

top



gear

THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTSCAR CLUB INC

ISSN: 2207-9327



The MG Cyberster is quicker than an AM DBS and you can have one for every working day of the week for the price of the AM

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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.

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](#).

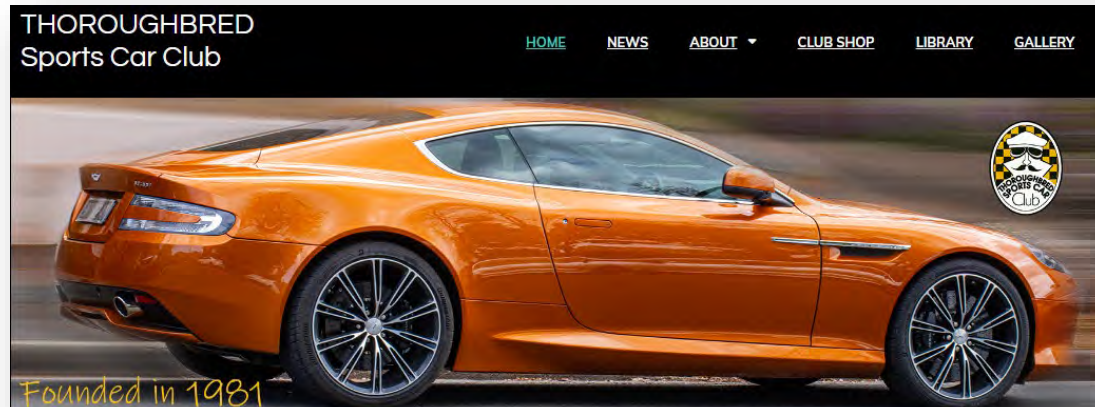
In addition, the Club has developed its own Policy & Procedures Manual. This includes the Club's Objectives and by laws and is updated from time to time by the Committee. You can find the current version [here](#).

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

My first President's report for the year and it's being written just a few days after the USA inaugurated it's 47th President, Donald Trump. Whether you love or hate him, his decisions will have some influence over our lives in the next few years and particularly with the motor vehicle and its future direction. In his first day in office, he signed executive orders removing Electric vehicle tax credits, stopping \$5B in funding for the roll out of Electric Charging stations and rescinding the previous Governments Electric Vehicle target of having 50% of all new cars sales Electric by 2030. Further, he has reinvigorated the drilling of oil, particularly in Alaska, "drill, baby, drill"!

One wonders what his biggest supporter, Elon Musk, had to say about the above. Musk is the CEO of the most valuable automobile company in the world Tesla. By the way, in 2024 Tesla's worldwide sales declined for the first time in its short history. In 2024, in Australia, Tesla sold 38347 cars down 17% from 2023 despite a drop in price of \$9.5k.

Taking about Electric vehicles, I have spotted a few that are very attractive. The first is the new MG Cyberster convertible, a sports car much along the lines of the Fiat Abarth, that retails for \$122k, has 375kw, and goes from 0-100 in 3.2 seconds. Compare that to an Aston Martin DBS Superleggera (stands for Super lightweight) that has 540kw and accelerates from 0-100 in 3.4 seconds and costs nearly \$700k. The MG has dual Electric motors while the DBS has a twin turbo V12. From a price/performance point of view the MG is the winner!

The other Electric vehicle that caught my attention is the Hyundai IONIQ5. Priced around \$75k it's a lovely looking car I could see my wife in.

I was looking at the new releases at the Brussels Auto show and there were many brands that I didn't recognise and from what I could see they were mainly Chinese. Have you heard of Leapmotor, DS or Yura? One has to ask are Chinese car companies more of a technology company and a car is purely a commodity like a flat screen TV with price reductions the order of the day and resale values not a consideration. It's a different way of thinking to the established car companies where the Brand and resale value are part of their culture and a reason why we buy their cars.



Terry & Robyn Daly in the E Type and Peter & Robyn Wards in the TR6 at Government House on Australia Day

TALES FROM TERRY

For those who don't know Jaguar is going all Electric, and they recently launched, at the Miami Art Show, its fully Electric car of the future. Great looking car that is scheduled for production in 2026. With a majority of Jaguar sales in the USA, will Trump's executive orders re Electric vehicles cause the Board of Jaguar to have a rethink? By the way, this launch reminds me of when Jaguar launched the fabulous Jaguar E-Type in March 1961. Stunning looking car well before there time.

And how could one forget the 1976 launch at the London Motor Show of the futuristic, technologically innovative, wedge-shaped Aston Martin Lagonda V8. Well before it's time with its digital dashboard. Another car that attracts attention wherever it goes.

And will the Australian and European Governments rethink their strategies on where the Electric car fits into the future of the Automobile? Something to ponder on!

Pondering on things, and completely off the mark, has anyone ever wondered how a spider can spin a web across a 3-metre pathway? Just ran into one whilst retrieving something from the back garage,

Now to what a President's report should produce, car club matters. I'm not sure how many members read this report. I know Jeremy Braithwaite, Tim Bickford, Ashley Smith (thanks for the note) and myself read the previous edition. I know Bob Adby, John Elmes and my wife didn't, so I'll deduct from those statistics 4/7 read it and the other 3/7 don't! Approximately 90 members read it, and 70 members don't.

In 2024 the Club had over 50 events etc and most of these were very well supported. A BIG thanks to all those who organised them and a BIG thanks to Jeremy who stepped in as Social Secretary. And another thanks to Patrica Korte who controlled all the money associated with each event. Also, another thanks to all those gave those very interesting presentations at the Club nights.

To all those who fell foul to a health issue, here's hoping for a speedy and full recovery.

Looking forward we have, yet again, a very full calendar of activities. I encourage you to continually look at the TSCC website as it has an up-to-date calendar and a copy of all the flyers applicable to each event. Some Wednesday runs still require an organiser and Roger Korte, our new Social Secretary, will welcome any ideas from any member willing to help on the social side. New ideas for new and different type of events would be most welcome.



Also at Government House on Australia Day was the Bean after its epic journey from London recreating Francis Birtles record run in 1927 ... the first to drive between London and Sydney. More on page 35

TALES FROM TERRY

I will be tapping a few members on the shoulder re giving a presentation on some aspect of their life. Trust me, we have a very interesting and diverse membership that has some great stories to tell. Leonie Leer and partner Peter Fuller are a couple that comes to mind, having had an extremely interesting life in both speedway and motor racing.

Our first event for the 2025 year was on the 1st January to the Lynwood Country Club and it was very well supported, and we have followed that up with a Wednesday run to the Newport Arms hotel. The weather was perfect and scenery stunning.

The three signature events for the year are already on the calendar and planning has already commenced. The POO (Pride Of Ownership) and the annual Christmas party at being organised by the same people who organised the 2024 events. Great events in 2024 and they will be even better in 2025.

The Big Trip is in mid-September to WA which will include a run to Lake Perkolilli. I believe we have about 15 couples registered but, if you're interested, please inform Roger Korte asap.

And in February/March we have two trips organised to visit various Silos in NSW and Victoria. The thought and the painting of these Silo's is amazing. And I'm sorry to all those who tried to book onto Colin Piper's SSO event. Sold out in hours!

Finally, a small favour which will help the organisers of the events. When a flyer comes out and if you intend to go, can you please let the appropriate person know and pay any monies as soon as you can.

Thanks in advance.

Terry



The Bear's crew were Warren Brown (l) and Matthew Benns in amazing shape and still smiling despite some unbelievably weather on the way

EDITORIAL – TIM BICKFORD

Rediscovering the Austin 10: A Family Heirloom on the Road Again

For many car enthusiasts, a restoration project is about more than just bringing a car back to life—it's about the memories, the stories, and the connection to the past. That's certainly been the case with my Austin 10, known as Emmy, which originally belonged to my father.

The journey of rediscovery has been as much about reconnecting with my father's legacy as it has been about reviving a piece of automotive history. I had heard stories of my father's Austin 10 over the years—how it was his favourite car, the countless adventures he had in it, and how it eventually faded into the background as life took its course. I had long wondered what had happened to it.

After being missing from our family since 1955, we managed to track her down just before Mum and Dad's 50th Wedding anniversary in 2003.

Unfortunately, she was not in working order at the time we found her and so once again she disappeared from our family. Several years later I got a call from the current owner to see if I was still interested in her as he was selling her. We went to check it was definitely Dad's car and when we confirmed that it was, we bought her in a heartbeat.

It was an emotional moment, to say the least. A car that had once symbolized youth, freedom, and adventure was there, waiting to be rediscovered.

Bringing It Back to Life

Finding her was just the start. The real work came when we decided to restore her. The Austin 10 had seen better days, to put it mildly. But with some patience, elbow grease and plenty of time in the garage, we managed to get her back together and on the road again.

Every step was a bit of a puzzle—tracking down parts, repairing what we could, and making sure to keep as much of the original charm intact as possible. It wasn't just about fixing a car; it was about honouring a piece of family history.

When it came time to register the car my Dad was telling the story of this car at the motor registry office and was asked if he could remember the original number plate. The wonderful lady behind the counter looked it up and told him it was available, if he was interested.



EDITORIAL – TIM BICKFORD

That original number plate, back on the car, was a great reminder of what we were working toward.

Back on the Road

Finally, after months of work, we were ready for the first test drive. The feeling of seeing my Dad getting behind the wheel of that car, the one he had courted my mother in all those years ago, was indescribable. The number plate might have been a new plate, but the registration number was the same as it had been when my dad took it for drives long before I was born.

Getting the Austin 10 back on the road wasn't just about the restoration—it was about reconnecting with the past. There's something special about driving a car that has so much history tied to it, not just the vehicle itself, but the memories it carries.

Why This Matters

Restoring this car was a way for me to honour my dad and keep his love for cars alive. But it's also a reminder of why we as car enthusiasts do what we do—preserving not just machines, but the stories behind them. Classic cars like the Austin 10 are more than just a ride; they're a part of the fabric of our lives. Whether it's your first car, a family heirloom, or a rare find, every car has a story to tell.

You will all have your own stories of cars that have impacted your lives in so very many different ways.

Drop us a line or send us the story of a car that has been a significant part of your life.

Until next time

Tim



MOTORSPORT REPORT – PHILIP LARMOUR

Happy New Year everyone and hopefully it will be a busy motorsport year for those who compete.

The following CSCA events are already scheduled:

- 15/3- SMSP Amaroo circuit organised by Sprite Car Club
- 4/5 One Raceway- organised by MGCC Newcastle
- 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

Competitors are reminded that the requirement for driver extraction for 2025 is now 10 seconds, not the 15 seconds that was applicable in 2024. I suggest you develop an exit sequence that suits you and your car, and you practice the process before the testing is conducted at event scrutineering.

The big news within CSCA is the withdrawal of the Morgan Owners Club from the organisation. Morgan Owners Club was one of the original sports car clubs that joined CSCA when it was formed some 40 plus years ago.

This was a disappointing but understandable decision on the part of MOCA as over recent years their member participation has declined, both in competing and in assisting as officials at events.



The new Turn 10

This is surely a reflection of an aging member base and the fact that the cars have become more valuable, and the declining availability of parts influences active motorsport participation.

It should also be noted that the situation with Morgan Owners participation is also the same situation developing in some of the other classic sports car clubs.

MOTORSPORT REPORT – PHILIP LARMOUR

In December I attended a State Motor Racing Championship race meeting at the newly renovated and extended One Raceway (formerly Wakefield Park) at Goulburn. There is still much work to be done at the site to finish the project, but Steve Shelly and his dedicated team have done a fantastic job with the work completed so far. The circuit has been completely resurfaced and nearly every corner has been either reprofiled or changed completely. The photos show the new Turn 10 that leads onto the main straight and is now cambered and an entirely different shape to the old Wakefield turn 10.

Those of you familiar with the old Wakefield facility will welcome the large noise retention embankments that have been built that also double as spectator viewing positions- you can see almost the entire circuit from each location. Additionally, a new Race Control building has been built, the dummy grid has been relocated and the paddock area at the back of the pit garages has now been sealed.

My observations are that lap times for the new circuit layout are 3-5 seconds per lap longer- although this will no doubt become closer to the original lap times once drivers become more familiar and experienced in determining the quick way through the new corner profiles.



One Raceway

If you are interested in competing at any of the CSCA events, please reach out to me.

Philip Larmour

COMING EVENTS

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

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

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

TSCC EVENTS PLANNER 2025

START DATE	END DATE	EVENT NAME	ORGANISER
Wednesday, 1 January 2025		Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
Sunday, 12 January 2025		Cars 'n Coffee at THE HIVE	Julie & Jeremy Braithwaite
Wednesday, 15 January 2025		Wednesday Run	Organiser: Rob Clare
Wednesday, 5 February 2025		Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
Friday, 7 February 2025	9/02/2025	Gnoo Blas Classic	John & Sonia Curran
Sunday, 9 February 2025		Kurrajong Cars 'n Coffee	Julie & Jeremy Braithwaite
Wednesday, 12 February 2025		Club Meeting	Speakers: 20 of the Best
Monday, 17 February 2025		Gerringong Festival	Neil Mason
Wednesday, 19 February 2025		Wednesday Run	Organiser: Laurie & Fran Bromley
Thursday, 20 February 2025		Dinner Kaiser Stubn for Silo Art Trail	Terry Daly
Wednesday, 26 February 2025	4/03/2025	SILO ART TOUR 1	Terry Daly
Wednesday, 5 March 2025		Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
Sunday, 9 March 2025		Kurrajong Cars 'n Coffee	Julie & Jeremy Braithwaite
Wednesday, 12 March 2025		Club Meeting	Speakers: HOW THE CLUB STARTED
Saturday, 15 March 2025		SMSP South Circuit, Sprite Car Club	Phil Lamour
Wednesday, 19 March 2025	25/03/2025	SILO ART TOUR 2	Terry Daly - Jeremy & Julie Braithwaite
Sunday, 6 April 2025		Windsor Polo	Lee Portelli & John Tourish
Wednesday, 9 April 2025		Club Meeting	Speaker: Lee Portelli
Wednesday, 9 April 2025		Lynwood Country Club Lunch	Julie & Jeremy Braithwaite
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
Saturday, 17 May 2025		Berry TBC	Neil Mason
Wednesday, 21 May 2025		Wednesday Run	Organiser: Gary & Wendy Maher, Southern Highlands



GNOO BLAS ORANGE CLASSIC

7TH - 9TH FEBRUARY 2025



Friday
Meet at midday at the newly refurbished pub at O'Connell for lunch on the Friday. Scenic drive to Orange via Blayney and Millthorpe. Check in at the Mercure. Drive around the Gnoo Blas circuit and then up to Mount Conobolas for an incredible view. Dinner is at the Greenhouse of Orange next door.

Saturday
It's the big display with more than 800 vehicles expected including lots of local cars we don't usually see. Entry \$20/car. Saturday night is a dinner at the Orange ex Services Club with Ray Berghouse, founder of Chevron Publishing, the guest of honour. \$69/head.
We've booked 28 rooms at the Orange Mercure. Please RSVP to John & Sonia Curran on 0418 635 736 or john@rce.com.au if you want to join us

We'll then send you details on how to get secure your room and book your tickets etc



SILO ART TRAIL TOUR 2025

TOUR 1: 26 FEB - 4 MARCH TOUR 2: 19 - 25 MARCH



For members who:

Enjoy driving Enjoy country roads Enjoy beautiful scenery Enjoy photography Enjoy great company

CARCOAR & MAYFIELD OVERNIGHTER

By Malcolm Stephen

28 club members headed out west on 17 October for a mid-week overnight trip. Most of the group met at Bilpin Fruit Bowl for a coffee and in my case, a bag of apples.

After Craig's briefing and now armed with his extensive route information package, we headed off at 10 am to the O'Connell Pub for lunch, driving via Mt Victoria and "smoothest" option of Diamond Swamp Creek Road.

We were lucky to follow Craig and Donna, who knew where all the potholes were, unlike Roger Korte who "got air" at one point causing the Merc's rollbar to lock in the "Up" position, resulting in the top not being deployable and the boot remaining inaccessible. Without any tools or a scanner, a solution wasn't forthcoming, and with rain forecast, Roger and Pat headed home after lunch for their trusty Mazda, returning surprisingly fresh for dinner. The rest of us enjoyed a lazy lunch on a beautiful mild day in the garden of the O'Connell Pub Est 1865.

After lunch, we headed for Carcoar with a simple looking, but in fact devious 20-question trivia quiz to answer. Carcoar was pretty quiet, but thankfully, the café was open for a coffee and decadent caramel slice, which kick-started a tired me for the rest of the afternoon (I was suffering from bathroom reno sleep and other deprivation).

The second-hand/retro shop (nanna's flying ducks now \$179!) and the snazzy homewares shop were both interesting.

Then off to our accommodation, the Heritage Inn at Bathurst, which proved to be both spacious and comfortable.

The nearby RSL was our destination for drinks and dinner, where we had a private room and Craig was able to show an interesting selection of his motor sport photos and videos on the big screen. After dinner, it was disappointment time for those of us who thought they'd nailed the quiz – bad luck if you didn't cross your tees and dot your i's, because Craig wasn't accepting my MG = Morris Garage – it's Morris Garages ... while no one seemed to care that we'd Googled the fact that Kurt Fearnley was born in Cowra, not Carcoar – we was robbed! Well done Ron and Sue Powell, who navigated the quiz better than the rest of us and won the bottle of wine, with a score of 19/20. The marking really was a good-natured hoot.



CARCOAR & MAYFIELD OVERNIGHTER

We started on Friday with various breakfast options – we were pretty happy with our choice of The Hub Café, then back to the motel to pack and head off by 9:30 for Mayfield Garden.

Inspired by the great gardens of Europe, the 15ha Mayfield Garden includes extensive water gardens, a lake, tracks, bridges, hydrangea & camelia walks and the most extensive collection of rhododendron varieties of any garden in the world.

As the brochure says: “it really has to be seen to be believed”. The adjacent Hawkins’ Family Garden is an additional ~50ha and not part of our tour (it’s open for seasonal festivals). We arrived at Mayfield Garden ~10:30 between showers, so headed straight for the gardens, umbrellas at the ready. Half an hour in, the light showers returned, but the garden’s magnificence shone through – rain drops on the flowers made for great photo opportunities. It would be truly fabulous to visit on a fine day and something we hope to achieve in the near future.

With the threat of storms, we had a quick coffee at Mayfield Garden, then hit the road taking a late lunch at Wentworth Falls. As it turns out, the storms didn’t eventuate, with bright sunshine at 2pm according to Roger Korte and in hindsight we should have stayed for lunch at Oberon.

Many thanks to Craig and Donna for organising such a well-coordinated couple of days on great quiet driving roads, with the countryside looking at its best.

Malcolm Stephen

Photos courtesy of Craig Shiel



CARCOAR & MAYFIELD OVERNIGHTER



MAYFIELD GARDENS ARE MATURING



We first took the club to Mayfield in 2011 as part of a [camping weekend](#) at Oberon and as you can see from this picture the plantings were all brand new.

We went back in 2017, and the [gardens](#) were starting to mature really nicely ...

But [this year](#) was just fantastic ... despite the rain!

Jeremy Braithwaite



HISTORIC POLICE MUSEUM VISIT/1

Historic NSW Police Museum 26 October 2024 by Neil Mason

Curiosity, was the most common reaction as over 40 TSCC members and friends assembled outside of a warehouse in the industrial section of Revesby. The coffee cart we'd arranged got us started well as our members arrived to see what the Museum and its apparent collection of classic cars, that I'd promoted in the flyer, had to offer.

As soon as the tour started, we were all absorbed by the incredible enthusiasm and background briefing from the Museum's CEO, the main visionary and driver of the NSW Historic Police Museum strategy, Tony Fitzgerald.

We learned that the collection had started from Tony's initiative years before to acquire or negotiate donations of uniforms and equipment used over time by the NSW Police. His foresight was to gather what we'd now call treasures of the NSW Police, when they were nothing but obsolete equipment, to be disposed of as advances in technology and Police practices moved forward.

Today, in this cramped upstairs warehouse office space we were able to view uniforms, equipment, signs and a plethora equipment many of us had seen the Police use in our everyday lives. Irreplaceable Police artifacts.

The piece de resistance was, for most of us, the NSW Police Vehicle collection in the wide warehouse space, from those blue Ford F100 cage vans, the radio car Mini Minor of the '60s, the Valiant Charger Highway Patrol cars we all dreaded seeing in our rear-view mirrors on NSW roads, plus the collection of other familiar, but maybe less memorable Police vehicles. Another large portion of the vehicle collection was still at Bathurst having participated in the Race Day parades there.

What brought the tour and the collection to life for us was not only Tony's powerful background briefings and the outline of his Committee's vision for a museum and conference centre, due to start construction on the warehouse site in another 2 years, but the amazing anecdotes that our own Lawrie Bonello (former Chief Inspector and Highway Patrol Officer, on car & motorbike duties) and his guest Jim Rasmussen, also a former NSW Police Highway Patrol officer.

Lawrie & Jim kept us transfixed with their real-life tales of their firsthand experiences using the various cars and motor bikes we all had seen on NSW roads. Some pretty amusing and some very serious stories were shared.

The incredible bonus to our insatiable car enthusiasm, was seeing the Museum's rack stored collection of privately owned classics, that had most of us eager to break away from the group and just take in the cars. Mark 2 Jaguars, to C1 & C2 Corvettes, Porsches, a factory converted rotary Holden, vintage Ford Woodies and so many other modern performance classics of interest.

We'll keep in touch with Tony Fitzgerald and his Committee to ensure we're up to date on the progress of the Museum's construction and plan to visit again in the future.



HISTORIC POLICE MUSEUM VISIT/2



HISTORIC POLICE MUSEUM VISIT/3



AUTOBRUNCH AT ST IVES/1

AutoBrunch : The St Ives Showground “Cars N Coffee” Gathering by Neil Mason

For some years now a group of TSCC friends have made the AutoBrunch, which is conducted by the North Shore Sporting Car Club and sponsored now by Donnington's, a regular part of our monthly car enthusiast calendar.

Conducted on the first Sunday of every month at the St Ives Showground, with cars starting to assemble around 7.00am, this has got to be one of the largest, most diverse and friendly gathering of Classic, Modern and cherished cars anywhere in NSW.

With turn ups ranging from 100 to well over 200 cars, brought to St Ives by car owners from all parts of Sydney, whether club oriented or just private passion, this is the “Cars n Coffee” style gathering not to miss!

There's a \$5 donation to display on the Oval or you can choose to park in the extensive car park zone. A couple of very busy coffee trucks and a brekky bar in the cafeteria, ensures a good starter to get you going to enjoy the cars.

A few of us go afterwards to a 10.00 or 10.30am brekky nearby at Tastebuds at The Hills. Best to book in advance there!

Join in, take a look .. enjoy the cars & company!



AUTOBRUNCH AT STIVES/2



AUTOBRUNCH AT STIVES/3



GREY GUM WEDNESDAY RUN

The Putty Road Run 20 November 2024

We live on the Northern Beaches of Sydney so a run to the Grey Gum Café meant that we were in for a secret, day. Barbara and I set off around 8.15 on a beautiful late spring Sydney morning, hood down, in our recently acquired Bentley GTC. Down to the M2 and then along to the Windsor Road exit and on to Maccas at Vineyard arriving after about 90 minutes. Most of our fellow travellers were already there. After a coffee, general chat and briefing by Greg we departed beautiful downtown Vineyard.

The Putty Road, also known colloquially as Route 66 is a beautiful stretch of road. It begins at Wilberforce and makes its way to Singleton. It was first explored by one John Howe a Chief Constable of Windsor between 1817 and 1818, opened to traffic in 1823 and was the first road to connect Sydney to the Hunter Valley. Before being opened to traffic its most popular use was for cattle rustling. It was formally called Main Road 503 in 1939. During WW2 years it was upgraded to allow for military use in times of emergency. It was fully sealed in 1964.

It snakes along between two beautiful national parks, Yengo to the east and Wollemi to the west. Wollemi, if you haven't heard is home to the Wollemi pine which was first discovered in the 1990's. The pine is a truly living fossil. It's only known relatives lived way back in the dinosaur period. Its only known connection is to fossils dating back 60 million years which are in museums. Its discovery in the world of botanists has been likened to the discovery today of a small living dinosaur. To help preserve the very small number of surviving trees their location has been kept secret, but seeds have been propagated by the guys at the Botanical Gardens in Sydney and specimens of them are available at many nurseries around Sydney. We have one in our back yard over two metres in height and there is a much larger one from those planted earlier in the Botanical Gardens. See the link [here](#).

The road itself is a really beautiful drive for both drivers and passengers. Sweeping fast bends (pity about the speed limit) to keep the driver happy and stunning views for the passenger.

Lunch at the Grey Gum was interesting to say the least. Rumour on the day was that they agreed to open for us on a normally closed day but then promptly forgot 20 odd of us were coming. Despite this we were all fed and watered in true country style.

We set off back home with about 1 hour back to Vineyard and then our 90 mins to home. A five-hour drive for us to enjoy a burger and chips seems excessive, but it was all well worth it.

Thanks to Greg and Chee-Mei Gibbons for organising a very enjoyable day out.

Brian and Barbara Marshall



TSCC XMAS PARTY

Fun Way to Finish the Year ... words and pics Jeremy Braithwaite

David and Linda Slater did their usual fantastic job of organising our Xmas Presentation Lunch at the Muirfield Golf Club on Friday 6th December.

A total of 96 members attended the event. Drinks were served from midday, and we sat down to lunch around 12.30. This was then followed by the club Awards for the 2024 year.

It's a wonderful setting with plate glass windows along one complete wall looking out over the course and a couple of lakes. Pics of all the members are [here](#).



Alan Jones	Kevin and Robyn Leggott
Alex Mineeff and Bev Moore	Konrad and Caroline Dover
Andrew and Gae Bristow	Les and Roselee Johnson
Barry Farr and Dott Forrester	Lorraine Mooring
Bob Adby	Mark and Caroline Beckett
Bob and Jeni Smith	Michael Markiewicz
Brian and Barbara Marshall	Neil Mason
Bruce Duncan	Pat and Roger Korte
Chris and Allana Mackertich	Peter and Eve Stefan
Chris and Deborah Hallam	Peter and Robyn Wards
Chris and Vickie Scheffer	Peter Fuller and Leonie Leer
Colin and Jan Piper	Philip and Leigh Larmour
Craig and Donna Shiel	Ross and Di Milner
David and Linda Slater	Ross and Sandra Brackenbury
Gary and Wendy Maher	Sergio and Irene Cariolato
Geoff and Choy-Lin Williams	Stan & Jen Jodeikin
Geoff Burgess and Ruth Croft	Stephen and Jill Knox
Harley Boggis	Stephen and Sheila Trotman
Ian Norman and Lisbeth Allen	Stuart Forbes and Carolina De Wolff
Jack Scholte and Ineke Sol	Terry and Robyn Daly
Jeremy and Julie Braithwaite	Tess and Camille Morgan
Joe and Bev Di Francesco	Tony and Anne Rolfe
John and Colleen Pymble	Tony and Leonie Palermo
John and Wendy Slater	Tony and Lyn South
Judy Thew and Lorraine Drummond	Trevor Booth
Ken and Lorraine Martin	Vic and Jane Clarke

TSCC XMAS PARTY



TSCC XMAS PARTY



DOOR PRIZES

The club provided three magnificent hampers complete with a bottle of Moët and lots of yummys!

The winners were drawn by Judith Thew who did a great job.

The winners were:

- Barbara Marshall
- Ken Martin
- Anne Rolfe



SPECIAL AWARD: TESS MORGAN

The club gave a special award to Tess Morgan, and it was presented by Neil Mason who succeeded Tess as Memberships Secretary.

Tess had been our Secretary for 5 years from 2017 to 2021 working first with Barry Farr as President and then for the last four years with Stephen Knox.

In addition, Tess also organised the best and most audacious [Big Trip](#) ever organised by the Club visiting four states in the USA.

In 2019 a total of 20 members spent three weeks together visiting some magnificent locations and generally having a heap of fun!



Tess was accompanied by her daughter Camille who was great fun and looked to thoroughly enjoy the day.



TSCC 2024 AWARDS

The club every year presents awards to members who have made an outstanding contribution to the club in a number of areas.

A description of each of the Awards can be found on the club website together with all past winners listed. Its [here](#).

Our winners in 2024 were:

- Clubman: Terry Daly
This is based on the annual pointscore
- Citizen Kane: Stephen Knox
Contributions to Top Gear Magazine
- Car of the Year: Ross and Diane Milner
People's choice at POO Day
- Donald McDonald: Jeremy & Julie Braithwaite
President's choice
- Borrani: Colin Piper
'Spirit of TSCC' award
- Shutterbug: Bruce Duncan
Photographer of the Year
- Sporting: Philip Larmour
Motor sporting trophy



Our magnificent trophies



Flowers for our outgoing Treasurer Pat Korte and for the Slaters who organised the event

TSCC 2024 AWARDS



Colin Piper, Bruce Duncan and Philip Larmour



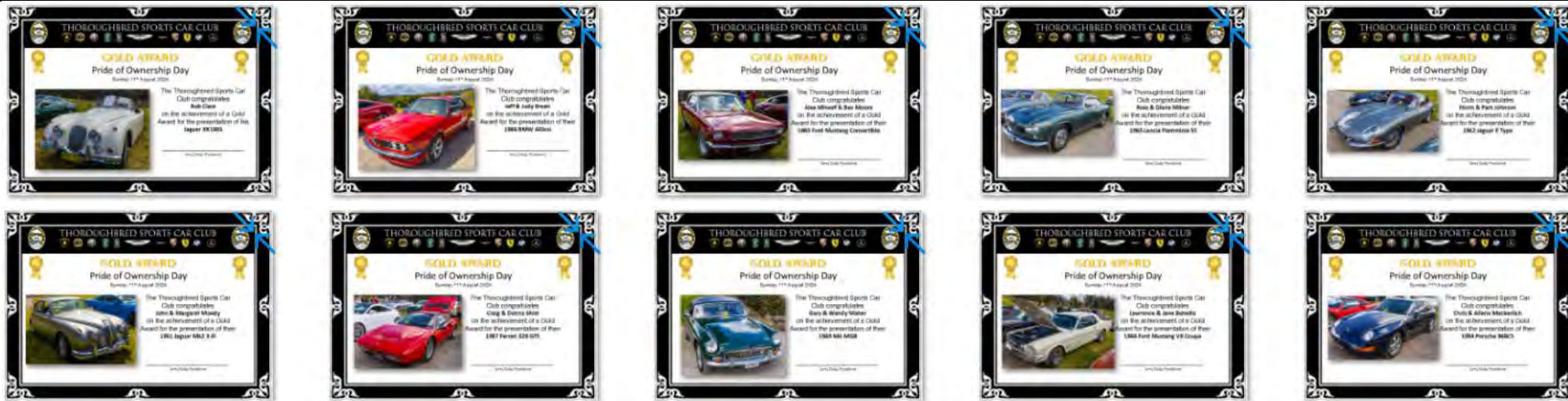
Julie Braithwaite, Ross Milner, and the Clubman Trophy

POO DAY MODERNS



All the certificates are on our photo site [here](#)

POO DAY CLASSICS



All the certificates are on our photo site [here](#)



CITIZEN CANE AWARD



The Citizen Kane Award was awarded to Stephen Knox by Top Gear Editor John Slater for the [Special Edition](#) covering the 20 Years of Stephen's Treks.

A special [Certificate](#) was given to all the contributors who had participated in the event:

- Jim Catts
- Bill Curtis
- Alan Jones
- John & Margaret Moody
- Darryl Pike
- John Tourish
- Dominic Truelove



TOP GEAR SPECIAL EDITION: 20 YEARS OF STEPHEN KNOX'S TREKS

THE VICAR

A Memorable Evening Despite the Rain to the Vicar

Despite the rainy weather, 21 cars gathered at McGraths Hill for what turned out to be a fantastic event. Spirits were high as we set off, crossing the Windsor Bridge and winding our way through the scenic countryside of Ebenezer before crossing the Sackville Ferry.

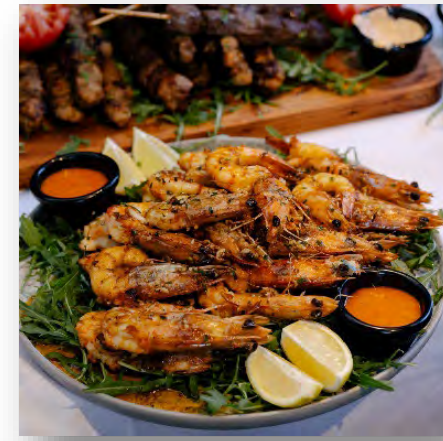
The group enjoyed a solid run up Sackville Ferry Hill, with engines humming as we cruised along Wisemans Ferry Road. The drive required some sharp navigation, and a tricky left turn into Halcrow's Road caught a few drivers off guard. However, the winding route that followed made it all worthwhile, leading us up to the picturesque Cattai Ridge Road.

The evening culminated in a gathering at The Vicar, where we were joined by several other members, bringing the total attendance to an impressive 50 people. Dinner was lively, with plenty of laughs and camaraderie among club members.

A special shoutout goes to Glen Bryon for organizing this first drive. The route was well-planned, offering a mix of scenic views and enjoyable driving challenges, making it a memorable outing for everyone.

Rain or shine, the event proved once again why our car club is such a fantastic community. A great night was had by all—thank you to everyone who braved the weather to make it happen! Here's to many more adventures to come.

Luke Tourish



WED RUN TO THE NEWPORT ARMS

A Great Way to Start 2025!

Rob Clare organised a great Wednesday Run in January, starting at the delightful Tastebuds Café on Mona Vale Road for a 'heart starter' cup of coffee and a lot of chat as we all caught up with the goings on over the festive season.

This was followed by a run down McCarrs Creek Road to the Newport Arms where Rob had organised a row of tables with absolutely the best view across the water to the dog park.

The food was up to the usual standards and all in all its just a lovely way to start our year.

Thanks to Rob for organising the day and to Vern Kelly for the weather and the photos!

Jeremy Braithwaite



A TALE OF THREE BEANS

In 1927 the first man to drive from London to Melbourne was Francis Birtles in a Bean car called the Sundowner which had previously been the first machine to drive from Darwin to Melbourne. It took a gruelling 9 months. It was an amazing feat when you consider that in many places he had to make his own roads.

The car is now in the National Museum of Australia and has been conserved – rather than restored – preserving it in the state in which it arrived in Melbourne. The full story is on the Museum site [here](#).

2024 was the year of the recreation of Birtles feat. You would be forgiven for thinking that there was only one Bean driving between the UK and Australia in the last year, such has been the publicity for the Warren Brown effort. Maybe this is not surprising as he is THE cartoonist for the Daily Telegraph and is on first name terms with all the editorial staff.

However, there was another identical Bean driven by Lang & Bev Kidby. They had been partners with Warren Brown on the 2004 Peking to Paris recreation with original cars from that era. This was featured in an ABC documentary and is available on DVD. They also wrote a book on the adventure.

Bev & Lang were in an Itala similar to the winner of the 1907 event and driven by Prince Scipione Borghese. A 1905 De Dion Bouton was driven by our friends Keith & Louise Brodie and Julie says she wouldn't have traded places with Louise for all the tea in China!

So back to Lang Kidby. He's had an amazing life as an adventurer including organising a World Vintage Air Rally between England and Australia, flying a Vickers Vimy Recreation over the same route and then later a 1927 Avro Avian. The Vimy is now in the Brooklands Museum.

He organised a 3,000km postie bike challenge around Australia, worked for the UN in Iraq, drove a Dodge from Jordan to Normandy to celebrate the 60th anniversary of D Day, and he restored and drove a Willys Overland around outback Queensland to promote prostate cancer awareness.

And there's lots more on all his adventures [here](#).



Top: Birtles and Sundowner. Above left: Sundowner and the Kidby car in Canberra. Right: Birtles in the Naga Hills on the India-Burma border in 1928

A TALE OF THREE BEANS



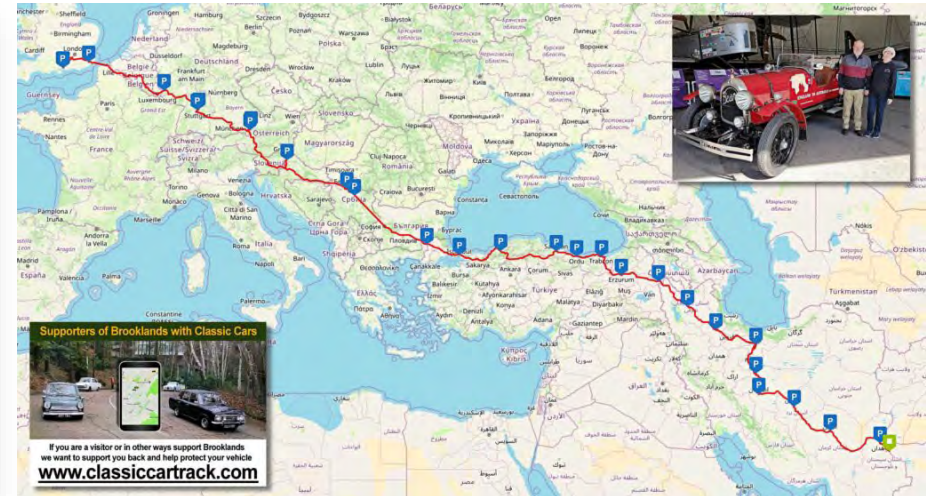
An Itala similar to the Langby car at the start of the Road to Saigon Rally in 2018. There are more photos [here](#) taken at the Capella Hotel where later Trump met Kim



The Kidby's being flagged away from Brooklands at the start of their adventure



The Vimy was registered 'God 'elp All Of Us'



The journey was tracked on Classic Car Track

A TALE OF THREE BEANS

I think Lang did all the driving and Bev the story telling. And what a story. You can read the entire adventure [here](#).

So back to Warren Brown. He has done his usual incredible job of telling the story of the adventure on his Facebook page called [Birtles and the Bean](#).

Birtles had a habit arriving at the best station in the district in time for a dinner and a bed and Warren seemed to have the same knack meeting some incredible people and receiving a lot of hospitality on the way.

They had hoped to be able to drive down through Myanmar to Singapore but that proved impossible with the political situation and the alternative of travelling through the Himalayas in the middle of their winter was also ruled out. The car was shipped to Malaysia and driven to Singapore and then shipped to Darwin. Warren had a lot more luck than Kidby or Birtles in circumventing the Darwin port authorities and made it to Sydney for Australia Day.

Birtles required the intervention of the Prime Minister to convince the authorities the Bean was Australian! So, what a story of Australian adventurers doing amazing things with old cars!



Some pictures from the Warren Brown adventure

WHAT IS A THOROUGHBRED IN 2024?

Colin Piper asks what is a Thoroughbred Sports Car in 2024? It's a thought provoking essay which should spark heaps of debate. Our next issue will make provision for Letters To the Editor.

Please address them to editor@tscc.asn.au and start them with 'Mr Editor Sir!' and then have a proper rant...

During the 2024 "Big Trip" which took us north, south, east and west along some fabulous roads along the Great Dividing Range up to Sanctuary Cove in S.E. Queensland, while having the sheer pleasure of driving our Mazda MX5 (roof down) on these roads, I began wondering what exactly does constitute a sports car in 2024...thoroughbred or otherwise.

I am advised by distinguished Australian Motoring journalist Peter Robinson that several of the world's major motoring writers have also pondered this question over the years (I have not had time to research this further) as some time ago in this illustrious publication, did our immediate past President S. K. Knox OAM. Our fellow 'big trippers' were travelling in a wide variety of interesting cars and what spiked my curiosity on this occasion was, among other things, observing our TSCC cohort loading and unloading the luggage in their cars at our various accommodation stops.

Starting with the basics; the Australian Concise Oxford Dictionary defines the word "thoroughbred" when used as an adjective as; *of pure breed, of outstanding quality and first class*. As a noun the meanings are restricted (in my dictionary at least) to breeds of horses, (mustangs?) but we won't go down that rabbit hole any further. "Sports car" in the same dictionary is described as *"an open low-built fast car"*. I might have added *usually with only two seats*.

There was a time that to me a sports car was a post WW2 open 2-seater. These were regularly seen on the roads of Sydney and in a service station next to our shop in Summer Hill in the 50s was to be found an MG TC and a Midget Speedway car. The MG was the first sports car I ever had a ride in. The owner's name was Mr. Henderson, and I spent many hours in that garage, (probably getting in the way, but made welcome nonetheless) one of the old-style servos with 4 pumps on the footpath which from time to time were repainted by a sign-writer changing the 'make' of fuel being sold from a particular bowser. Plume, Golden Fleece, Shell, Ampol and COR were 5 that I remember, and what skills those sign-writers possessed. I have no real idea but suspect that all 4 fuels came from the same underground tank! And don't we miss the word "bowser" these days!



WHAT IS A THOROUGHbred IN 2024?

As a teenager, as well as the many open 2 seaters from the UK, Japan and Italy, the E-Type and the occasional Aston Martin began appearing on our roads. I sat in an E-Type roadster in about 1963 at Catalina Park...we had parked next to it...a thrilling experience for a 15-year-old, and I didn't even notice the young lady sitting in the passenger seat at the time! A friend of Dad's worked at P & R Williams on Parramatta Road, and he often called in at home in something from the used car lot. A friend of fellow club member Colin Watts around this time had a red E-Type Coupe, which one afternoon was parked briefly in front of our Belfield house much to the admiration of some of our neighbours. A sports car of the highest order, and a thoroughbred to boot. And speaking of such cars, a year or so after getting my driver's licence in 1964 on one occasion, quite late at night driving between my cousin's place at Bankstown and home, along Punchbowl Rd, I was in company with Ash Marshall (I later discovered who he was) in his D-Type. ASH 222. Nothing silly going on, but the sound of that car stays with me still with what I guess were unmuffled exhausts exiting underneath the passenger's seat. It was red, with the sleek built-in headrest and 2 small aero screens. This D-Type had been imported in the 50s and raced by Bib Stillwell and then later by Frank Gardner. It was also used by 1950s radio personality Jack Davey (who painted it red) and then Ash Marshall, who I have read fully restored the car for road use. It subsequently returned to the UK when Richard Attwood bought it and using google, having passed through several owners I discovered that it was for sale at Sothebys in 2020 for about €6 million! In 1957 it had been advertised by Stillwell in Australian Motor Sports...I reckon it would have been a bargain!

A few years later my cousin, who didn't have a driver's licence bought a Mk 3A Austin Healey Sprite, so while he was on his L's, I had use of it on-and-off for a couple of months. That was my idea at the time of a proper sports car. Having experienced the Sprite for those few months made me determined to one day own a "roadster" of some type...it did take me over 40 years to do so though! In the meantime, a motorbike and a Mini Moke (excitement in slow motion) sated my desire for al fresco motoring for several years.



A rare occasion with the roof up

WHAT IS A THOROUGHBRED IN 2024?

So, to today. As the owner of an open, low built car (the fast bit open to conjecture), our MX5 is unquestionably a sports car. We'll come to the thoroughbred bit later. On the Big Trip were 2 Lotus Emiras and they also perfectly fit the definition...in their case, the word fast is certainly appropriate though missing out the "open" bit but still having only 2 seats. I would also add that these three cars are uncompromising since they have the dubious quality of being very short on luggage space, not a lot of room inside and possessing a sporty (is harsh the right word?) ride quality but that being perfectly suited to the magnificent winding roads we traversed. There was also a Volvo P1800, a Porsche Cayman, a Mercedes 350 SL and a 250SLK on the trip, all of which I think fit the definition of sports cars for all the above reasons, open (in the case of the 2 Mercedes), low built, fast and with only 2 seats. To my way of thinking, the 2 Lotuses and the MX5 are the purest examples, but all do fit the dictionary's definition.

Now we come to the other cars on the trip. There were some tremendously fast ones...a Mercedes C63 which made a phenomenal sound as it roared past us on several occasions...a BMW M3 and an M6 likewise sounding fabulous. There were several Mustangs but are these sports cars in the true sense of the word? Not in my opinion; too much room, luggage space and more than 2 seats in most cases. Not uncompromising enough perhaps; too comfortable? The term Grand Touring Car springs to mind. Finally, there were cars I found difficult to categorise, comfortable touring cars with space for luggage (a portable fridge in one case); a Lexus IS250C and an RC200C, a Mercedes CLS 350, a GLA, a Mercedes 380SEC, a BMW 3 Series convertible and a Rover 75.

Now to the word thoroughbred: *"pure breed, of outstanding quality and first class"*.

The word can apply to most of the cars on the trip; Mercedes, BMW, Porsche and Ford (Mustang) all have histories/bloodlines in the manufacture of quality high-performance cars, as does Lotus, though ascribing the words "outstanding quality" certainly didn't apply to their early models. I am reluctant to use the word thoroughbred with the Mazda though for what it is worth, it remains the most popular 2-seater roadster in the world and has been since its release in 1989; maybe there are not enough generations in its bloodline yet.



"Sports Cars" in their element!



More than likely a thoroughbred, but does it meet the definition of a sports car?

WHAT IS A THOROUGHbred IN 2024?

Taking the Oxford Dictionary as a guide, the latest Aston Martins, Bentley Continentals and such are certainly Thoroughbreds, but are they sports cars? Today's MX5, Porsches and Lotuses certainly are, and in the case of the last two, I think the term Thoroughbred Sports Car describe them perfectly. The Rover I am going to consider as a gentleman's carriage, (as does the owner), that I think falls into the thoroughbred category but falls short on the sporting definition. The thing is that in the mid 20C, sports cars were usually just that...sporting cars with all their day-to-day drawbacks but in most cases, they outperformed and/or out handled most of the mundane family sedans of the era. My cousin's Sprite, Healeys and MGs for example. These days, not all "open low-built fast cars" can match the high performance 2 and 4 door GT/Sedans/hot hatchbacks etc. which we all know in many cases possess blistering performance. Did this change begin with the Mini Cooper S?

In this essay I have deliberately not mentioned what we now refer to as supercars...Ferrari, Lamborghini, Bugatti, McLaren and so on. They fall into an entirely different category in my mind.

The TSCC members between them have an astonishing collection of cars. Thoroughbreds, Sports, Luxury, Grand Tourers (2 and 4 door versions) and the cars on the Big Trip were but a snapshot of this. All were interesting in their own way and let's hear it for interesting cars in this day and age...but I came to the conclusion that there was once a time that a Thoroughbred Sports Car was easy to identify on the roads of the 1960s, but apart from the obvious "classics" the lines have become so blurred that it is now very difficult to define exactly what constitutes a Thoroughbred Sports Car on the roads of today.



I hope fellow members might put their mind to this vexed question and submit pieces to Top Gear in coming editions. I also hope there are letters of disgust and indignation to the editor for months to come as well!

As an aside, on our trip, the BMW 4 Series EV opened a door into an interesting development in high performance luxury motoring, as might the MG Cyberster give a new meaning to the words sports car when it arrives on our shores in 2025. From what I have read "an open low-built fast car" describes it perfectly.

Colin J. Piper

Photo credits: Jeremy Braithwaite & Colin Piper



You need to have played Tetris!

TAIL PIECE



Pete Fuller and Leonie Leer picked up an award for their gorgeous Anglia at the Small Ford Concourse at Camden Showground. They are part of the British Ford family," and they won the Best Visiting Club Award. Someone offered \$60k on the spot and didn't get far. "It's part of the family"... said Leonie