

top *gear*

THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTSCAR CLUB INC

ISSN: 2207-9327



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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 emailed to the Editor for publication showing the name and address of the author.

Top Gear Copy Deadlines

The copy deadline is the club meeting before the Publication Date:

- Winter: July meeting
- Spring: October meeting
- Summer: 2nd Wednesday in January – no meeting
- Autumn: April meeting

All contributions to editor@tscc.asn.au

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ABOUT OUR CLUB

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.

All back copies can be found on the website [here](#).

Club Meetings

Club meetings are held on the 2nd Wednesday of every month except December and January at the Carlingford Bowling Club.

Correspondence

All correspondence to The Secretary, Thoroughbred Sports Car Club Inc, 23 Madeira Avenue, Kings Langley, NSW 2147

Incorporation

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

Committee

The contact details of the [Committee](#) members are shown on the website.

Constitution & PPM

The club has adopted NSW Fair Trading's Model Constitution, which means as this constitution is updated, we adopt the latest version. You can find the 2022 version [here](#).

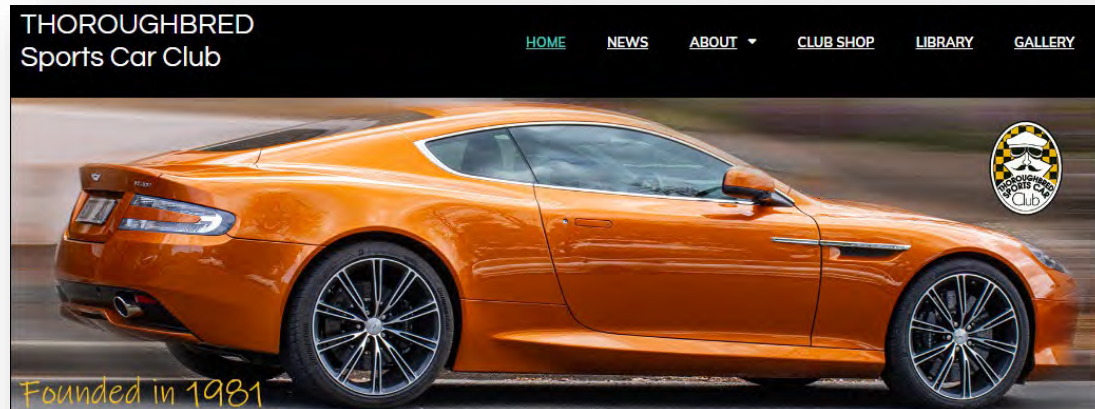
In addition, the Club has developed its own Policy & Procedures Manual. This includes the Club's Objectives and by laws and is updated from time to time by the Committee. You can find the current version [here](#).

Website

The club website is at www.tscn.asn.au and features John & Sonia Curran's Aston Martin on the masthead.

The latest Event flyers always appear on the home page.

The [Club Calendar](#) is the best place to see what's coming up. There is a link to allow you to add the Google calendar to your electronic diary on your mobile or other device.



TALES FROM TERRY

President's Report April 2025

I just revisited my last President's report from January, and I note that what I said re Donald Trump influence regarding motor vehicles, has come true and with a vengeance with a tariff on just about any car or part not made in the USA. In some cases, we are talking 20% or 25%, or whatever, depending on the day of the week. The 20% on Canada has a direct effect on the V8 Mustang's that I love as the V8 Coyote engine is made in Canada and shipped to the USA. What that will do to the price of a V8 Mustang imported into Australia is unknown, but it won't be a reduction!

While talking of "tariff's" our Federal Governments have been guilty of imposing its own form of tariffs on Luxury cars for years. i.e. The Luxury Car tax that protects the Australian Auto Manufacturing facilities.

For your information the LCT base is currently set at \$80567 and every dollar over that amount is Taxed at 33%. So, for simplicity's sake you buy a nice car for \$680567, you pay a LCT tax of \$200000 and then you have the GST at 10% (\$68056) and now if by any chance you wanted to register it, you're up for another \$20k plus. I actually thought the free trade agreement between Australia and the UK eliminated the LCT from the equation. It makes Trump tariffs look insignificant!

Moving to Europe, I believe various tariffs have been placed by the European union on many Chinese imported Electric vehicles. Twelve new Chinese electric vehicles have been released in Europe in the last 12 months causing the established car brands to ponder "what's next?". VW's operating profit fell almost 40% in the first quarter based just about everything. Aston Martin's is even worse.



BYD's Denza N9 is slated for release in Australia with a price tag circa \$100k, a 1,300km range in plug in the hybrid version and a sub 4sec for the 0-100kph dash

It can crab walk, tank turn and has advanced stability control that will cope with a burst tyre at 180 kph

There's an article on car sales [here](#)

TALES FROM TERRY

I mentioned, and we had the cover photo on the last edition of Top Gear, the MG Cyberster as a new and exciting challenge in the EV Space. (Incidentally, should this new addition to the MG Brand be eligible to participate at the All-British Day?). Another Chinese car company, BYD has now upstaged this car with their Porsche beating BYD Denza Z9GT producing 952 BHP in EV Form. Their marketing stuff states that selling BYD cars will be simple, just bring all the competing cars in this space to the test track and let the customer decide! They go on to boldly state that “The Denza product is ten times better than their competitors!” And remember that one of these competitors is the mighty Porsche. By the way, worldwide BYD outsold Tesla for the last two quarters.

In Australia, EV's depreciation rates are approx. twice that of their ICE (Internal Combustion Engine) equivalent. Obviously, the heavy discounting by the Chinese players is contributing to this depreciation. And if the US and European tariffs cause a real problem to the Chinese will Australia become a dumping ground for any potential oversupply?

During the last month I attend two National Meetings, One for Mustang and the other Jaguar. The agenda for the four days of each meeting was very similar, the only significant difference, being Jaguar run a sporting (or track) event. Both were great events and the Concour winners at both events were absolute beauties. The Mustang event was won by a late 60's Shelby 2 door coupe in an unusual light green, whilst the Jaguar event was won by a 60's 420G 4 door saloon in light blue.

The Jaguar event had the Australian MD of Jaguar Australia as a guest speaker and with Jaguar going all electric in 2025/2026, his commentary around the all-new electric Jaguar was interesting. The prototype that was released in Miami last year will be very similar to the end product but with 4 doors, it will go into production towards the end of 2025 and will be available in Australia sometime next year. Price still under consideration but he assured the audience that the electronics featured in this car will be amazing! Hopefully, not a repeat of the electrical issues that the before time Aston Martin Lagonda had in the 80's.



BYD's Denza Z9 (above) is even quicker than the N9. Both cars are around 3 tons

This Jaguar 420G (below) won the Concours outright at the Jaguar National Meeting at Bathurst



TALES FROM TERRY

Since my last report the club has had a very busy start to 2025 with our normal calendar events as well as the two Silo Art tours. Both were very well supported and the feed back on both the trips and the photo competition have been very positive with a suggestion that next year's big trip feature some new Silo's in other locations. Included in this edition will be articles on both trips. And don't forget to come to the May club meeting as Jeremy will be putting together a slide show featuring some of the best photos from both groups. Also, the winner of the photo competition will be announced as well as some runners up. An unusual prize will be awarded to the winner and the runners up (will be several because we have had so many great photos) will also receive something worth treasuring. I just pity Jeremy and Julie having to make that decision!

Additionally, if you're a car enthusiast you wouldn't have been short of car shows and displays to attend. We have Coffee and Cars at many venues several times a month, we have had the Sydney Harbour Concours d'Elegance (where member John Herily displayed his Audi V10 Convertible) as well as the Auto Italia in Canberra. The best in show at the Sydney Harbour event was a 1933 Alfa Romeo 6C-1750 GS Figoni Coupe. Hopefully, you will receive this edition via your normal e-mail channel. I won't go into the details of the problem, but Colin, Vic and Jeremy have been working on fixing the issue. Thanks guys.

In the meantime, may I suggest you refer to the TSCC Website for keep yourself abreast of what's happening in the club. Furthermore, for the June, July and August meetings we have speakers from within our ranks, all with very very interesting stories to tell. Finally, we are after a few volunteers to firstly, organise this years Christmas Party and Presentation function and secondly to start planning our 2026 Forty-five-year TSCC Club celebrations. With the Christmas Party, the venue and date has already been booked, and all the volunteer has to do is organise the logistics. The outgoing organisers will be available to give guidance.



The Jaguar Type 00

There's a video of [one](#) on YouTube being shown off on the streets of Paris with power provided by a diesel generator ... not a good look for an EV!



Terry produced these key ring bottle openers in the shape of a silo as a memento of the trip

TALES FROM TERRY

Regarding next year's anniversary celebrations, currently, it's an open book. Dates, locations, activities, etc will be with the organiser and their team. Katoomba, Port Stephens and Wollongong have been mentioned as possible venues, but nothing is in chain.

Please think about volunteering for either of the above or think about organising a run. And in case you haven't noticed we are in the middle of an election. From my personal point of view, I haven't heard from any party about how we are going to reduce the national debt. It's spend, spend and spend but nothing in this spending frenzy is focussed on the self-funded retirees.



Some well credentialled Mustangs at the Mustang National Meeting at Bathurst

EDITORIAL – JEREMY BRAITHWAITE

Tim Bickford

Tim Bickford has some medical issues, and he needs time to recover. He has decided to step back from the Editor role.

For those that do not know him, Tim was Sporting Director of Porsche Club NSW for many years before serving as President. He has a long motorsport history pedalling a VW Beetle in his early days and then developing a Porsche 911 which was re-shelled and rebuilt by Tim after a contretemps with the wall at Eastern Creek. The car is a credit to him.

He has also been a long-term member of Rotary and has been involved in the development and management of the Sydney Swap Meeting at Hawkesbury Showground.

What Is a Sports Car?

Colin Piper challenged us all to consider what is a sports car in the last edition of Top Gear and Geoff Williams picked up his quill to make a number of excellent points both in relation to what is a sports car and equally what is a thoroughbred car.

These include the point that having a convertible top should not be the measure of a sports car. I would agree as would all the Porsche 911, Aston Martin and Ford Mustang owners with tin roofs.

From the TSCC perspective we have never dictated the cars a member should own, and despite some incredible and expensive machinery owned by members we have always been a very egalitarian club respecting each and everyone's choice of steed.

We also should probably more accurately be described as the Sporting Car club as we also cover all those fabulous BMW M models for example.



We have a winner!

We had over 1,800 entries for the photographic competition, with an incredibly high standard of photography and composition.

Members were really inventive in using props and positioning their cars in a creative manner.

You can see everyone's efforts on the TSCC SmugMug website:

<https://tscc.smugmug.com/TSCCEvents/2025-Events/Silo-Art-Tour-2025>

But you'll have to wait for the May meeting club meeting to discover what we've done with all your photos and who are the winners.

And there is more than one!

See you at the Carlingford Bowling Club on 14th May!

EDITORIAL – JEREMY BRAITHWAITE

But coming back to the choice of sports cars, most people will compare acceleration and braking, top speed perhaps, and the car’s handling. Very rarely do the motoring reporters comment on chassis stiffness and you’ve got to do a lot of googling to turn up any figures at all.

I did however succeed a couple of years ago for a discussion with Tom Aczel on the development of sports car design. Tom had put together a presentation showing how advanced the MG chassis were in their day ... and the discussion went on from there.

My research produced this table:

CHASSIS STIFFNESS		
MAKE	MODEL	STIFFNESS NM/degree
Mazda	MX5 NA/NB	6000
MG	MGF	7100
Lotus	Elan	7800
Mazda	MX5 NC	8800
BMW	Mini Cooper Convertible	9000
BMW	E46 Convertible	10500
Lotus	Elise	10500
Mazda	MX5 ND	11000
Ferrari	360 Spider	13500
BMW	Z4	14500
Honda	S2000	20000

And of course, the stiffer the chassis the better the suspension works.

Honda developed what it called the X-Frame to achieve this level of stiffness.

The Honda would be a natural inclusion in any Top Ten Sports Cars with its 240bhp engine red-lined at 8,800 and its perfect gearing with 60 in first and then 100 .. 140 .. 180 .. 220 .. 260 in the 6-speed box. Julie Braithwaite, Vic and Jane Clarke and Chris & Deb Hallam are all owners, and they have all been trouble-free.

Top Gear Copy Deadline

I’ve put a deadline of the club meeting in April, July and October. There’s no meeting in January but its on the 2nd Wednesday.

In this Issue

In addition to all the silo tour features, we’ve got some interesting articles from Philip Larmour, Les Payne, Konrad Dover and the afore mentioned article by Geoff Williams.

Check out also my piece on Sir David McMurtry ... a fascinating character.

Jeremy



MOTORSPORT REPORT – PHILIP LARMOUR

The Combined Sports Car Association championship for 2025 kicked off with a SuperSprint at Sydney Motorsport Park on Saturday 15 March hosted by the Sprite Car Club of Australia.

This was a well-run event attracting 97 entrants with the numbers boosted by the number of Mazda MX5s competing on behalf of the MX5 Club of NSW. The only downside to the day was the weather, with the afternoon temperature peaking at 38 degrees.

TSCC members competing were-

- Jeff Breen (Triumph TR6)
- Lindsay Day (Triumph 2.5 PI)
- Gary Maher (Ford Escort and
- myself in the Triumph Dolomite Sprint.

The CSCA calendar for the remainder of 2025 are-

- 1/6- One Raceway- organised by MGCC Newcastle
- 27/7- Pheasant Wood- organised by TSOA
- 16/8- SMSP Gardner- organised by Club Lotus
- 21/9- SMSP Amaroo circuit- organised by the MX5 club
- 19/10- SMSP Druitt- organised by Jaguar Driver Club.

The pics on this page are Gary Maher (top) and in his Mk1 Escort and me in the Triumph Dolomite Sprint.

Philip Larmour



MOTORSPORT REPORT – PHILIP LARMOUR



Jeff Breen- TR6 and Lindsay Day- Triumph 2.5 PI

DOLOMITE SPRINT BROADSPEED

1973 Triumph Dolomite Sprint Broadspeed
Commission Number 3443
Philip Larmour

Build Completion Date: 31 August 1973 only two months after model introduction. I believe this Dolomite Sprint is the oldest Sprint in Australia.

The British Motor Industry Heritage Certificate identifies N3443 was built as a New White exterior with Black trim, RHD for the Home Market but with no Dealer identified. This is understandable as it is believed it was sent straight to Broadspeed Engineering for preparation as a Group 1 British Touring Car. The Dolomite then competed in the British Touring Car Championship in 1974.

Ron Hodgson purchased the Dolomite from Broadspeed Engineering and imported it into Australia in early 1975 and was issued with CAMS Log Book on 31 July 1975.

The Dolomite made an impact on the local motor racing community competing in Group C Touring Cars, Group A Touring Cars, Sports Sedans and in its current format as an Improved Production car.

The Dolomite proved to be very successful at Amaroo Park in the "Sun 7" Series often taking it to the Ford Capris for outright honours.

The Dolomite was involved in a controversial eligibility ruling by the Scrutineers at the Bathurst 1000km race in 1976 and the entry was withdrawn. The Dolomite was then sold to Bob Morris in 1977 and Bob campaigned the car as a privateer before on selling it in 1978 to Alexandra Surplice who raced it as a Group C car until 1980.

I purchased the Dolomite from Alex Surplice in 1981 and raced it regularly until 2010. From 1981 until 1984 the Dolomite complied with Group C Touring Car regulations and was raced in NSW Sports Sedan races at CAMS NSW State Championship events, Hillclimbs and Supersprints.

At this time I was still on a CAMS Provisional competition license, however I graduated to a full GC Licence in mid 1981 and entered my first National championship race at the Oran Park 250km Endurance Race in August 1981. My brother Mark fulfilled the co-driver role at the event. We failed to finish as a result of a diff failure on lap 80.



Early days of Ron Hodgson Team Dolomite



Alex Surplice's Dad Ian lived over the road from Terry & Robyn Daly. Here is he arriving at POO day on his ride-on which he kept using long after he no longer had a NSW licence!

Prior to this he had a Type 35 Bugatti and used to fettle Lesley Green's car. Alex spoke at a club meeting a few years ago
Ed.

DOLOMITE SPRINT BROADSPEED

As a privateer with no monetary sponsorship regular appearance at National Group C races was financially beyond our means. I continued to compete at NSW State Championship meetings with the Dolomite in Group C spec until 1984, but with an annual appearance at the Oran Park 250km Endurance races. Our best results were a third place in Under 2 litres in 1983 and a second to Glenn Seton (in the 3 litre Ford Capri) in 1984 when the under 2 litre cars were grouped in with the under 3 litre cars.

Group A Touring Cars were introduced to Australia in 1985. However, and the Dolomite gained the benefit of an additional year of homologation. Conversion to Group A specifications required the removal of the Group C wheel arch flares and replacing the 48mm Webers with 2" SU carburettors.

Interestingly, the SU carburettors lost no outright horsepower, but moved the torque band up the rev range which meant the engine didn't start to perform until 5000rpm whereas the Webers would pull cleanly from 3500rpm.

The 1985 swansong year at a National level was achieved by competing at the NSW Round of the Manufacturers Championship at Oran Park, followed by the Endurance Race once again at Oran Park.

With the Dolomite no longer eligible for National events, I reinstalled the wheel arch flares and Weber carburettors and continued to race as a Sport Sedan at State level race meetings.

I had been watching the development of the Club Car category as the Dolomite met all the regulations for permitted modifications except not being road registered. However, this requirement was dropped in 1990, and we went Club Car/Improved Production racing.

In Improved Production the Dolomite was very competitive regularly finishing in the top five in races and ultimately being placed in the top three in the championship for Under 2 litre cars on a number of occasions including a second place in three years.



Amaroo Park mid 70's when campaigned by Ron Hodgson



As purchased 1979

DOLOMITE SPRINT BROADSPEED

Increasing freedoms introduced to Improved Production regulations in the mid 2000s, allowed alternate engines from the same manufacturers range to be fitted into early bodied cars, but this was not a freedom we could take advantage of, and the Dolomites competitiveness soon disappeared. Additionally, the lack of available body panels was becoming a major issue, and a decision was made to retire the Dolomite from racing and a Honda Integra DC2 Type R was build for Improved Production racing.

The Dolomite then sat for close to ten years in the back of the garage until the Covid lockdowns of 2020. This provided an opportunity to spend time to bring it back to life with an engine refresh and a general tidy up. The intention was to use the Dolomite in SuperSprint's, which is where it stretches its legs today.

Specifications

- 2 litre SOHC 16 Valve motor. Approx 190BHP.
- Upgraded cooling system. Electric cooling fan.
- Carburetors- 2 x Weber 48mm DCOE
- Gearbox- Triumph Dolomite Sprint with wide ratio gear set and overdrive on 3rd and 4th gears.
- Rear Axle- Triumph 4.1:1 final drive and Powrlok LSD.
- Wheels- 13 x 9 BBS three piece or 13 x 7 as specific regulations allow.
- Tyres- 13 x 245 slicks or 13 x 205 semi slicks (Yokohama) as specific regulations allow.
- Bodywork- Group 2 wheel arch flares, front and rear spoilers.



Improved Production Race Eastern Creek early 2000s

COMING EVENTS

For the latest information on all our coming events please go the Club calendar:

<https://tscc.asn.au/calendars/>

Current flyers are also shown on the [home page](#) of the website.

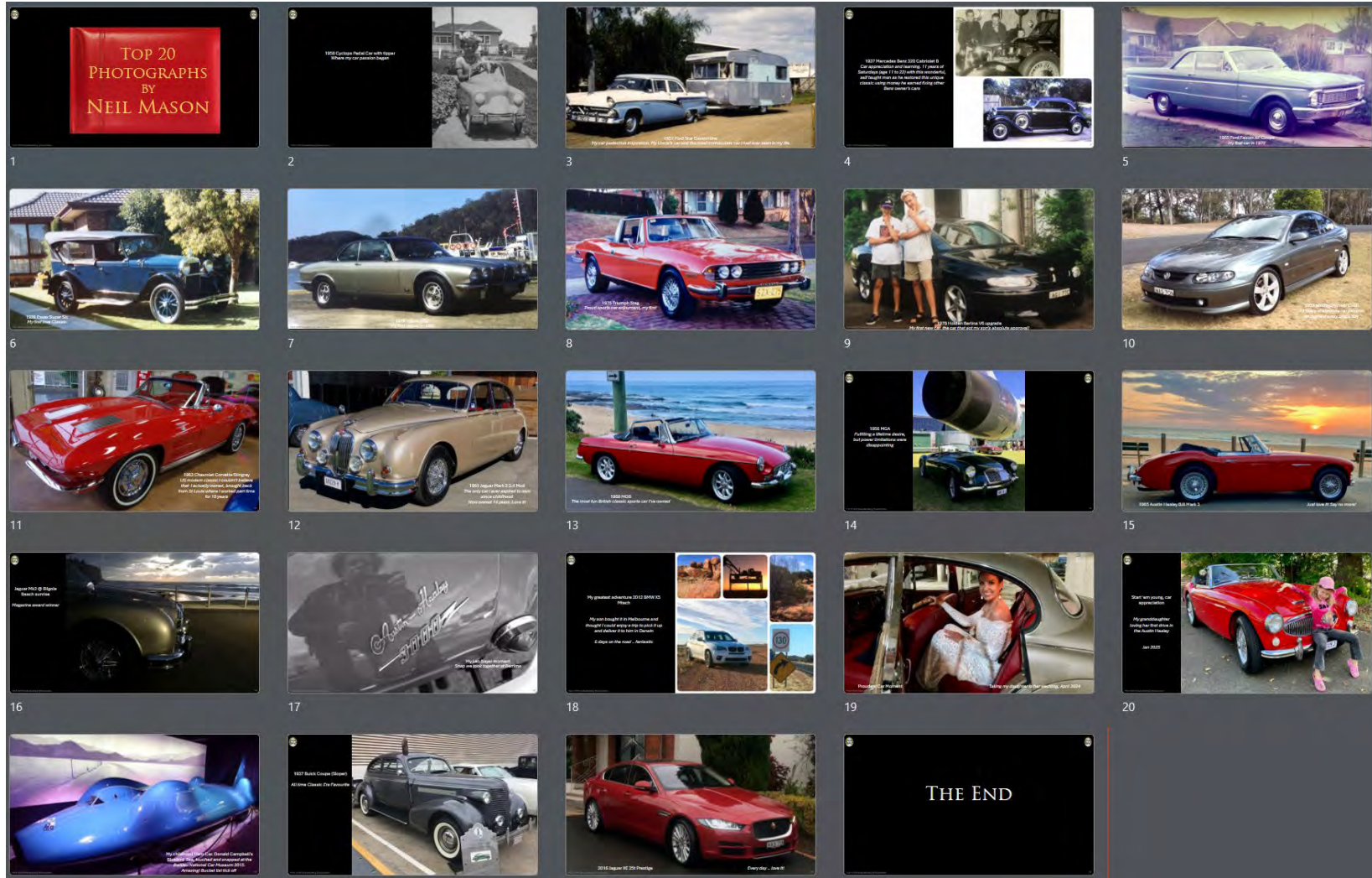
Sunday, 13 April 2025	Oberon Garden Club Run	Pat & Roger Korte
Sunday, 13 April 2025	Kurrajong Cars 'n Coffee	Julie & Jeremy Braithwaite
Wednesday, 16 April 2025	Wednesday Run	Organiser: Michael Marciewicz to Palm Beach
Sunday, 4 May 2025	One Raceway, MG Car Club, Newcastle	Phil Lamour
Wednesday, 7 May 2025	Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
Sunday, 11 May 2025	Kurrajong Cars 'n Coffee	Julie & Jeremy Braithwaite
Wednesday, 14 May 2025	Club Meeting	Speaker: Jeremy Braithwaite Silo Art Winners
Sunday, 18 MAY 2024	National Motoring Heritage Day, Berry	Neil Mason
Wednesday, 21 May 2025	Wednesday Run	Organiser: Gary & Wendy Maher, Southern Highlands
Wednesday, 4 June 2025	Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
Sunday, 8 June 2025	Kurrajong Cars 'n Coffee	Julie & Jeremy Braithwaite
Wednesday, 11 June 2025	Club Meeting	Speaker: Stan Jodeikin
Wednesday, 18 June 2025	Wednesday Run	Organiser: Philip & Leigh Larmour - Camden Valley Inn
Saturday, 28 June 2025	Sydney Symphony Orchestra	Colin Piper
Wednesday, 2 July 2025	Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
Wednesday, 9 July 2025	Club Meeting	Speaker: Michelle Murphy
Sunday, 13 July 2025	Kurrajong Cars 'n Coffee	Julie & Jeremy Braithwaite
Wednesday, 16 July 2025	Wednesday Run	Organiser: Sheila Trotman - Wild Cats TBC
Wednesday, 23 July 2025	26/07/2025 Overnighter to Harrington River	Organiser: Jack Jones, Harrington River Lodge
Wednesday, 6 August 2025	Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
Sunday, 10 August 2025	Kurrajong Cars 'n Coffee	Julie & Jeremy Braithwaite
Sunday, 10 August 2025	POO DAY	Julie & Jeremy Braithwaite

CLUB MEETING – 20 OF THE BEST PICS

Neil Mason was the first to present his Top 20 photos and covered a wide range of cars from the 1937 Mercedes Benz 320 Cabriolet B which he 'helped' a neighbour restore to his later 'pride and joy' Jaguars and Austin Healey.

Neil's daughter had a ride in the Mk2 to her wedding in April 2024 and his granddaughter had her first drive in the Healey in January 2025 ... and was smitten!

And yes ... that is Leo Sayer reflected in the boot lid of the Healey!

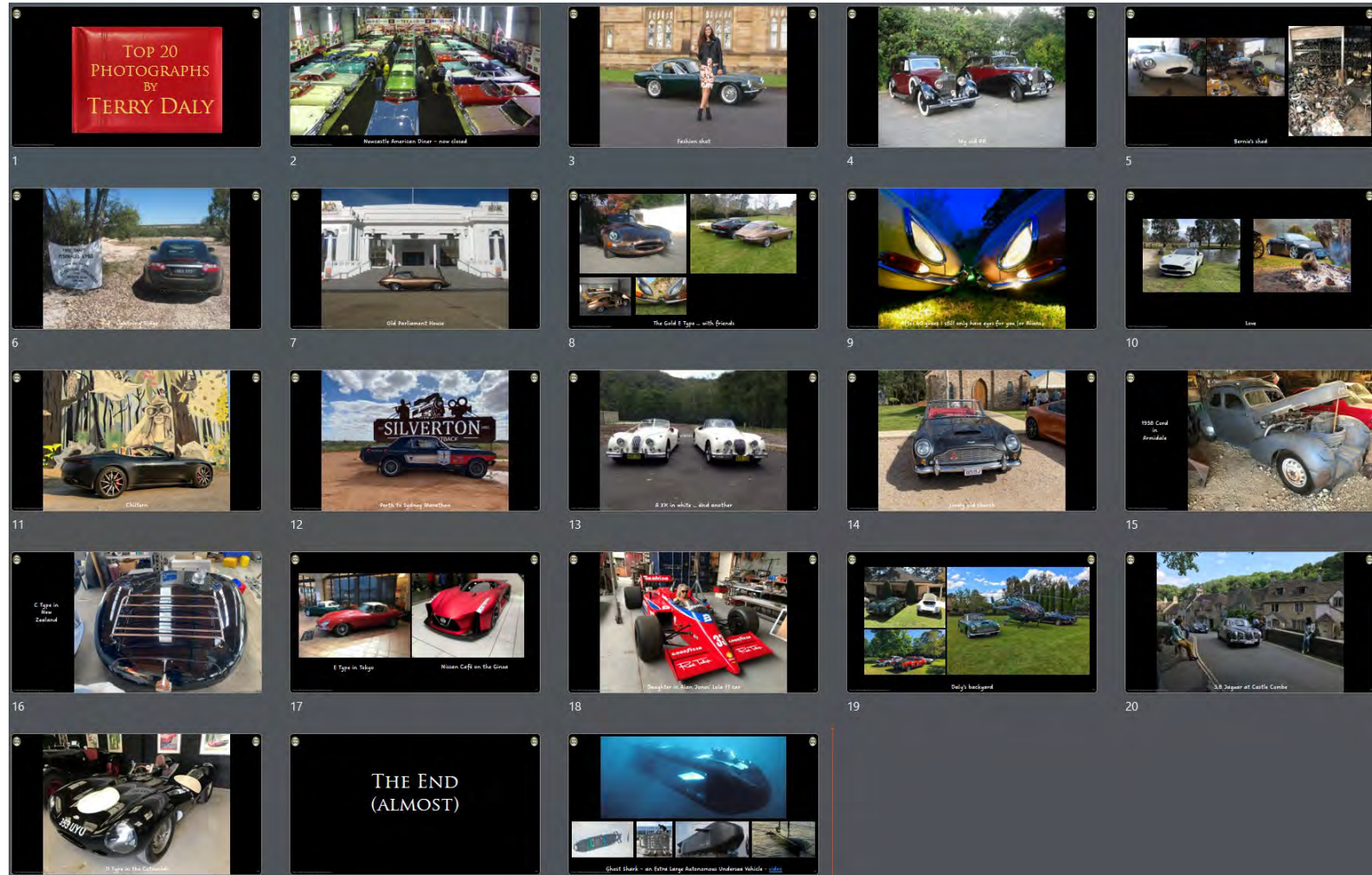


CLUB MEETING – 20 OF THE BEST PICS

Terry Daly covered a wide range of topics and machinery and finished it off with a mention of the unmanned submarine that his son-in-law is building for the Australian Navy.

There were lots of Jaguars and Aston Martins and even the Nissan concept car that had been on show at the Nissan Café in the Ginza in Japan.

And that is his daughter in the ex-Alan Jones Beatrice Lola F1 car!

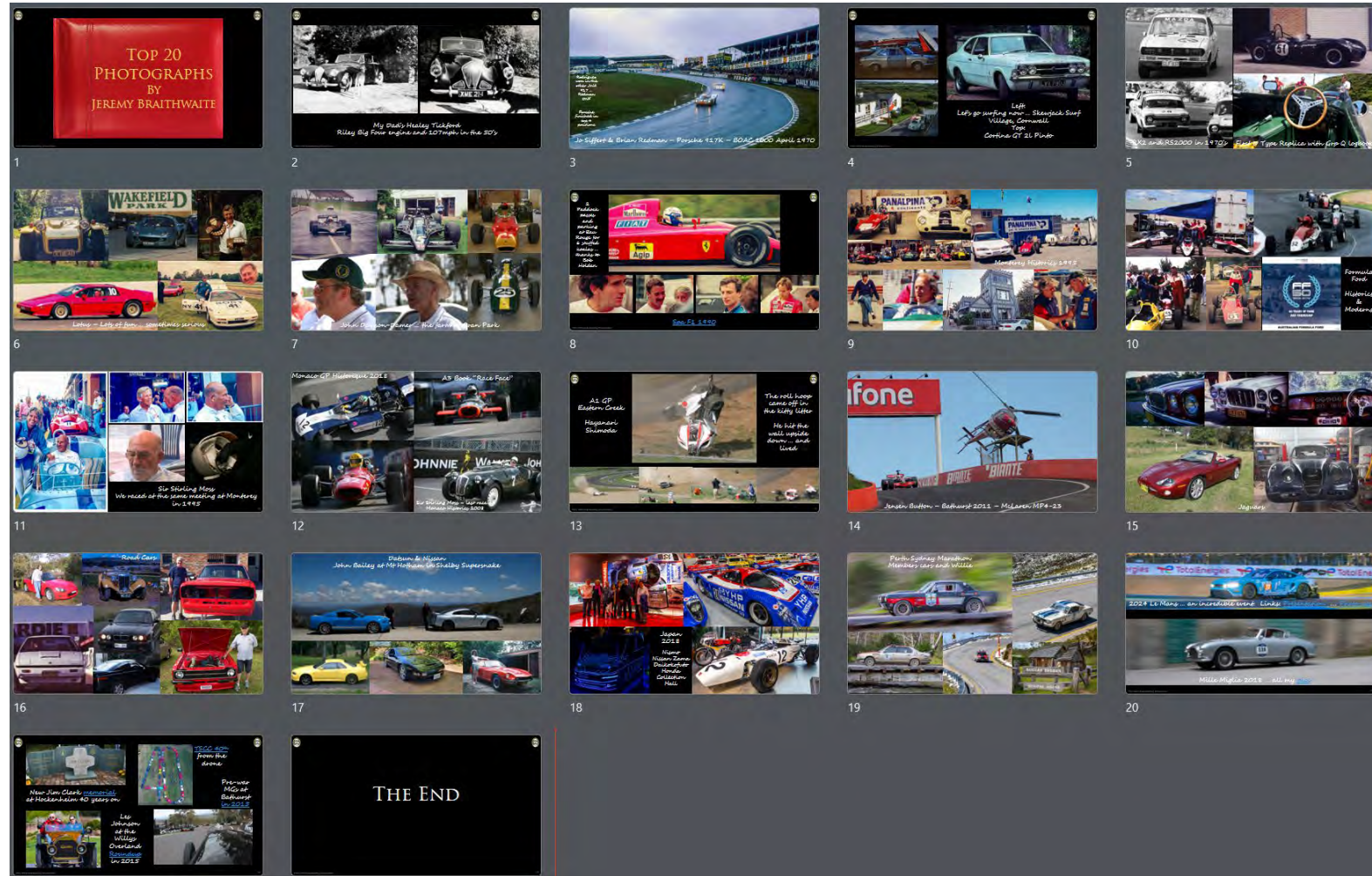


CLUB MEETING – 20 OF THE BEST PICS

Jeremy Braithwaite covered everything from his Dad's 100mph Healey to some of his race cars and road cars.

There were some memorable Thoroughbred events over the last decade and a half. He covered his Lotus era where he was club champion and the annual visit to John Dawson-Damers Farm.

The Monterey Historics, the years at the Monaco Historics and a decade in Formula Ford were also covered.



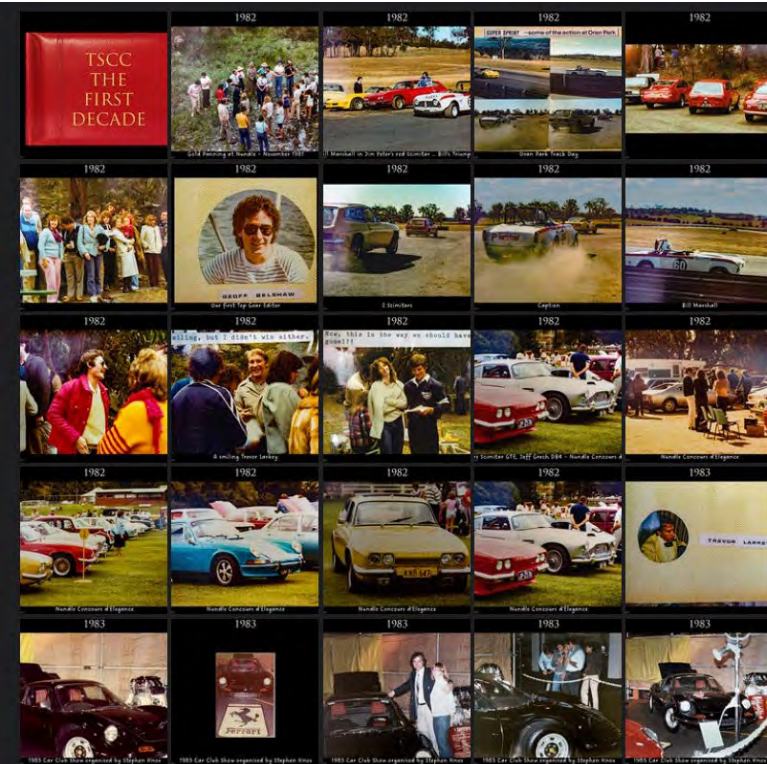
CLUB MEETING – THE FIRST DECADE

The March club meeting discussed the club's First Decade.

Jim Peters travelled down from Forster to lead the meeting and giving an excellent account of the first 10 years

The slideshow has been uploaded to the TSCC SmugMug site and can be viewed here:

<https://tscc.smugmug.com/TSCCEvents/2025-Events/The-First-Decade>



GERRINGONG WASH OUT – NEIL MASON

Gerringong Motorfest ... Our “Clayton’s Motorfest Day”

Despite some threatening weather in the week preceding this year’s Gerringong Motorfest event, Saturday 15 February dawned with clear skies and welcoming roads for our enthusiast group to head south for an event that has grown to attract around 300 classic and special interest vehicles in a great little south coast town.

Coffee time at our 7.00am Maccas Heathcote assembly point, to kick start our collective early morning rise needs, was interrupted by news the Motorfest had been cancelled, due to bucketing rain of 40mm in an hour Friday evening, that had rendered the venue’s access road impassable.

So there we were, blue skies, the sun shining on our sparkling cars, all of us primed to enjoy a coastal drive ... so quickly we switched our plans to a fantastic scenic drive route I’ve enjoyed for years, taking the Motorway towards Wollongong, swinging off on to Lawrence Hargraves’ Drive to take in the incredible coastal view at Bald Hill (Stanwell Tops), then trek down the coastal range across the spectacular Sea Cliff Bridge and down to Austinmer.

A friendly, happy car and catchup chatter late morning brekky at Austinmer, taking in the views of the beautiful Austinmer inlet, completed our organised time together, when we each departed for our very diverse Sydney home sites. Most of us enjoying at speed Motorway treks home and Bruce & Pete, taking the Royal National Park route back, then indulging themselves at the Classic Throttle Shop to overdose on the car fever of classic cars on their show room floor.

Our cluster of cherished cars included Porsches, Cobra, Jaguar, Morgan, BMWs, which you’ll see in our photos.

It was our Clayton’s Motorfest day, *the Motorfest you have when you’re not having a Gerringong Motorfest!*

We also had three cars that travelled independently to Gerringong, with some enjoying family visits in the area. A long trek to be confronted by cancellation, but on the bright side, still a beautiful day with perfect views and great roads to be driving your favourite car on!



GERRINGONG WASH OUT – NEIL MASON



WEDNESDAY RUN TO THE JOEY

Meet new members Pesto, Fritz and Lotte.

Ku-ring-Gai National Park, Akuna Bay, West Head, Church Point, the Northern Beaches and Palm Beach a great "value for the time" drive and reminder(as if we need one!) what an incredible place Sydney is.

"Tastebuds At Hills" where we met for coffee(serves excellent fresh muffins) and "The Joey" at Palm Beach are both people and dog friendly with other TSCC members saying they might bring along their pooch next time.

Less friendly however the National Park with dogs strictly forbidden even with assurance they won't get out of the car! Dogs are allowed in planes and hotels in Europe and America.

We passed a cute small wallaby, which makes one more than we saw driving from Sydney to Perth! Work at West Head now complete with some vegetation cut back for an even better view of Palm Beach - where we would have lunch. Stan got talking to a visiting Brit from Malvern - birthplace of both his Morgans.

Food and service great and quick at the recently opened "The Joey"(previously the Boathouse) with a high recommend from those who had already been there.

Not the blue sky we had hoped for, but the rain held off. A fun drive and group.

Michael Markiewicz



A Day for the Dogs with both Micheal and the Forbes bringing their hounds to the pet friendly Joey

WEDNESDAY RUN TO THE JOEY



CAVES BEACH RUN – THE BROMLEY’S

There is an old English folk song called “Uncle Tom Cobbley and all”.
The first two lines scan perfectly with our lunch run,
“Tom Pierce, Tom Pierce lend me your grey mare
All along, down along, out along lea.”
“Bob Pierce, Bob Pierce lend me your old car
Yarramalong, Dooralong, Mandalong, Wyee”

Bob Pierce is Colin’s friend who attended the run!

There were many other newcomers on the run as well. The route through the hinterland behind the freeway encompasses quiet winding roads, pleasant scenery, small farms and country estates. The recent rains have made the countryside particularly green with ponds and ducks. It is an area I have always enjoyed driving through. When I first tried a similar run some years ago, I was deterred by a stretch of gravel which has now been sealed.

An additional 10 minutes’ drive would have allowed us to avoid the freeway entirely by using the Old Pacific Highway (next time). So, we left MacDonalds, Mt Colah proceeded by the freeway to the Calga exit, then tourist route 33 to Yarramalong, then followed the song to Dooralong, Mandalong and Wyee.

After Wyee, we continued along 4 lane divided highway to Caves Beach. The Caves Beach resort has a great dining area with views over the ocean and plenty of room for our group of 32. The food is typical pub lunch. I was entertained by the many birds flying around inside the area including a curious Gray Butcher bird.

Some people then ventured down to the beach, which true to its name, includes a large cave through which you can walk at low tide to the next beach. I have stayed several times at the resort, it makes a good escape close by for a couple of days.

All in all, a pleasant drive, perfect weather and a good destination. What more do we want?

Laurie Bromley



SILO ART TOUR 1: DAY 1



A very simple instruction to get the tour underway. Your place to Beechworth, Victoria with a lunch stop at the Long Track Pantry in Jugiong and try to get to Beechworth for the 600pm drinks in the Carriage Motor Inn Courtyard.

Knowing that Day 1 would involve driving over 650k, some members elected to stay overnight in either Binalong (and the pre tour diner was superb) or Yass, and those that did easily made the Jugiong lunch stop and were well on their way to Beechworth before the Day Trippers arrived.

The first Silo on the itinerary was in a town called Murrumburrah (right next to Harden) and most took a photo of the No Trespassing sign with the skeleton rather than the Silo. Some had a coffee but most drove across the range to Jugiong where the lunch is always sufficient. Then onto Tarcutta for the mural on the wall featuring a couple of horses.

From Tarcutta we tracked inland to a magnificent water tower in a small country town called Walla Walla. A great photo opportunity before heading to Beechworth for our two-night stay.

Some of the club members had never been to Beechworth so a look through the old gold mining town was a must. We personally arrived just on 4.00pm, and Robyn and Ju Hannan immediately set off for some shopping therapy, only to return some ten minutes later, jaws on the ground, to inform the assembled multitude that the shops shut at 4.00pm. Both needed a stiff drink to recover from this worrying ordeal.



SILO ART TOUR 1: DAY 1



And a pattern was to emerge. The last car to arrive was Stan and Jenny Jodeikin in their convertible Morgan V8. Beautiful low-slung sports car with No Air conditioning and with the day's temperatures in the 30's, one can only wonder how they made it through the day. And I guess I would have to say the same about Michael Markiewicz with his immaculate Aston Martin DB4 Convertible. What great cars these two had and what great photos they were to produce with these two exotics!

Even though the agenda stated 6.00pm drinks, it seems that as most had arrived, an earlier start was appropriate. Already the conversation turned to the days drive, the temperature and the beautiful silos. Some went for a swim and just before we went for dinner, Terry summed up the day and gave a briefing on the next day's activities.

Dinner was just a few hundred meters away at the local pub and that was followed by a night walk-through Beechworth taking in the old Courthouse where Ned Kelly was sentenced to death. The way the lighting reflected on the old stone buildings was a credit to the council. It was a beautiful balmy night with the temperature still around 28 degrees at 10.00 o'clock. Off to bed by 10.00pm!

Terry Daly



SILO ART TOUR 1: DAY 2



Beechworth 27 February 2025 by Konrad Dover

This “full on” day started with a lovely early breakfast from the Beechworth Bakery.

Because I have a Vincent motorcycle and a Jaguar, Terry had arranged for us (Roger & Pat Korte came as well) to visit his old friend Bernie (who joined the group for dinner on our first night there, and lives on a farm about half an hour out from Beechworth) as he has a collection of Jaguars, and had recently bought a 1949 Vincent Rapide to add to his other motorbikes. We set off shortly after 8.30am. And what a collection of vehicles he has - it pays to be a bachelor! These included (amongst others) two E-Types nearing completion of their restoration, a restored 1930 Dodge sedan which has been in the family since new, and a circa 1950 Vauxhall Velox which was Bernie's first car (still to be restored).

Next stop was the Eldorado Dredge – a mammoth (2142 ton in weight) dredger which must be seen to be believed. It operated for 18 years between 1936 – 1954 and in that time recovered 70,664 ounces of gold which at current values of around US\$2,800/oz means the value of gold obtained was approx. AUD 325 million at today's values. That's a lot of gold out of some water/mud.

After an hour's drive we came to the Goorambat silo featuring a lovely owl. Nearby was a tiny church with a mural of a girl on the inside wall. Lindsay Hannan was so smitten by this mural that he dropped to his knee and re-proposed marriage to his long-standing wife Ju!!??

Then a number of silos nearby being Devenish featuring red cross nurses/soldiers; St James featuring the beginning of the Coles story; and Tungamah featuring some Australian birds.

As time was running away from us, we decided to skip the Katamatite silo, and headed to Yarrawonga with the Korte's, where we had a light lunch at a huge (but basically empty) restaurant overlooking Lake Mulwala.

Unfortunately, it was too hot to sit outside (35C+) and appreciate the view.



SILO ART TOUR 1: DAY 2



Then on to Rutherglen where we stopped at the Caffeine N Machine café for refreshments – the temperature had reached 38C by now.

Terry and Robin Daly dropped in and joined us as did Viv McMahon a bit later. Vivienne was sadly delayed by having to take a significant detour as the direct road to Rutherglen had just been closed by the Police due to a fatal truck accident. This café has an interesting collection of motorcycles, scooters, bicycles and other related paraphernalia on display in a mini museum.



From there Terry took us to the Rutherglen Bottle tower where we photographed our 4 cars (Jaguar, Mercedes, Mustang and Aston) at the foot of the tower. Regrettably the sun was behind the tower and at the wrong angle, so the pics were not the best.

The last artwork of the day was at Chiltern – a brightly coloured mural featuring a young girl looking at you through binoculars. Then back to our motel in Beechworth at about 5.15pm.



It was good to catch up for a cold beer and drinks with the others at the motel courtyard pool before we moved on for dinner to The Bridge Road Brewers, where most of us ordered pizza and their local brew. I made the mistake of asking the barman for a schooner of their Beechworth Pale Ale. He looked at me as if I was from Mars, and said, “We only have ‘pots’ or ‘pints’ here” so settled for a pint. You live and learn!



It was a long, hot, exhausting day, but most enjoyable, nonetheless.



SILO ART TOUR 1: DAY 3



After yesterday's loop out of Beechworth, today we had two (or three) options on which route would best suit individuals Silo / Mural desires. All routes were over 300k with the longest just on 400k. Unfortunately, Victoria has seen very little rain so most of the countryside was very dry and sparse.

Route 1 involved visiting just three Silos and some twelve Murals in Rochester. All three Silos were mentioned as some of the best of the trip. The Silo at Picola had a painting that involved a water reflection, the Silos at Rochester had an Australiana theme with a Platypus as a feature, while the five Silo's at Colbinabbin all depicted local farming scenes. Just look at the many photos of the Colbinabbin Silo and in some you will see a local truck dumping a load of rubble. The history of these Colbinabbin Silos and how the themes were devised and painted was well explained on the plaques adjacent to the park.

Route 2 was a more direct route but still over 300k. The first stop was a very moving Mural in Stanhope called the "Montevideo Maru Tragedy 1st July 1942" which featured a Japanese merchant ship, and an American submarine called the USS Sturgeon. Some members were given an in-depth talk on the tragedy by an elderly local war veteran and some even received a book marker with a short history of the event. Then onto the Kyabram water tower painting, followed by a visit to the town of Tongala where a local artist has painted approximately 50 murals throughout the town. I believe the O'Dea's walked the town admiring all the Murals. My favourite was the scene painted on the local mechanics shed. And most elected to have a pie of two at the great bakery in the main street. This journey then joined route1 in Rochester and onto Colbinabbin and finally onto Bendigo. Some, including the Hannan's, were unlucky enough to arrive just as a water tanker was spraying a section of gravel road construction. Suddenly some very clean cars were given a grey coating of mud. In fact, the grey on the black of the Hannan's Range Rover gave it that Mural painted look and when photographed with the black and grey Silo at St Arnaud it blended in perfectly.

Route 3 was all the above. A long but very enjoyable drive.

Finally, all the group, except Stan and Jenny, arrived at the Julie-Anna in Bendigo. They arrived in time for dinner but were forced to miss the last Silo at Colbinabbin. The next day, a lay day, enabled the Morgan crew to back track and observe the Colbinabbin Silos.

The Julie-Anna motel was simply ideal for the club. All on one level, a front entrance to unload baggage and a back entrance into a large internal courtyard which was ideal for our evening catch up. Additionally, they had a gin tasting on, where you tried a variety of straight gin without the tonic. Can't say I'm a gin man. And to top it up the Julie-Anna put up a \$100 hamper for the best Silo/Car photo, won by Michael and his DB4C. A fitting winner as Michael put his Aston into so many unusual locations to get that ideal photo.

Finally, dinner was just 400m up the road at the Lake View pub. TSCC has its own room and one couldn't complain about either the size or quality of the meals.

Another great day driving and another great day of Silos/Murals. Terry Daly



SILO ART TOUR 1: DAY 5



Bendigo to Swan Hill: Vern & Wendy Kelly

This morning, we left the beautiful regional city of Bendigo, where we had spent two nights & a day of enjoyment. The city, with its old sandstone buildings, beautiful parks & gardens & the heritage tram system, which most of us rode, left great memories.

Today's plan was for a very exciting but full day, with 449 km's of road to travel, & 9 (yes, 9 !!) silo locations to visit. Each silo location is not a "5 minute" stop if you have a good look at the location & take photos, so it certainly looked like a full, but fascinating, day, which it certainly proved to be.

The whole days drive was through flat land of wheat fields, the breadbasket of Victoria, which is their major export.

Our first stop was at the picturesque little town of St Arnaud, where the silo took 800 hours to complete, plus there were several murals in the town. Terry had drawn our attention to the BP servo in the town, where the good old-fashioned service included not only the attendant filling your tank but also cleaning your windscreen – shades of yesteryear !! We needed fuel & the very polite attendant filled our tank but alas, due to a rush of customers (3), he didn't offer to clean our windscreen !!

Also at St Arnaud, everybody lost their wi-fi, meaning no sat-nav. A black spot area. Somehow, we all muddled our way out of town in the right direction. One couple, however, ever-resourceful, was seen with a big old fold out paper map of Victoria. When all else fails !!

From there we drove to Rupanyup, where there were two lovely faces, a man & a woman, on two adjoining silos, & then to the tiny town of Murtoa, with one very colourful artwork on a large silo. We stopped for a light lunch here in a little cafe, where everybody who came in knew everybody else, including the hostess.

We then headed to Sheep Hills, where there was a massive collection of six painted silos which you'll need to look at the photos to truly appreciate. Terry had asked us to arrive at the silos at about 12:30 pm for a group photo. While all spread out on the road, we all managed to be there at around the right time for the photos, taken by Roger Korte. It was Chee-Mei Gibbons' birthday today, so as a whole group we sang Happy Birthday to her, of course with the three hip hip hoorays at the end.

From there, we went to Brim, with five painted silos, then Rosebery, with two silos, then, Lascelles with one silo.

We then travelled on to Sea Lake, where there were again a large group of seven silos, presumably painted more recently as the colours were very vibrant. Some of the other silos were of course painted some years ago, & were naturally faded by the weather.



SILO ART TOUR 1: DAY 5



The Sea Lake silo paintings were also different to some in that the main painting spread across four silos, & if you walked to a point where you couldn't see the gaps between the silos, it appeared as one large continuous piece of art, which it was. This was an incredible accomplishment to complete one large form of art across four silos.

Our final stop was at Lake Boga, where there were two shorter, squatter silos where there were, again, two relatively recently-painted silos in highly vibrant, bright colours.

Mere words don't allow you to appreciate the silo art, & the great photos that everybody took are the only real way to appreciate this highly skilful art form. When you try to imagine someone hanging from a harness or gantry, painting to huge scale on a curved concrete wall & somehow managing to maintain the proportion & perspective of things like peoples' faces, it leaves you in awe of their talents (not to mention a head for heights).

We all safely reached our stop for the night at Swan Hill, Vic on the Murray River border. Unlike other nights, this was “own arrangements” for dinner. About twelve of us had dinner at the RSL Club next door, while others chose either the Chinese or Vietnamese restaurants across the road from our motel.

Great credit goes to Terry & Robyn's “award winning” Road Book & Instructions which were the best instructions we have ever seen, but complemented extremely well by Laurie Mason's excellent “Event Schedule” which was extremely useful & gave us confidence in enabling us to know we were on track for the day at all points during the day..

One of the most memorable trips we've ever done with the Club.



Vern & Wendy Kelly

SILO ART TOUR 1: DAY 5



SILO ART TOUR 1: DAY 6



There is something exhilarating and uniquely Australian around the sights, sounds and smells driving in the Australian outback as the sun rises; particularly the kangaroos, provided they're not too close! Also some irony for those of us who are gluten intolerant driving for hundreds(and hundreds) of kilometres of seemingly endless wheat farms!

We all agreed the silo at Moulamein was "aspirational; a work in progress." The Hay silo on the other hand was(for good reason) a top favourite for many with its theme "The town that went to war." Hay's other claim to fame were the Internment and POW camps during WW2. The Hay population doubled to build them and all required infrastructure - and then manage the "camps." A museum for some of this is in the carriages at Hay station. Any further interest Google SS Dunera/Dunera Boys (my Father was one) and Arandora Star; there were 18 camps including Hay and Cowra in NSW and Tatura in Victoria.

A great talk by Terry with a joke not too politically incorrect! Many plaudits and thank you's to ROBYN and Terry(also over dinner) for their hard work, passion and meticulous organisation.....and for the wonderful Thoroughbred club. Maybe a good name for us is "elderly teenagers."

If there were Oscar Winners this week the award would go to Jenny and Stan Jodeiken.

Michael Markiewicz



SILO ART TOUR 1: DAY 6



SILO ART TOUR 1: DAY 7



After a somewhat indifferent night at Little Italy, the next day again proved to be a day of glorious sunshine and wonderful weather. Many chose to have breakfast at one of the many cafes along Banna Rd, where some locals informed us of a recently painted water tower on the ridge overlooking Griffith. It wasn't hard to find, and it was apparent from the outset that the artist had captured what Griffith, and the surrounds were all about. It was recently finished and the vibrant colours of the fruit, vegetables, etc really showed through. It certainly made for some great photos. And a quick look over your shoulder presented a magnificent view of the town of Griffith and the surrounding vineyards.

The next Silo was just on 100 easy kilometres away at Weethalle. Again, a Silo representing the activities in the region from times gone by. With a little bit of imagination, one could easily park their car right up next to the Silo (behind the fence) for a better photo.



The route then took the group along many great driving roads to West Wyalong where a newly painted Murial confronted you as you entered the township. Again, it showed what working life was in the region in a display of approximately 30 meters.

From here we drove to the outskirts of Grenfell to find five Silo's painted mainly in green with cows, bulls and sheep grazing. The photo opportunity was particularly interesting as my green Mustang looked right at home in front of the many animals. Of interest, this Silo has a 900pm interesting light show. Didn't stay to see it!

Onto the hills behind Cowra for our second last photo opportunity, two water towers. I took photos from the road, but I noticed Stan somehow managed to place his Morgan right next to one of the towers. How I don't know. Incidentally, it was on this hill that on the 5th of August 1944, 1104 Japanese POW escaped from the camp. During the next few days, four Australian soldiers were killed along with 231 Japanese POW's.



Several couples decided to put up camp in Cowra rather than continue the drive through to Sydney. From what I hear it was a night of laughs.

SILO ART TOUR 1: DAY 7



The final Silo on the trip was at Portland, just out of Lithgow. Again, a Silo painted to portray the activities of the region. Unfortunately, the gate was locked and a close photo with the car wasn't an option. However, you could walk to a pretty little area with tables and chairs and admire the work. Then home via the Bells Line of Roads.

Over the next few weeks, Robyn and I attended both the Mustang and Jaguar Nationals in Bathurst, so a slight diversion to Portland, provided further photographic opportunities.

Robyn and I were lucky enough to do the Silo tour twice, once doing the Recce and once with the group. Enjoyed both immensely and it was great to see so many others enjoyed the concept, the drive and the photo competition. I believe the Braithwaite's had over 1200 photos to sift through!

Terry Daly



SILO ART TOUR 2: DAY 1



Beechworth

We left Kurrajong at 7am and headed over the big hill, encountering two boom gates for road works on route to Lithgow. Leaving Lithgow a truck decided it wanted our space on the road changing lanes without seeing us, we had to brake very hard and he acknowledged us then as he moved back into his lane. Arriving in Bathurst we met up with Craig and Donna and headed to Cowra for a coffee. Driving through Bathurst there was an oval covered in Corella's feeding on the lush grass. Leaving Cowra we had a photo opportunity with the 2 Bullitts.



Heading into Murrumburrah there was a huge smoke screen across the road, where the paddocks were being burnt off. In Murrumburrah we stopped and read the story of Billy the Bastard, a horse that carried 5 wounded soldiers to safety, despite also being wounded. At the Silo we spied the skeleton on the fence keeping an eye on the visitors. The art on the silo displayed a man using a hand plough behind a horse, ploughing his field.



The countryside was very dry on the way to Jugiong, our lunch spot and our first chance to catch up with others on the drive. Even though the land looked dry the dams we passed appeared quite full of water.

SILO ART TOUR 2: DAY 1



From Jugiong we travelled to Tarcutta to a mural showing soldiers, horses and a war scene. This was a truly fitting tribute to be on the War Services Memorial. Dianne drove for a while on the highway and found she was travelling a little faster than she should so reverted to cruise control.

Tonight we are in Beechworth at the Carriage Motor Inn, many of our company had water leaking onto their beds during the night and the owner was not as concerned as we thought he might have been. 6pm is drinks in the courtyard and many tales told of the day we had experienced.

Jeremy welcomed everyone to the trip and gave us a few details on the day ahead. Dinner followed at the Hibernian Hotel just 200m from the Motel. Today the weather was favourable and made driving enjoyable and easy.

This drive will complete 7000klms in 18 days for us, Firstly the Tour of the Western Slopes with the Historic Rally Club, followed by a trip to the Grand Prix at Albert Park and on to the Silos Run. Time for a rest.

Les and Dianne Payne



SILO ART TOUR 2: DAY 2



Beechworth Day 1 – Craig & Donna Shiel

Following breakfast at the Bakery we left Beechworth to drive 30 minutes to view the Eldorado Dredge, a very impressive piece of 1930's engineering. It operated 24 hours, 7 days a week and closed for 2 weeks at Christmas for maintenance. It had a 'Visitor's Day' when the ladies of the local area could visit to see the dredge working. The Dredge Controller was fortunate to have a wood heater nearby to keep him warm during the chilly winter days and nights. During the 75km drive to Goorambat the rain started, and persisted for the rest of the day. The Silos at Goorambat are impressive, and we met up with Les & Dianne Payne, Jim & Christine Baird and Mark & Caroline Beckett, we then travelled together for the rest of the day. As the Baird's, Payne's and Shiel's were travelling in Mustangs we took the opportunity to photo their horses in front of the painted horses.

Just up the road we stopped at the old church which has a beautiful painting inside on the wall titled 'Sophia'. The painted wall on the toilet block provided an ideal background for an 'arty' photo so Dianne skillfully arranged the rest of us as props for this photo opportunity.



Eldorado Dredge



Mustangs at Goorambat

SILO ART TOUR 2: DAY 2



Devenish was our next stop, 10km further on to see three silos commemorating the war & medics, notably a soldier with his horse, a field nurse and a hospital nurse. Next were the silos at St James, home to the founder of G.J. Coles; Sir George James Coles. There are four silos here in sepia style depicting local rural life around the wheat harvest.

12km on, driving in heavy rain, we arrived at Tungamah to view their silos, theme here is Australian birds: Brolga, Kookaburra, Galah, Hummingbird and Owl – a very colourful display, the detail in the painting is superb. The wall mural in the side street provided Dianne with yet another arty photo opportunity with a train arriving at a station so we were strategically placed to provide the perfect shot.



*Top:
Dianne Payne was the Art
Director for the shot at the
toilets*

*More posing at the Devenish
train station mural under
Dianne's direction*



SILO ART TOUR 2: DAY 3



Bendigo Day 1 – Peter & Robyn Wards with Jeff & Judy Breen

Long straight roads from Beechworth via Shepparton and then Stanhope. We noted extreme fire damage to trees along the road with trunks burnt black and charcoaled. Despite the damage the trees had started to revive and produce their greenery. The amateur artist in the BMW would have liked to stop to gather some charcoal for future use, but the driver was keeping a keen pace to manage all the sights to come.

Slight detour into Shepparton we lucked onto an art installation called 'Mooving Art' with a field of cow sculptures in the city centre, painted in bright and colourful patterns. There are over 90 cows in city parks, public places and connected small towns. Something for everyone in the collection from cows in pyjamas, a nod to 'Bananas in Pyjamas' to Indigenous art.



Stanhope was first on the list of towns to stop and the painted mural depicting the tragic sinking of Montevideo Maru was very sobering. The mural is a tribute to honour the 853 Australian POWs and 200 Civilian POWs lost in the sinking which was eventually revealed some three years after the event, to have been unfortunately and mistakenly, by allies. All perished including three servicemen who enlisted from Stanhope. This tragedy remains the largest maritime disaster in Australian history.

Stanhope Library & Business Centre is located at the mural site and the walls of the building give recognition to local sports people. Amongst these were two brothers who excelled as equestrians with one of them representing Australia at the Olympics. Typical hospitality of country people, the staff at the library not only gave insight to their town, but also pressed fresh home grown tomatoes and home harvested Fuschia, Marigold and Black Eyed Susan seeds on us.

Stanhope also boasts the largest dairy in the southern regions and are home to well known products, Mainland, Western Star and Bega. A photo mural stretches the length of the wall on the factory site and is made up of thousands of photos of locals.

A quick stop at Kyabram for the water tank artwork of native Galah's and Dragonfly .



SILO ART TOUR 2: DAY 3



The Breen's took the opportunity to make a detour to see the sights of Echuca. A collection of Paddle Steamers, Steam Trains, Houseboats, the 19th century river trade museum, historic wharf on the Murray Wharf with its water level height recordings showing the rise and fall of the river to such great heights. Historic buildings all along the length of the main street and river, so much to see and not enough time to take it all in. Perhaps next time we pass through.

Back on track to Tongala and so many mural paintings to take in. Another great example of the country town communities working to bring tourists in and revive their businesses.

Favourite mural was the 'Wings'.

On to Rochester to see the silos with beautiful, colourful, native, Australian animals. Standout out was the Platypus, followed by the Possum.

Then on to 12 painted murals part of an annual mural festival. From the quirky, to mystical, to a message, local identities, some sad, some celebratory, there was a stunning mix of incredible talent.

Our last silo for the day, or rather a group of six silos portrayed a vibrant scene of a steam train racing through a golden wheat field toward the historic Colbinabbin Railway Station.

The remaining silos include a farmers picnic from the 1890's, a remarkable red car called LU 600, affectionately known as Lulu. The silo also depicts a local tractor pull showing true country spirit and traditions.

We all finished off this great day with drinks and stories of our travels with our fellow friends in the Courtyard at the Julie Anna in Bendigo before wandering up to the Lake View Hotel for dinner.



SILO ART TOUR 2: DAY 3



SILO ART TOUR 2: DAY 4



Bendigo Day 2 – Philip & Leigh Larmour

Day 4 was to be a rest and recovery day or an opportunity to explore Bendigo and surrounds.

The Larmours left the Julia Anna at around 0830 hours and travelled to Castlemaine. Being a train enthusiast, my first stop in any town I have not been to is the railway station. This was rewarded with the spectacle of a Victorian Railways J Class steam locomotive assembling a rake of historic passenger carriages ready for an excursion train due to depart later in the morning.

A drive around Castlemaine and then the short drive to Maldon for morning tea was followed by a drive up Mount Tarrengower via the service road used as the Hill Climb to the summit of where the Mount Tarrengower forest fire observation tower is located.

Tarrengower is the oldest continuous use hill climb in Australia having hosted hill climbs since 1928. The venue hosts a hill climb for historic vehicles each October, catering for motorcycles and cars.

The forest fire tower was erected in 1923, utilising the poppet head tower from the Comet mine in Bendigo. The only way to move the towers components to the top of the hill was to drag them by horse drays on the specially built service road, which ultimately became the hill climb! The tower has two observation decks open to the public and provides 360 degree views to the horizon up to 160km away. The view is spectacular.

From Maldon we decided to head back to Bendigo Pottery, but not before stopping to inspect a long disused dragline and dredge located just off the road.

An hour was spent at Bendigo Pottery looking at the kilns, pottery for sale and the extensive collection of bric-a-brack for sale. Unfortunately, there was no unused space in the boot of the Jaguar so all the goods for sale remained in the store. Having limited carrying capacity is sometimes a blessing.

Mid afternoon we experienced Bendigo from the historic Tram and then headed back to the motel and a short rest before heading out for drinks followed by dinner and good conversation with our old and new friends at the local pub.



SILO ART TOUR 2: DAY 4



SILO ART TOUR 2: DAY 5



Swan Hill – Laurie & Mira Mason

Day 5 dawned bright and sunny as our tour departed Bendigo for the 449km drive to Swan Hill. It was indeed unfortunate that our intrepid Tour Leaders Julie and Jeremy had to travel to Swan Hill along the shortest mapped route, leaving the rest of us to navigate various routes on the day.

Our three GPS devices showed us different routes to get to our first stop at St Arnaud, but with coffees and toasties in hand for breakfast, we just followed the road signs for a change. Rural Victoria has its distinctive architecture and landscapes, with undulating hills then tabletop flat plains as far as the eye can see. We settled back for the 100km run along winding roads mixed with open farmland, offering wonderful views to the Grampians off in the distance to our left. The roads again pleasant to drive with treelined avenues, the morning sun and dappled shadows making it a very pleasant and rewarding drive.

A point of interest was the number of properties where owners are depreciating their assets turning good motor vehicles into bad ones as they are left to sit outside in the paddocks to rust. It seems to be the thing to do in Victoria.

Arriving in St Arnaud we found a small to medium sized town, like Bendigo it is steeped in its gold mining history from the 1850's. The community now mostly farming, and local artist Kyle Torney has created an inspired legacy of artworks of black, white and grey toning around the town. His masterpieces on the town silos are well worth the visit, with Jeff and Julie Breen's BMW 635 making a wonderful contrast.

A tour around town found 16 different murals depicting local scenes and people.



SILO ART TOUR 2: DAY 5



Our next silo was in the small town of Rupanyup a short 63km drive along mostly flat open plains roads, as we ventured further into the wheat belt of Victoria. We found the silo still being painted, so it gave us a real feel for how the artist completes his work. Upon close inspection, this artist completes his work using only one eye.

Murtoa was our next stop only 15km away, where a number of attractions were to be found. Murtoa is the home of the famous silo of the Stick Shed, and is now complimented by the mural on the nearby local silos.

While the silo was a little difficult to photograph, it did come with a travelling mural nearby, but not quite what we had come to see. The silo is one of 6 artworks by artist Sam Bates.

Next along the road a mere 40km away we visited the remarkable and remote silo at Sheep Hills, and a rendezvous of sorts with our other tour members for a photo shoot. The photo shoot turned into more than one, with groups arriving and departing, some had waited 40 minutes in the shade of some trees for others to arrive, but we made do and still had fun. The Sheep Hills mural is another painted by Matt Adnate (an earlier being “Sophia” in Goorambat). This artwork depicting Aboriginal elders looking protectively over children from the local community, the cloud form seeming to be a thought bubble, I wonder what would be said?

The local Commercial Hotel just down the road is for sale in case anyone is interested.

Moving along, our next attraction were the silos on the outskirts of Brim, almost “etch-like” in a faint white chalk on the original cement colour of the silos, completed by Guido van Helten in 2016. Depicting people from the area and considered to be one of the earliest artworks in Victoria.



SILO ART TOUR 2: DAY 5



It seemed that for some travellers it was time for lunch, we caught some in the shade outside of Brim.

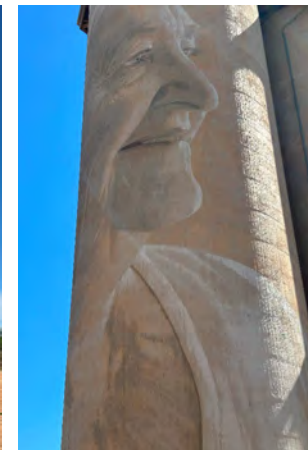
It was time for us to find something for lunch and the only café in Brim was still open. A great roast beef and salad sandwich with coffee chaser for me, Mira having a really fresh ham and salad sando, we felt well fed and watered. The silo at Rosebery was next on the agenda, conveniently completed by Kaff-eine (!! in 2017, depicting local farmers and the close relationship with animals on the land.

Another 40km through wheat country we came to the farming town of Lascelles where we found the silo depicting Geoff and Marilyn Horman, fourth generation farmers from the area. This artwork beautifully painted by Melbourne artist Rone, in 2017.

We left Lascelles taking a minor road for 33km across to Sea Lake, a mixture of road surfaces but it was a fabulous drive nonetheless. About 10km out of Lascelles we came across a real-life Swagman, resting in the shade at the side of the road. He was beyond reaching town before dark so was making himself comfortable for the night

Arriving in Sea Lake we found a magnificent mural across 7 silos, painted by Joel Fergie and Travis Vinson. A wonderful picture with a backdrop of a beautiful blue sky.

Mira and I then took a small detour north to visit Lake Tyrrell, the largest inland salt lake in Victoria, with an area of over 200sq km. The area was first settled by colonialists in 1847 with over ten thousand sheep in the area by 1850. It is interesting to note that one of Australia's greatest colonial explorers in Charles Sturt, was still exploring along the Murray River from Sydney to Adelaide in 1838 and then north from Adelaide to Birdsville to find the inland sea between 1844 and 1846. The countryside in Victoria was being settled only a few years later.



SILO ART TOUR 2: DAY 5



Returning to Sea Lake we then had a 75km drive along well maintained roads past hundreds of thousands of hectares of cropping country to the brilliant silos of Lake Boga.

A wonderful and fitting end to a fabulous day of touring and sightseeing, followed off by drinks at the motel and the China F1 Qualifying. The majority of travellers then headed to the RSL for a night of “cheap and cheerful” wine, food and banter.



SILO ART TOUR 2: DAY 6



Griffith: Trevor Booth & Jennifer Eagle

Swan Hill to Griffith

The day dawned a cool 19°, cloudless sky – no rain predicted for the day. Some members went to the Catalina museum. The father's of two of our members flew in Catalina aircraft during world war 2.

First silo of the day was at Moulamein. The silo was about to be painted with equipment being unloaded as we arrived.

On then to the next silo at Hay across the wide expanse of broad acre crop farming. It makes you appreciate the hard times of the early farmers who pioneered broad acre farming without the modern equipment of today farmers.

The road featured many LOOOONG straights, cattle grids, emus and kangaroos. One of the cattle grids was in a state of disrepair and thanks to Waze, nobody had any issues.

The next silo at Whitton some 140 k from hay featured an aluminium sheet cutout of a soldier – most unusual and very effective. Some visited the Whitton Malt House just before the Whitton silo.

After Whitton we headed for Griffith and our overnight stop at the Quest Apartments. Banna Lane in Griffith featured some murals painted on the building walls. Well worth the look.

Drinks at 5:00 (as usual), members present gave a brief overview of the tour to date, some discussion around future events took place. One suggestion well received was more time in each town – two days rather than one. All agreed it was a great event, well organised and well run.

Dinner that night at Little Italy – fine food, fine wine and excellent company.



Drinks at Griffith before heading to Little Italy for dinner

FORMULA 1 2025

AGP by Les Payne

My son in law Alan suggested we take Ollie to the F1 at Albert Park this year, he pre booked accommodation for several dates before we knew the final date of the F1 thereby securing a great rate. Second was to secure tickets. We were able to get onto the pre-Ballot sales and waited for the day of the ballot. The first picks failed but we then secured 3 seats for 4 days, 3 rows from the top, under cover on the main straight opposite the pits. We could see the action in some of the pits, coming onto the main straight, most of the straight and a big screen in front of us.

We picked Ollie up from school at 3.15pm on Wednesday and headed to Gundagai for the night.

Thursday, we headed for Melbourne when the battery warning message came on, so into Wangaratta for a battery and off again. On the way we gave Ollie a look at the sheep at Goulburn, dog on the tucker box and Ned Kelly at Glenrowan. Ned was of great interest as Ollie had studied him at school. Arriving in Melbourne we went straight to the track to get our bearings.

Parking as far as possible from our seats, we eventually worked out where to go. During the afternoon we saw Historic cars in a Super sprint. My favourite car had 2 side valve V8 engines, not the fastest but great character. Also were the Supercars and Porsche GT3's in for a little practice.



FORMULA 1 2025

Friday, we decided to tram it. It was OK to get there but 1hr 45min to get back to the middle of Melbourne; from here on we drove to the track and had no trouble getting to or from the track.

Friday, we saw a few sessions of Historic race cars, super cars, Porsche, F2, F3, and F1 cars do a little warm up. Porsche had their first race.

Saturday, Ollie wanted signatures from the drivers, so we dropped him at Gate 2 early so he could get to the drivers walk area, Alan and I went to a coffee shop. Ollie picked up 7 signatures for his efforts, well done. Practice was in full swing with all categories; the Supercars and Porsche also continued their races. During the day we had a Spitfire fly around the track for quite a time, such a beautiful sight.

Sunday, the rain came in so heavy, we still got a little wet under the awning, unfortunately the Supercars, F3, F2 cars all came out did a few laps and had to call it a day with no racing. The Aston Martin pace car did the most laps.

From around 11am the formalities of F1 began, with intermittent rain. But by the time the F1 was to start racing, the rain had cleared pretty much and the pace car led the cars for a few laps to try and dry the track.

Then it was on, the crowd was behind Piastrì, unfortunately he had an off, but recovered himself and was able to continue, second last lap he passed Hamilton and the fans went wild. Half a dozen cars did not finish. I'm glad we were able to attend, to see the discipline that F1 brings with it.

Unfortunately there was a lot of time between events, but there was a lot to see and do behind the scenes also. A fantastic experience. We left the track and drove to Albury for the night then home for lunch on Monday.

Les, Alan and Ollie.
Les Payne



TOUR OF THE WESTERN SLOPES

Tour of the Western Slopes March 2025 by Les Payne

An event by Historic Rally Club of NSW and ACT HRC

Day 1 Bathurst to Cowra. Regular and Tarmac tours

Day 2 Cowra to Cowra. Regular and Tarmac tours

Day 3 Cowra to Yass. Regular and Tarmac tours.

Our last outing with HRC was the Tour of the Sunshine State 2024.

Enter **Percy**, 1978 Peugeot 504. With discussion at The Tour of the Sunshine State last year with other competitors, we decided a 504 or 505 Peugeot was the vehicle for our rally experiences. We settled on a 504 no rust no repaint and only minor panel work. Replaced a few bushes, a few shims, changed headlights, rear callipers, changed oils and carburettor, plugs points and leads. The Navigator requires cool air so AC went in, tyres and we were ready for the first event.

We travelled to Bathurst on the 5th March to receive our Road book and check in for the following mornings start. Many renewed acquaintances from the previous tour, dinner and off to bed

Day 1. The start of the rally was at Mount Panorama, for a lap of the mountain, then off towards Oberon, Taralga and Crookwell for Lunch, Reid Flats, Wyangala Dam and Cowra for the finish. 414klms and about 45% on dirt. Our past tours have been Tarmac so to tackle the dirt was a new experience for Dianne, but all went well. The dirt sections today were nasty rocks, narrow tracks and quite challenging passing through 3 forests, Lowes Mount, Essington and Gurnang ... all extensively used in rallies.

Day 2. Cowra, Carcoar, Orange for lunch, Cudal, Manildra, Eugowra, Gooloogong, Cowra. 467klms and about 48% dirt. In Orange we did a lap of the Gnool Blas motor racing circuit. Today the dirt sec sections were faster and generally better condition than yesterday finishing through the Canobalas Forest.



TOUR OF THE WESTERN SLOPES

Day3. Cowra, towards Eugowra and Forbes, Grenfell for Lunch, Boorowa and Yass. 407klms 64% on dirt. We travelled through the Conimbla National Park and on to fast flowing roads through grazing country. The roads were fast but often narrow and sharp bends, some severe washouts had to be avoided.

We unwound at the Slaughterhouse Motel with a huge BBQ, where Dave Johnson acted as MC for the evening and we were all invited to have a few words on our experience, this brought a laugh from many of the discussions. Particularly when Dianne suggested she doesn't see the point in driving round in circles wasting petrol, to great applause, but will return next time to support my passion for driving.

A very big thankyou to the organisers of the event, all those who turn up each day to see we have a great Tour and to Lui and Ann, there at all the check points and watching out for us on WhatsApp, top job by all. From Yass we had a quick trip home for my daughter's 40th birthday. Where has the time gone.

This is the start of 3 trips and we will do 7000klms over 18 days to the finish, Next stop F1 in Melbourne then a Silo tour of 3000klms.

We had purchased Percy only 10 weeks before the event. In 2000klms he used no oil and no water and ran well with some small jobs to do before the next event. Very pleased indeed.

Les and Dianne



WHAT IS A THOROUGHBRED IN 2025?

Mr Editor Sir!!

I read with a great deal of intrigue Secretary Colin's manifest on "what makes a thoroughbred sports car in 2025" in the Summer edition of Top Gear and, taking up your invitation, here is my rant.

Colin mentions Mercedes Benz, BMW, Porsche, MG, Austin Healey, Aston Martin, Ford Mustangs, Lexus, no fewer than 5 references to Mazda MX5s, Volvo, Mini and even a Rover!

So, given that a sports car is a low, small, light, nimble two seater automobile designed for the enjoyment of spirited driving, I wonder what other marque may fall into that category? Wait, let me think long and hard – how about a car which is the very epitome of a true sports car – yes, a Morgan. The "First and Last of the Real Sports Cars".

From the 1910s to the present day the little Morgan factory has been hand making 3 or 4 wheeled open sports cars often campaigned in racing. They have no boot, are cramped but feel like you are going fast even at low speeds. Quite simply – they are bags of fun and isn't that what sports cars are about?

I suspect that many of us in our 1960/1970 school days, if asked to draw a sports car would come up with something which looked like a Morgan, MG TC/TF, Triumph TR or Austin Healey. These cars were all open topped – what we now call roadsters.

Nowadays the lines between sports cars, sporting cars and grand touring cars are more blurred but for my money a roof doesn't disqualify from being a sports car. Few would deny the Porsche 911 is a sports car but the Panamera is a grand tourer. I would have called the original Mercedes Benz SLs sports cars. Not so sure about the plethora of MB convertibles on the road now – I don't think they fit the light/nimble category. Same with newer Aston Martins – magnificent as they are in looks and performance, I don't think cars weighing over two tonnes could be called light and nimble (sorry Terry). To me they are glorious GT coupes/convertibles. Jaguar F Type, new Bentley Continental (2.7 tonnes) – same deal. Therefore, it would be true to say that all sports cars have two doors, but not all cars with two doors are sports cars.

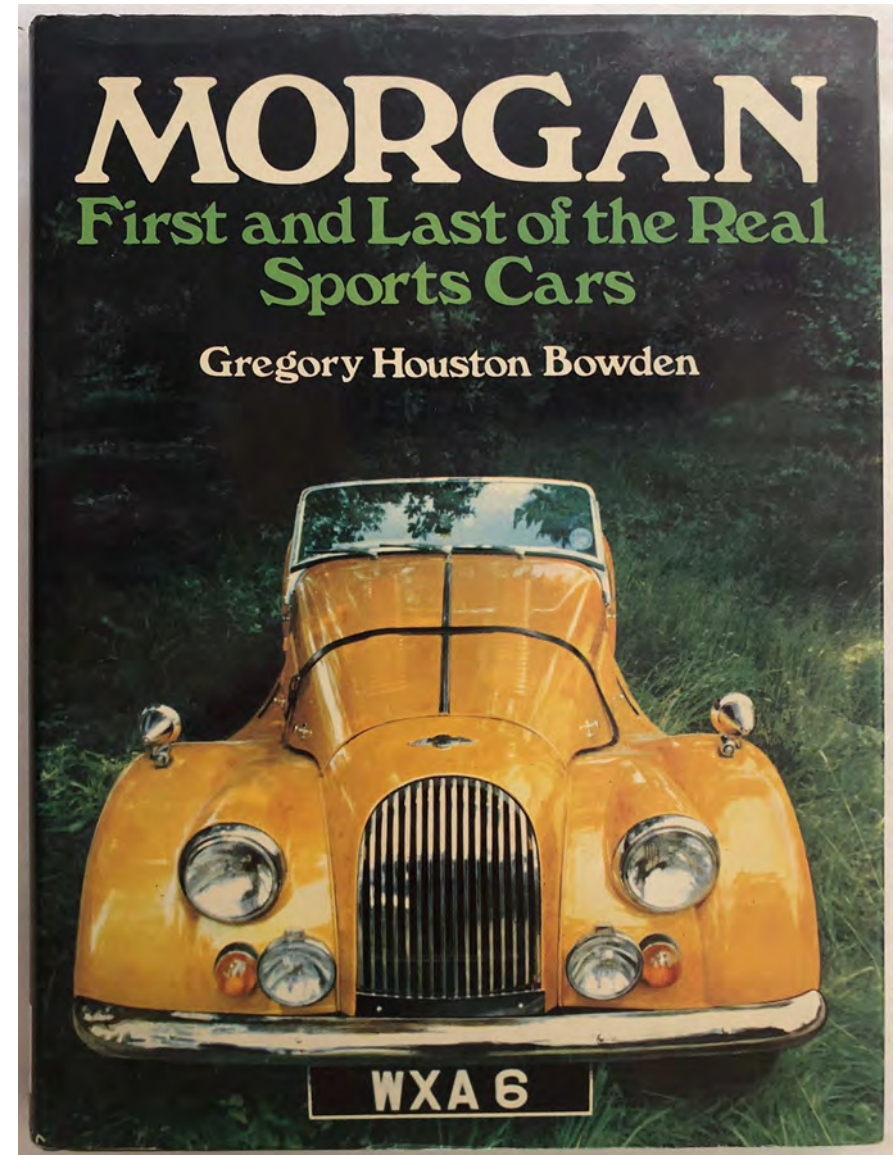


Figure 1 The title says it all.

WHAT IS A THOROUGHBRED IN 2025?

I could go on mentioning other marques but that could mean treading on more toes. Of course,, and I don't wish to be expelled from the club!

I will briefly come to the other part of Colin's article - what defines a thoroughbred? This is much easier than defining a sports car – it is to do with development and breeding over a long period of time. I believe all the cars mentioned above are thoroughbreds with marvellous histories of development and improving the breed. Even the MX5 which has been now been in production for 36 years (can you believe it?)

Of course, a famous badge doesn't automatically bequeath thoroughbred status. For example, the forthcoming MG Cyberstar is a sports car but there is no way it is a thoroughbred (this should only be applied to MGs up to 1992).

So, there ends my "rant". May we all enjoy our thoroughbred sports cars/sports coupes/ sporting sedans and GT cars whatever the badge.

Cheers

Geoff Williams



Figure 2 Which sports car will we take today?



Figure 3 Real sports cars on a TSCC run.



Figure 4 A true sports car at Bathurst

IS A CLEAN CAR FASTER?

A CLEAN CAR GOES BETTER THAN A DIRTY ONE – FACT OR FANTASY? By Konrad Dover

While I was working full time, I developed a habit of personally washing my daily driver car every Saturday morning (unless it was raining). This habit enabled me to keep on top of any new blemishes/scratches and ensured the car was kept clean and looking good.

In the last year since fully retiring, I seem to have got slack – mainly because of some other priorities like health issues, grandchildren, travel and household chores – and the daily driver was neglected, only receiving the odd hose down now and again.

Last week, I decided its white colour was looking somewhat dull and it needed a good clean. So 4 hours later it was cleaned inside and out. What a difference – it suddenly looked like a new car off the showroom floor! I went out in it and my heart lifted. It seemed to drive so much better – smoother, faster, and with more power, like it had a new soul.

This experience immediately reminded me of my early days of driving when I had my first car – a second hand, seven year old 1963 Ford Cortina 1200cc (4 door), mid green in colour – but hardly a speedy thoroughbred!

As a university student, cleaning my car was not a high priority. But I distinctly remember that on the odd occasion when I did clean it, it definitely seemed to go better and faster, so I was convinced at that early age that a car does go better when clean.

But with the benefit of age, experience, (and the internet), is this fact, or fantasy? Or is it all just in the mind? I decided to consult Dr Google to see if I could find the answer. The result? The jury is undecided!

There are two schools of thought:

1. The one argues a dirty car actually goes faster than a clean one! The rationale here is that the extra roughness from dirt, grime (and dead bugs) leads to turbulent flow, which much like the effect of dimples on golf balls improves the aerodynamics and reduces drag.
2. The other argues the opposite. Randomly distributed dirt, grime (and dead bug) particles on the car's surface create a rough surface, creating more drag and thus less speed. Additionally, the dirt adds weight, which also makes the car less efficient!

So much for Dr Google.

Is it all in the mind, or does a clean car really go better?

At this point in time, I'm sticking to my initial teenage impressions, and hope to keep my cars cleaner!

But what do you think?



Pic from an [article](#) by Vas Comblas arguing that clean cars are faster

SIR DAVID MCMURTRY

Sir David McMurtry passed away in December 2024 leaving an incredible legacy of inventions.

He had been working for Rolls Royce in 1972 on the Concorde's Olympus engines and became frustrated with the measuring equipment used at the time. He arrived at work one morning with a home-made probe that revolutionised the task and when, in company with colleague John Deer, he decided to commercialise the invention a new company Renshaw plc was born.

Today it employs 5,000 people and turns over £691m. Their technology is used in the manufacture of cutting-edge products wherever precise measurement is required. Your mobile phone likely is a beneficiary with case, screen and electronics being facilitated.

McMurtry first came to the notice of car enthusiasts with the introduction of the [McMurtry Spéirling](#), a short stubby machine with a huge fan at the back which produces '[Downforce on Demand](#)' and can hold the car upside down when standing still. See the Chris Harris video [here](#).

It has smashed the Top Gear Test Track record by 3.1 seconds. The previous record holder was a V10 Renault R24 Formula 1 racecar from 2004. It also holds the Goodwood Festival of Speed Hillclimb outright record and the Laguna Seca Corkscrew Hillclimb record.

Other achievements included the building of [Swinhay House](#) near Wotton-under-Edge, a £30m futuristic home with a dancefloor that can change into a swimming pool, a winter garden and a viewing tower.

What a man!

Jeremy Braithwaite



TAIL PIECE



Wonderful to hear the Australian National Anthem playing after the F1 race in Bahrain won by Oscar Piastri and then again in Jeddah! Oscar is managed by Mark Webber and his lady Ann Neal and now leads the championship. The last Aussie to achieve this was Mark in 2010. Ann was instrumental in nurturing Mark's career from Australian Formula Ford through to Formula 1. She is well known within the Australian Formula Ford fraternity having worked with administrator Margaret Hardy on the PR side in the late 1990's