from any accidental damage to our much-loved vehicles. We also provided Roger Morgan with details of what car we were bringing.

Roger had given us all very precise details of where and what time to line up for the photo opportunity. On the day, Roger and Tess provided each car with a place card to ensure we all knew which position to take up prior to driving onto the lawns outside the main building.



Forty-one club cars, plus Will Hagon in his Renault to make up the top of the '0', filed onto the lawn in an orderly fashion and followed final instructions to set out the perfectly planned shape of a giant number 40 pattern. Last minute manoeuvring soon had all the cars in the ideal formation.

As clouds started to gather, Jeremy's drone took to the air and hovered over us for several minutes and we all waved to the small buzz box as it flew past. Jeremy and Roger had a quick look at the resulting images from the drone and they seemed delighted with the end result!

It was a wonderful sight to see so many fine examples of motorised art on display in such a beautiful location. Some of the other guests staying there came over to check out the display.

A short while later, it was time to drive off the lawn back to our parking spots, as a few drops of rain began to fall. What perfect timing!

The photos from the drone, shown at the dinner that night, looked wonderful.

Full credit and much appreciation to Roger and Tess Morgan, Jeremy and Julie Braithwaite, and Terry Daly (assistant marshal) for their efforts, as well as others who helped with the logistics of lining up the vehicles. It was well worth the effort.

(Julie note: Roger Morgan had been meticulous in his planning for making the cars form 40. Hours of work, multiple pieces of graph paper and much gnashing of teeth went into the seemingly effortless way it came together. We all owe Roger, and his able assistant Tess, huge congratulations.)

We were also fortunate with the weather. On Wednesday there were monster shadows across the lawn and on Thursday there was a wind blowing that would have made it impossible for the drone to fly. Thanks, as usual, to the weather master, Vern Kelly.)





PRE-DINNER DRINKS by Ron Powell and Sue Harris

After months of build-up and planning culminating in a day and a half of Hunter events, the drinks were a fitting prelude to the celebratory dinner.

A frisson of excited anticipation was reflected in the ladies' sparkles and the chaps' shiny dinner suits. The talk was about what everyone had done during the day.....hot air balloon rides, Fat Blokes wine tour, shopping, garden visits and lunches at various wineries.

However, universally the talk was about the brilliance of Roger's team in designing, organising and setting up the FANTASTIC FOUR O, yet disappointment that the impending rain caused premature dispersal.

The rain dampened arrivals for the drinks with many guests appearing under brollies. The upside though was being forced to closely huddle while enjoying the pre-dinner drinks and canapés.



The crush added an air of conviviality and general hubbub as we shuffled to view the seating plan, creating a marvellous build up to the much-anticipated formal dinner.

GALA DINNER by Barry Farr

The evening began with drinks and hot and cold hors d'oeuvres on the patio of the Barrington Room which is the Resort's function centre. A few drops of rain resulted in an intimate setting as everyone sought protection under the partly covered terrace. All consulted a beautifully framed seating plan prior to being ushered into the room where the nine round tables were tastefully decorated with black and gold balloons and the name tags were lodged in corks printed with the 40th Anniversary logo.



Everyone was gifted a boxed wine glass, also with the 40th Anniversary logo, compliments of Les and Roselee Johnson and bottles of red and white wine were provided by the club for the initial toasting. MC, Jeremy Braithwaite, introduced President Stephen Knox, who welcomed everybody and introduced special guest and presenter for the evening, well known motoring journalist and commentator, Will Hagon.

Alternate drop entrees of smoked duck salad and pepper chicken salad were served with background music being provided by the evening's disc jockey Konrad Dover, who really hit the spot with the old tracks he selected. Will Hagon then took to the mic and indicated he was destined to be involved in motoring following his stepfather's work with Larke Hoskins, P&R Williams and Bill Buckle. Will also indicated he was lucky enough to win his first car, a 1948 Standard side value 8hp Tourer, and reminded us that Saturday week will be the 115th anniversary of the first Grand Prix which was raced over 12 laps of the 64 mile Le Mans circuit and for which the first prize was a pot of gold.

Background music resumed as did the large screen photos and videos compiled by Jeremy when mains of Angus Eye Fillet and Lamb Shoulder were served. Stephen then presented the Lucky Door prize of anniversary-labelled red and white wine and port which was won by John Curran.

SEATING CHART				
THOROUGHbred SPORTS CAR CLUB				
TABLE ONE FERRARI F12 Stephen Knox Jill Knox Trevor Booth Jennifer Eagle Geoff Burgess Ruth Croft Jim Catts Jenny Catts Tony South Lyn South	TABLE TWO JAGUAR XK120 Rob Clare Will Hagon David St Julian Anne St Julian Lionel Walker Gael Walker Chris Hallam Deborah Hallam Darryl Pike Andra Pike	TABLE THREE MERCEDES Vern Kelly Wendy Kelly Greg Ball Vicki Bell Dominic Truelove Pauline Sercombe Roger Morgan Tess Morgan Alan Jones Liz Jones	TABLE FOUR BUGATTI Bob Smith Jeni Smith John Curran Sonia Curran Janina Elphick James Elphick Linda Slater David Slater	
TABLE FIVE PORSCHE 911 Jeremy Braithwaite Julie Braithwaite Mark Beckett Caroline Beckett Ron Powell Sue Harris Michael Markiewicz Les Johnson Roselee Johnson	TABLE SIX FERRARI SF90 Laurie Bromley Fran Bromley Colin Piper Jan Piper Graham Edds Carol Edds Max Pegler Carol Pegler Grant Liddell Penny Creighton	TABLE SEVEN JAGUAR XKR Jack Jones Jennifer Jones Konrad Dover Caroline Dover Philip Larmour Leigh Larmour Craig Shiel Donna Shiel	TABLE EIGHT PORSCHE 718 Bruce Duncan Tricia Duncan John Slater Wendy Huggard Roger Korte Pat Korte Vic Clarke Jane Clarke Kevin Leggott Robyn Leggott	TABLE NINE MASERATI GT Barry Farr Dott Forrester Mike Collett Robyn Collett Terry Daly Robyn Daly Jim Peters Louise McKinnon Bruce Griffiths Barb Midgley

Vern, who joined the club in 2000, was the recipient of the Donald McDonald Memorial Trophy in 2003 and 2004, the Car of the Year Trophy in 2005 for his Mercedes Benz CLK 430 Cabriolet and was President for 3 years, 2006-2008 during which time he was awarded the Clubman's Trophy in each of the 3 years.

Barry Farr joined late 2008 and won Car of the Year with his Alfa Romeo 750F in 2009, 2010, 2011 and 2013 and was awarded the Citizen Kane Award in 2010, 2013, 2016 and 2017, the Donald McDonald Memorial Trophy with partner Dott, in 2011 and 2015, was Vice President/Social Director in 2012 and 2013 and President for 5 years 2014-2018 and in 2018 was presented with the Borrani Wheels Award.

A series of presentations/interviews followed, the first by Vern Kelly who talked about the circumstances that led to moving the club's meeting venue from the Ryde Ex-Servicemen's Club to the Carlingford Bowling Club during his Presidency.

Les Johnson talked about some of the 'nonsense' one of the founding members, Bill Marshall, used to get up to with his neighbour. The latter would borrow his father's new Holden and the two of them would visit the various sportscar sale yards on Parramatta Road each Saturday morning, leave the Holden as security while they 'test drove' a car of their choice. The first was an MG TF which they returned 2 hours later, the next a Porsche with 'a bit more poke' and so on. Besides Bill Marshall, Frank Gretch was member #1 - (the other founding members were Roland Clarke, Chris Dale, John Hall, Bill Rankin, John Scott, Lionel Walker and John Williams).

Terry Daly reported on the club's five overseas tours, the first around New Zealand's South Island in 2010 when one evening they dined at an 'all you can eat for \$25' curry restaurant. Adrian Walker kept ordering more dishes, a good portion of which he asked to take away and which he continued to consume over the next two days without any refrigeration. Needless to say, he had to be close to a bathroom for a number of days thereafter.

The second excursion was around Malaysia in 2012 where the toilet theme continued when John Moody, on his first ever overseas trip, was unfamiliar with the practice of a female towel attendant being present. The longer she looked, the longer he took. John overcame that experience with another first, consuming three quarters of a two litre Johnny Walker Scotch bottle and feeling much the worse for wear.





Vern Kelly



Barry Farr

Each setting was decorated with a placemat featuring a montage of the first two issues of Top Gear from 1981, a placecard and wine placecard holder printed with the TSCC 40th logo along with a wine glass for each guest courtesy Les and Roselee Johnson.



In 2013 New Zealand's North Island was toured in under-powered Nissan Tiidas, unless you realised each had an overdrive button. On this occasion, Peter van Dyk had a slight altercation resulting in dislodging his rear bumper bar which he carefully placed on the backseat for the rest of the journey only to be told upon returning the vehicle 'just dump the bar on the pile over there with the rest of them'.

New Zealand's South Island was again revisited in 2016 when not just our group, but many places especially Christchurch, were hit by an earthquake. Terry also related that Kevin Leggott spent extra hours retracing the route to find and view the Bra Wall.

In 2019 Roger and Tess Morgan organised a tour of mid-America but not much to report here as surprisingly, Terry had already quadrupled his allocated presentation time.



Barry Farr commented on a few annual tour incidents, the first being when 'she'll be right' Keith Reynolds refused Carol's pleas to stop their Triumph Stag on a section of the Great Ocean Road because of a noise emanating from the rear. When he finally stopped Keith discovered all the wheel nuts on one wheel were loose with one having already fallen off.

The next incidence occurred when Barry and Dott stopped at a roadhouse on a hill on day 6 of the Malaysian Tour. When returning to the road their Honda Civic was hit by a Mercedes travelling at an estimated 160kph in the 70kph zone. When it came over the crest the driver tried to stop skidding 40 metres before hitting and spinning the Civic sideways then continued skidding for another 45 metres into a ravine. The Mercedes was driven by a young chauffeur and in the rear seat was none other than the son of a Sultan who was a Malaysian Shadow Minister. The next morning at the local

Police Station Dott had to type the official report as none of the Police had sufficient English skills. Luckily no-one was injured, and it all ended well.

On the 2015 Tour of Tasmania the trip across Bass Strait on the Spirit of Tasmania was a little rough so Julie Braithwaite refused to revisit the experience and decided flying back to Melbourne would be a far better option. The flight was delayed 2.5 hours as a tornado had flooded Melbourne.

Colin Piper reported that after leaving school, he joined the AARC which led to lunches with Geoff Sykes, John Strange and Peter Windsor and how he and Windsor were asked to look after and maintain the club's two Formula Vs which of course, included test driving them over many hours on the Warwick Farm circuit.

Lionel Walker, being a founding member, talked about the club's early history. Bill Marshall led a breakaway group from the Aston Martin Club to form what was initially called The Aston and Thoroughbred Sporting Club. When the group first met to establish the club's charter the most important objective was that it be a non-marque club.

Soon after, the name was changed to the Thoroughbred Sports Car Club and new member Geoff Belshaw, a graphic artist, designed the masthead and penned the Top Gear title for the club's magazine which included the club's now familiar logo.

Lionel listed a few noteworthy events in the club's first year: a night match race between Chris Dale's DBS V8 and Bill Rankin's AM V8 at the Homebush Brick Pit drag strip, resulting in Bill winning and Chris blowing his diff: Bill Marshall completing his CAMS licence test in a rented car but forgetting to remove the numbers from the boot, an expensive oversight: the Yennora Woolshed Club Show organised by Stephen Knox whereat Chris Johnson displayed his newly imported DB4 Volante and was asked by the AMOC Secretary who owned this lovely car to which Chris replied I do, I am the guy you told the AMOC would not be a suitable club for me as I lived in Hurstville: the motorkhana held in Roland Clarke's backyard paddock in Kurmond and the club's first away event to Nundle at which some of the antics would not be acceptable today.

Lastly, Bob Smith made a number of the audience jealous as he related how he was able to match his Chief Steward's roster at Qantas with the major motoring events throughout the world including Retromobile, Techno Classic, Prescott Hill Climb, Mille Miglia, Goodwood Festival of Speed, Le Mans Classic, Monterey Car Week, Chantilly Arts d'Elegance and the Birmingham Classic Car Show.

Music, dancing and of course, more conversation filled the rest of the evening.

Julie Braithwaite is to be congratulated for such a wonderful night and thanks go also to President Stephen Knox and the club's Committee for organising and subsidising the event and to Jeremy, Konrad and Will Hagon for making it a memorable evening of celebration.

Some general thoughts....

The wines especially labelled with the TSCC 40th Anniversary logo were:

Watermark Pinot Grigio
Audrey Wilkinson Shiraz Cabernet
Zilzie Prosecco

Winter 2021



Photographs used in these articles were supplied by:

Jeremy Braithwaite photographs, videos of some of the gala dinner presentations and drone footage from the BIG40 can be found at:

<https://jbraithwaite.smugmug.com/ThoroughbredSports/Events-2021/TSCC40>

Craig Shiel photographs can be found at:

<https://tscc.smugmug.com/TSCCEvents/2021-Events/TSCC40/TSCC40-Craig-Shiel/>

Konrad Dover photographs can be found at:

<https://tscc.smugmug.com/TSCCEvents/2021-Events/TSCC40/TSCC40-Konrad-Dover/>

Roger Korte photographs can be found at:

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Colin Piper

Vicki Bell

Chris Hallam/Balloon Aloft

Ron Powell/Sue Harris

Visit the TSCC web page to see copies of the speeches and PowerPoint slides used at the Gala Dinner.

The Car's the Star



The End

