

top



gear

THE OFFICIAL MAGAZINE OF THE THOROUGHbred SPORTSCAR CLUB INC

ISSN: 2207-9327



TOP GEAR AUTUMN 2026

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Front Cover

Warren Brown's Bean Sundowner fresh from its epic London to Melbourne trip, here at Gnoo Blas on the excellent weekend organised by John & Sonia Curran.

Tailpiece - this Issue

Lionel & Gael Walker and AXK140 ... Life Members.

John Slater remembers in 1970 his English teacher Gael arriving in the XK140 at the Epping School where he was a student as 'a spaceship amid a sea of Holdens, Fords and Morris's'.



Here is AXK140 with Rob Clare's AXK150 on a club run to the Grey Gum Cafe on the Putty Road.

Roger Korte sent this in for the Tailpiece but I really love the pic of Lionel & Gael that graces our back cover. Its all the empty boxes after the wonderful lunch at Lindsay & Ju Hannan's on the 45th.



ABOUT OUR CLUB

Club Information

Top Gear Magazine

The magazine was [first published](#) on 1st September 1981 by the Club.

The magazine is a registered publication ISSN: 2207-9327. All back copies can be found on the website [here](#).

There is no connection or affiliation with the British based Top Gear magazine first published by Immediate Media Company on or around October 1993.

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.tsccl.asn.au and features a Jaguar and an Aston Martin on the masthead ... two marques that are well represented in the Club.

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.



Disclaimer:

Any opinions published in the Magazine should not be regarded as being the opinion of the author and not of the Club, of the Committee, or of the Editor.

No responsibility is accepted for the accuracy of any information in the Magazine, 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.

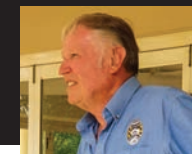
Please email to editor@tsccl.asn.au.

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

TALES FROM TERRY



President's Report January 2026

by Terry Daly

Unfortunately, I have to start my quarterly report with more of the same, bad news. Petrol and diesel or lack of it is grabbing all the headlines and in a small way it is affecting me. I run diesel in my 3 litre VW Amarok and last partial fill up cost \$196.00 or \$3.30 per litre for just on 60 litres, which is about \$96.00 more than I would have paid about a month ago. And is it going to get any worse? Anyone's guess!

I've had a sneak preview of Jeremy's editorial and his mention of Electric Vehicles. I believe he is about to pick up a Chinese made Zeekr SUV shortly. I don't know much about that brand (wholly owned by Geely Automobile Holdings) but knowing Jeremy he would have done his normal in-depth research and I'm sure he will enlighten me to its virtues.



If you have been reading the last few issues of Terry's Tales you would have noted my many comments on Chinese vehicles and in particular BYD. It only makes Electric Vehicles (EV) and it makes millions of them. I noted in an article on Australia's New Vehicle Efficiency Standards (NVES) that in the six months from July 2025 to December 2025 that BYD had generated \$314,141,200 (yes, I think you're reading correctly) in tradeable emissions credits!

These can be traded with other vehicle suppliers needing to offset their over emissions issues. And it goes like this:

July 1, 2025, Australian Vehicle Efficiency Standards (NVES) sets a 141g/km CO2 limit for all passenger cars (measured at the exhaust tail), creating a "carbon currency" market.

Manufacturers (OEMS) with emissions below this target earn credits, while those above incur fines (\$100 per gram over). These credits can be traded, allowing mega-emission importers to purchase credits from low emission brands. As BYD (and all EVs) don't have an exhaust pipe, the emissions generated is zero.

So, in six months BYD has generated approx. \$314m in tradeable credits, easy money eh!

No wonder, in particular, Chinese EV's are dropping dramatically in price when you can get a tradeable credit of up to \$14,000 on just one vehicle. It gets worse with the 141g/km reducing to 117g/km in 2026 (this year) 92g/km in 2027, 68g/km in 2028 and 58g/km in 2029.



TALES FROM TERRY



45 YEARS OF THOROUGHbred CARS

45 Years of Thoroughbred Cars

Aston Martin doesn't stand a chance of getting anywhere near the 141g/km so they will be buying credits off BYD or another EV player. All it does is put the price of an Aston Martin (and other similar cars) up substantially but doesn't change the landscape one bit!

Certainly, a nice earner for BYD. One can only note that the basic price of a Ford Mustang has gone up \$5000 in 2025.

BTW, if you are further interested in this subject, you can look at a YouTube video titled '[Tophet Project ep109 How is this legal!](#)'.

This might be the worst policy in Australia.

The 45th Anniversary has come and gone and what a wonderful two days we had. A big thanks to Jeremy and Julie Braithwaite for their tireless work in putting the 45th Anniversary car collection together.

What a fantastic collection of cars that have passed through the hands of TSCC members over those 45 years. Of interest, for those members who

couldn't see (or hear) the presentation we ran an updated version at the April Club meeting and Jeremy plans to turn it into a Special Edition of Top Gear Magazine.

It was surprising how many members said, "What about this car etc".

And I must again thank Ju and Lindsay Hannan for hosting the Club at their beautiful country property Rosslyn. They provided both the lunch and drinks at no cost to the Club.

Of interest, Warren Brown, Daily Telegraph cartoonist, lives about 15k down the road but before that day had only admired Rosslyn from a distance. I believe, the Hannan's and the Brown's will be catching up for dinner shortly.



TALES FROM TERRY



NZ NORTH ISLAND BIG TRIP 2026



And another thanks to the Gibbons for organising the observation run and the morning tea at Taralga. (For those interested I believe Konrad Dover's Jaguar XKR is on the mend).

I believe we are in need of both speakers for our future Club meetings and volunteers to organise events. Please volunteer before I volunteer you!

The dates and itinerary are now set for the BIG Trip and at the time of writing I have 13 couples or 25 people attending.

the free trade agreement actually forces the Government's hand.

And finally, to all those members who aren't feeling well, it's time to get better and enjoy all the activities the Thoroughbred Sports Car Club has to offer.

Terry

Surprisingly, I'm finding the Kiwi's a lot more competitive with pricing on both accommodation and car hire so I don't think it will be as expensive as indicated on the [flyer](#).

BTW, the dates are 21st October to 1st November 2026. A great trip is underway! And we can still take another seven couples if you are interested in joining us.

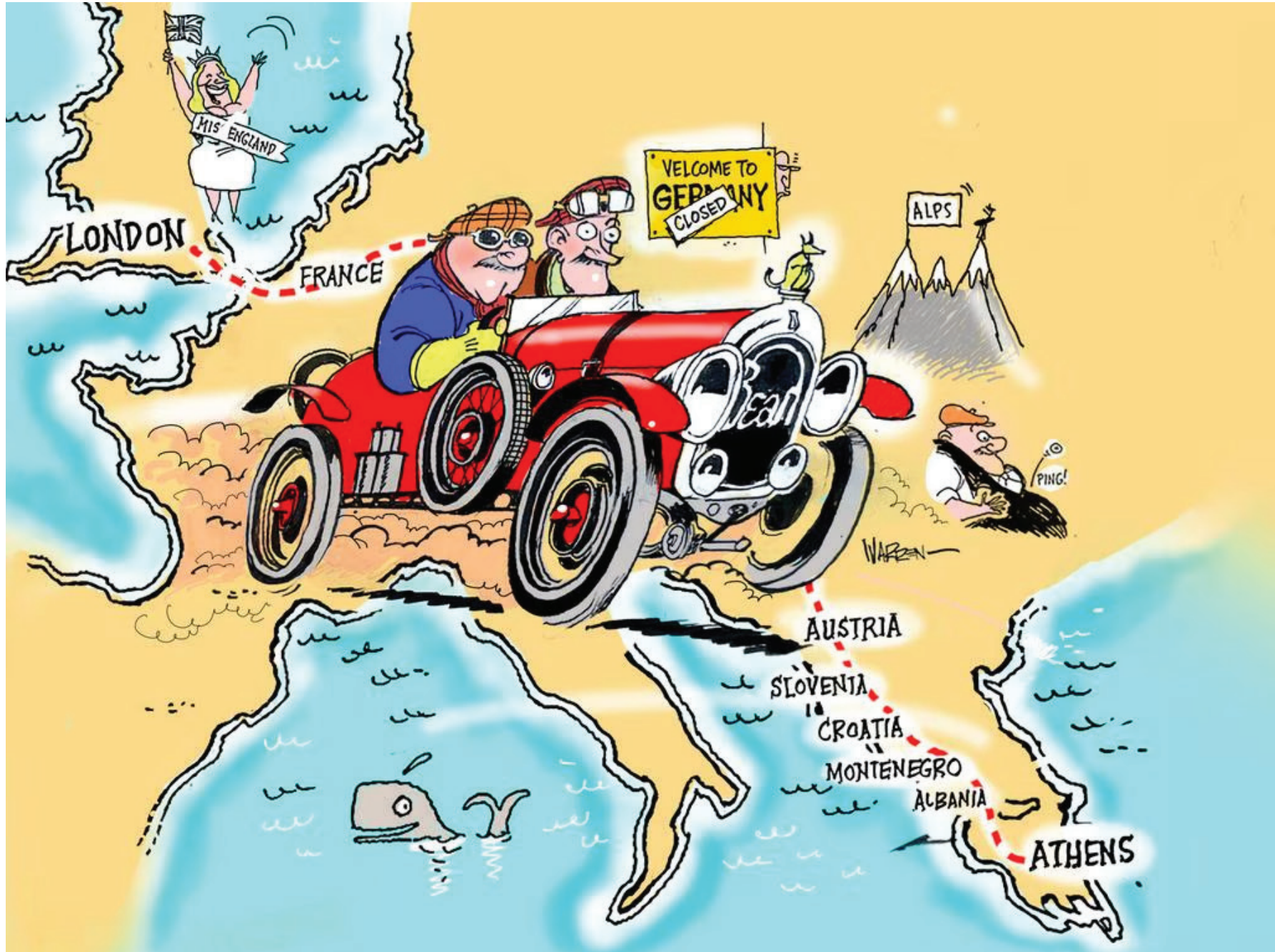
I would personally like to congratulate Carol Edds on her recent Australia Day award. We have an article on her working life and what she achieved in this edition. Well, done Carol.

Of interest, we have three members recognised for there services. The other two are Colin Piper (Music) and Stephen Knox (Charity work).

I have also heard some talk about the dropping of the Luxury Car Tax due to the recent signing of the free trade agreement.

Not sure it will happen with the budget so far in the red, but I am hearing persistent rumours that

TALES FROM TERRY



TOP GEAR AUTUMN 2026



Editorial

by Jeremy Braithwaite

The 45th Anniversary

Huge congratulations to Terry & Robyn Daly for pulling off such a spectacular two days at the Park Proxi Gibraltar in Bowral. We cover the event in full in this issue and for those members who were not able to join us I can only hope we have provided an insight into what makes this club the great association that it is.

We are lucky to still have some of our founding members with us almost half a century later and the award of Life Membership to Lionel and Gael Walker and AXK140 was well deserved and overdue and is fully covered in this issue.

In this issue

Its very much the Warren Brown issue with his talk at Gnoo Blas being followed by his appearance with the Bean at the 45th. We were regaled with two of the greatest motoring adventures of this century.

In addition Warren spoke at Gnoo Blas about Birtles first crossing of Australia from West to East in a Brush.

Also in this issue:

- The 45th Anniversary - 120 members gathered at the Park Proxi in Bowral to celebrate 45 years of the TSCC. What an event!
- Gnoo Blas. We had 1,000 cars on display and lots we don't often see. John Curran gives us an overview and I add some notes on the interesting cars
- Gosford Sailing Club. Excellent run organised by the Beckett's. We made our own way there via Wisemans Ferry and had a traffic free run with some beautiful scenery en route
- The Pikes 'Europe on \$2 a Day' talk at the club meeting. What an adventure!

- Carol Edds' award of an AM at the Australia Day honours. Carol has enjoyed an incredible lifetime of achievement both in a work environment, but also with the motoring adventures that she and Graham have undertaken
- Hawkesbury Highlights ... Wednesday run organised by Peter & Robyn Wards
- Lionel & Gael Walker - Life Members. Lionel shares some of his highlights
- Les Payne - one of the Kurrajong Kids - updates us with two of his recent classic rally events
- We introduce our Classified's section borrowing Arthur Daley's slogan 'Every one is a go-er'. Bob Fulop's 2022 Mustang Gt and our super-charged Range Rover Velar are on the lot

If you've got an interesting story to tell please email the Editor at editor@tscc.asn.au.

The Destruction of the Global Motor Industry

If you set out to destroy the world's established vehicle manufacturers and hand the business to the Chinese, it would be hard to do a better job than that done by the current resident of the White House.

His tariffs stopped a lot of manufacturers in their tracks. Lotus provides a good example with exports of the Emira from the UK stopped and the Eletre facing a similar fate with the 250% Chinese tariff.

The rise of the Chinese manufacturers posed a doubly whammy to the Europeans who had enjoyed vibrant sales in China. The Chinese had a clear target in terms of the quality, performance and costs of EU vehicles and they hit the bullseye.

And then the Chinese started to make inroads into Europe which responded with its own tariffs. Unfortunately the Chinese are still competitive!



So all the EU manufacturers convinced the EU to wind back the 2030 EV mandate as the only vehicles they were making which were competitive and which people still wanted to buy were ICE powered.

Manufacturers in the EU and the USA wrote off billions in investment in uncompetitive EV production and development the global figure was at least \$70 billion according to [Car Expert](#) ... and then Trump joined Israel's war with Iran and you had to be rich to buy petrol.

All of which has played straight into the hands of the Chinese and with fuel costs going through the roof the cost benefit of EV vs ICE has further improved. Most people's decisions are ruled by the hip pocket nerve ...

The Zeekr

We've taken delivery of the Zeekr 7X Performance and our first impressions have been confirmed. The car is quick, quiet and comfortable. It has more presence on the road than in pictures and we are starting to see other cars in the district.

Wonder if we'll wave to each other like all the Mustang owners? (R35 GTR owners used to stop for a chat!)

We live at 2,000' so the regeneration adds to the mileage on the way down 'to the bottom' but goes through a few electrons (is that the right term?) on the way up again. We're averaging 19kw per 100km which means our theoretical range is well over 500km. Be interesting to see how it performs on the other side of the mountains and we plan to do a lot of bush miles in the car before the Winter issue of Top Gear.

We've tried the local DC chargers ... one at North Richmond and the Ampol at Bligh Park and both were easy to use and pretty quick despite being only 150 kw/h units. We put in 22.5kh/h in 10 minutes. The car will support the latest 400kw/h units, which doesn't really give you time for a coffee.

There is a problem with the Sigenergy 25kw DC charger we installed and it is being replaced under warranty. As a result we are using the AC charger at home ... also known as the Granny Charger. Well its not that quick and only runs at 2kw/h!

So we're having to curtail our power generation from our 15 kw/h solar once the 32kw/h battery is full as the grid will only accept 5kw per hour.





When the DC charger is working and bi-directional charging is approved by Zeekr (which the DC charger supports) we will effectively have 132kw/h of battery storage which we can use to power the house - including heating in the winter - and which we can sell to the grid.

We looked at the two startup wholesale electricity operators and I couldn't find any published financials for either plus there are all sorts of horror stories on their Facebook Groups. However some of the majors, particularly Origin, have introduced some excellent electricity plans for battery and EV owners and we'll examine these once we have a reliable pattern of usage.

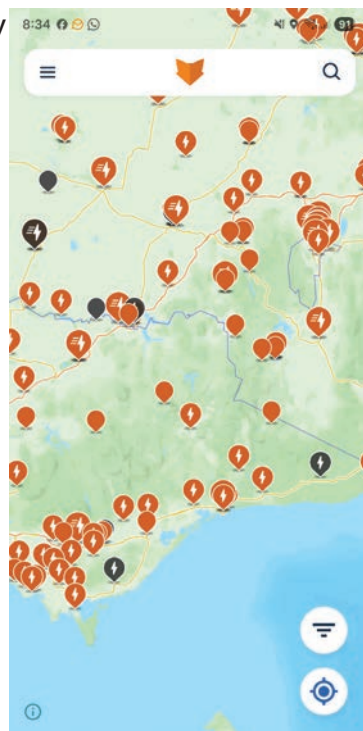
The Charging Network

The Australian charging network is supported by some excellent apps that show where to charge and what capacity is offered on each of the chargers. You can also see which are in use and which are free.

Some parts of the country are significantly better off than other parts. For example the Chargefox app only shows 2 chargers at Cann River - both in use at the time of this pic - and one at Mallacoota so take care in SE Victoria.

However its only 270km between Lakes Entrance and Merimbula and only 313km if you do decide to drop into Mallacoota so we have the range to go there.

But its not the point. The infrastructure does not properly support local EV ownership. New England is pretty sparse too.



FEATURE	2026 PORSCHE MACAN GTS	2026 ZEEKR 7X PERFORMANCE
Powertrain	Dual-motor AWD (420kW / 955Nm)	Dual-motor AWD (475kW / 710Nm)
0-100 km/h	3.8 seconds	3.8 seconds
Battery	100kWh (800V architecture)	100kWh (800V architecture)
Range (WLTP)	513 km	543 km
Max DC Charge	270kW (10-80% in 21 min)	420kW (10-80% in 16 min)
Price	\$171,100 (AUD, plus ORC) Typically: \$180k to \$210k	\$72,900 (AUD, plus ORC) Typically: \$82k
Wheels	21 x 8.5, 21 x 10.5	21 x 9, 21 x 9
Tyres	255/45 ZR21, 295/40 ZR21	265/40R21, 265/40R21
L x W x H	4805 x 1952 x 1613 mm	4787 x 1930 x 1650 mm
Wheelbase	2983 mm	2900 mm
Track f/r	1697/1665 mm	1649/1654 mm
Overhang f/r	945/946 mm	899/934 mm
Tare/GVM	2395/2940 kg	2460/2990 kg
Boot Load Min/Max	476/1348 l	539/1978 l



NSW EV Policy 2026

As we went to press the NSW Government announced its 2026 EV Policy which includes provision for EV charging to pay for the roads at the rate of 2.97c per km for EVs and 2.38c for hybrids.

This starts in 2027. \$100 million is to be invested in the charging infrastructure. The announcement is here:

<https://www.nsw.gov.au/driving-boating-and-transport/nsw-governments-electric-vehicle-strategy>

Zeekr vs Macan

Most people would agree that the Macan is one of the best SUVs to drive and we would have likely bought one instead of the Range Rover Velar if we thought they were any good offroad. We don't need to go rock hopping but we do expect to be able to get off the tar. The Zeekr looks to be very competent offroad and the launch at the Bend included an offroad track.

In fact it has greater articulation in its air suspension than the Velar with 5 height settings vs three. Otherwise the Zeekr looks to be extremely close



in specs to the 2026 Macan GTS Electric as we can see from the table on the left.

The only Macan I have driven was an ICE Turbo before we bought the Velar and so I have no idea how the current car compares with the 7X from a driving perspective.

You would expect the Porsche to have an advantage in the handling stakes and the top speed of the Zeekr is currently limited to 210 kph so the Macan will win hands down on the Autobahn.

The Challenge for New Entrants

Over the years we have seen lots of car companies come and go in the Australian market. And globally we have seen all the large manufacturers attempt to create a luxury brand where they can get a premium for something that costs pretty much the same to build as a base model.

But as Acura, Infiniti, Genesis, and Eunos can all testify its really hard to achieve and maintain volumes.

Establishing a sales and service network takes time and reputations are lost in a flash with the internet disclosing every hiccup.

Early Tesla adopters were often left waiting for months for body parts. So with all the new brands starting in Australia and globally we can be certain there will be some casualties. And we can also be certain that many of the established brands will fail.

Difficult times!



SOCIAL DIRECTOR



Social Director's Report

Roger Korte

Social Events for 2026 are now fully under way, our regular monthly Autobrunch St Ives, Club Plates Run to Lynwood Golf Club and Kurrajong Breakfast. The latter will not give you Social Points, but Autobrunch and Lynwood will gain attendees 1 point each.

A reminder, 1 extra point if you arrive in a Classic Car at any event except Monthly Meetings, but you need to notify the organiser or Social Director. please email me on social@tscc.asn.au.

In February we had a delightful evening's entertainment to conclude our Monthly General Meeting, Darryl and Andra Pike's presentation on their initial meeting, and exploits in "Europe on Two Dollars a Day".

Today < > Apr – Oct 2026

14 APR, TUE

15	APR, WED	All day	Wednesday Run - Hawkesbury Highlights, Peter & Robyn Wards
3	MAY, SUN	07:00 – 10:00	St Ives Autobrunch - Neil Mason St Ives Showground – Main Are...
6	MAY, WED	12:00 – 14:30	Lynwood Country Club Lunch Lynwood Country Club, 4 Pitt Tow...
10	MAY, SUN	08:00 – 10:00	Kurrajong Cars 'n Coffee The Village Kitchen Kurrajong, 83 Old B...
13	MAY, WED	19:00 – 21:00	TSCC Club Meeting Carlingford Bowling Sports & Recreation Clu...
20	MAY, WED	All day	Wednesday Run - Wisemans Ferry, Konrad & Caroline Dover
27	MAY, WED	10:00 – 14:00	Visit to AMHF
3	JUN, WED	12:00 – 14:30	Lynwood Country Club Lunch Lynwood Country Club, 4 Pitt Tow...
7	JUN, SUN	07:00 – 10:00	St Ives Autobrunch - Neil Mason St Ives Showground – Main Are...

TSCC Calendar

Events shown in time zone: (GMT+10:00) Australian Eastern Time - Sydney

[Add to Google Calendar](#)

Google Calendar

Our Wednesday Run in February saw Mark and Caroline Beckett take us up the Old Pacific Highway for lunch at Gosford Sailing Club, a venue previously not visited by many Members.

Our new Points Event this year, Autobrunch at St Ives, was unfortunately cancelled in March, owing to the very wet weather.

Fortunately, the weather improved somewhat for our "45th Anniversary Function" at Proxi Park Bowral from March 10th to 12th, very ably organised by Terry and Robyn Daly. (The Daly's did have a practice run with the Aston Martin Club, a month or two previously).

Thank you Terry and Robyn. Our thanks also to Greg and Chee-Mei Gibbons for organising the observation run to Taralga, Lyndsay and Ju Hannan for the lovely lunch at Rosslyn Estate.

Coming up on Wed April 15th, we have Peter & Robyn Wards' "Hawkesbury Highlights" Wednesday Run.

SOCIAL DIRECTOR



Morning tea at the historic Ebenezer Church, followed by a picturesque drive for lunch at Butler's Pantry in North Richmond.

On Wednesday May 20th we shall be guided through The Hills/Hawkesbury region by Konrad and Caroline Dover, culminating at Wiseman's Ferry Bowling Club for lunch.

Coming events on TSCC calendar other than regular monthly are:-

- Sunday August 9th - "POO Day". Professionally organised once again by Jeremy & Julie Braithwaite at picturesque Chapel Hill, Berambing.
- Sunday August 16th - "Shannon's Sydney Classic" at Sydney Motorsport Park. Organised by Neil Mason. Display your pride and joy in the designated TSCC area, along with at least 150 other car clubs.
- Wednesday August 19th - Laurie & Fran Bromley have kindly agreed to organise a Wed Run. Details to be advised.
- Thursday Sept 10th to Sunday Sept 13th - Harrington Weekend away. Organisers, Jack & Jenny Jones. Details are on the Club Flyer. A few more starters required for this popular annual event.
- There will be no Wed Run in September owing to the Harrington Weekend, but on Wednesday 30th September we have Leura Garden's Festival organised annually by Ron Powell & Sue Harris.
- October 20th is the commencement of the Daly's "Big Trip to North Island, NZ". This 10 day event will encompass most of the northern half of the North Island's holiday destinations, plus 3 car/machinery museums plus an aircraft museum. A promising number of starters at this stage but 4 or 5 more couples could be accommodated.... Please see the flyer.

Wednesday Run organisers are required for June and July. Also, possibly October for those not joining the "Big Trip NZ"

We would also like to hear from Members who would like to speak at meetings about anything of interest in their working or sporting life, or even an unusual/interesting holiday! Jeremy Braithwaite may be able to assist you in putting together a presentation.

Roger Korte

Note:

Do you know you can add the TSCC Calendar to your phone or other Calendar? Just copy and paste this link into your device:

<https://calendar.google.com/calendar?cid=OWVhb2ZsOWdrNHZzbGpiZTg-2b21udjEzaGNAZ3JvdXAuY2FsZW5kYXluZ29vZ2xlLmNvbQ>



HAWKESBURY HIGHLIGHTS

15TH APRIL 2026



We're meeting at McDonalds, Windsor Road, McGraths Hill at 9.30 to leave at 10.00

Bring \$10/head CASH for the Devonshire tea in Ebenezer followed by lunch in North Richmond at the Butlers Pantry, 41 Yobarnie Ave, North Richmond

Please RSVP to Peter Wards by 9th April for catering purposes on 0408 219 818 or email prwards@bigpond.net.au if you want to join us

MOTORSPORT REPORT



Motorsport Report- February 2026

Philip Larmour

The 2026 CSCA competition season commenced on 15 February at Sydney Motorsport Park Amaroo Circuit hosted by Sprite Car Club.

Five TSCC members competed on the day achieving the following results:

- Jeff Breen in his Triumph TR6- 1st in Class AB2
- Lindsay Day in his Triumph 2.5PI- 1st in Class CD2
- Gary Maher in his Ford Escort- 4th in Class CD3
- Les Payne in his Mazda MX5- 4th in Class R1
- Lionel Walker in his Jaguar Mk2 3.8- 4th in Class P1

Round 2 was held on 29/3 at One Raceway hosted by MGCC Newcastle. Only one TSCC member competed at this event- Lindsay Day in the Triumph 2.5PI who finished 3rd in Class CD2.

So with two rounds completed there is a two way tie for first place in the TSCC Competition point score and a three way tied for second place.

Below is the events remaining for 2026:

1. Round 3 - 3 May
Sydney Motorsport Park (Amaroo- South circuit) hosted by NSW MX5 Club
2. Round 4 - 14 June
One Raceway Wakefield circuit hosted by TSOA
3. Round 5 - 15 August
Sydney Motorsport Park Gardner (full) circuit Hosted by Club Lotus
4. Round 6- 27 September
Sydney Motorsport Park Druitt (north) circuit hosted by Jaguar Drivers Club

I draw your attention to the TSOA event at OneRaceway on 14 June. This will be a unique experience for those entering as Motorsport Australia and OneRaceway have approved for the morning session to be run in the clockwise (Wakefield) direction and the afternoon session to be run in the anti-clockwise (Shelley) direction.

This will be great event as competitors will enjoy two different circuits on the one day for the one entry fee.

If interested in competing please reach out to me.

Having finally sorted out the engine issue and an electrical issue with my Dolomite Sprint I will hopefully be back in action at Round 3 ... fingers crossed, but it is motor sport and "sh*t happens"!

sporting@tscn.asn.au





IT'S SIMPLY AWESOME!!



LIONEL & GAEL



Lionel & Gael Walker - Life Members by Lionel Walker

I asked Lionel to give me a few words on the highlights of the last 45 years ... so here are his thoughts. Ed

TSCC Memories

First of all, I wish to thank the committee granting me Life Membership. No way did we think the club would be operating successfully after 45 years.

Bill Marshall was the driving force behind us forming a new non-marque club for thoroughbreds with the focus on competition and social events.

The competition program was to include driver training, lap dashes, Hill Climbs, straight line sprints and motorkhanas.

The planning meetings started in 1980 at various members houses and we advertised in the SMH and chased likeminded members from other clubs. We had decided on the name Aston Martin & Thoroughbred Sports Cars. I took on the Competition Secretary role and started chasing invites.



Enjoying an XK An 18 Year Affair

Having been introduced to Jaguars by helping to rebuild my brother's XK 120 roadster, I decided to graduate to an XK myself. So in July 1963 I started looking.

Within the month two XK 140 roadsters came up for sale. This appears to be the last time an XK 140 roadster (let alone two) was sold in N.S.W. I purchased the better conditioned of the two, it being equipped with a detachable hardtop and AXK 140 number plates. The other one, a blue special equipment model, was sold the next week and we have not seen it since.



LIONEL & GAEL



Geoff Belshaw (a Graphic Designer) joined the group and designed the logo.

Late January 1981 we met at Bill Rankin's home to make the club official and formally accept membership and dues.

The first magazines were Roneographed news letters put together by a group of members one evening over a few beers.



Later at a committee meeting in Chris Johnson's Helipad office at Darling Harbour the name of the club had to be changed to just Thoroughbred Car Club as Aston Martin refused to allow us to keep the name.

Notable early events were - subject to a 45 year memory:

- The 1981 Motor Club Show at the Yennora Wool Sheds which had been organized by none other than Stephen Knox. This show marked the showcase of the TSCC with a great display of Astons. This was the first of a few Club shows organized by Stephen.
- The 1981 Nundle gold panning trip, which I believe was the first of our famous away trips. We stayed at the wild Nundle pub and had a motorkhana of sorts in the long grassed paddock close by. The Pub was over booked which created some very interesting accommodation issues.
- Our first overseas trip organised by Jeremy & Julie Braithwaite to circumnavigate Malaysia was a massive success. Tripping up into the Cameron Highlands was unforgettable and then over into Penang Island. Our groups meeting with one of the King's sons held us in suspense for a while!
- A notable motorkhana was the one held in the back paddock of Roland Clarks house in Kurmond.
- Bill Marshall using a hire car to complete his CAMS licence test and left his number kit in the boot.
- One unofficial match drag race between Chris Dale DBSV8 and Bill Rankin AMV8 at the famous Homebush Brick Pit strip. Chris blew his diff.
- Quite a few very suss races on the way up to Nundle. Next day there was a face off between a AMV8 and a local Shelby 500GT. The result was a draw over a paced out ¼ mile.
- In May 1982, I had organised a run at the Flying 1/5 at Bathurst which was before the Chase was built. I must admit the I thought we were going to run all over the locals. Well! How wrong was I. Ziggy Schuller recorded 216.87 in his stock Ferrari, however a local modified Holden running on Nitro recorded 247.42!

LIONEL & GAEL



Lionel, Gael Walker and the Jaguar XK140C

Terry made some notes on the Walker involvement in the club. Ed

The Thoroughbred Sports Car Club celebrates its 45th Anniversary and the Walkers and their Jaguar XK140C celebrate 45 years of membership. One only has to look through any or all of the Top Gear Magazines to see it scattered with Lionel and Gael's name.

The XK140 featured on the front page of the first edition of our Top Gear magazine, and it also gets a few lines in Top Gear's huge 45th Edition.

Below are a few lines captured in early editions of Top Gear:

- Vol1 No 1 September 1981; "Enjoying an XK140, an 18-year affair"
- "So, if you're interested call Lionel Walker on 477 1464"
- "Point score to 15/11 L Walker 30 (third)"
- Nundle weekend "Walker's forced to retire due to engine troubles with the XK140"
- 1982 Race Secretary Lionel Walker.
- "Applicants must contact Lionel Walker."
- "Oran Park and Amaroo lap dash report by Lionel Walker"
- "House Party at Lionel and Gael Walker's 24th June"
- "Somehow, (I'm not quite sure how) Lionel and Gael ended up with a house party at their home in Hornsby Heights"
- "TSCC stand displayed the XK140 roadster of Lionel Walker"
- Christmas Party "Piston Broke Award" goes to Lionel Walker.
- 1988 Car of the year goes to Lionel Walker Aston Martin DB6.
- 2000 Lionel Walker Sporting Trophy driving both his Jaguar Mk 2 and the DB6.

Lionel and Gael Walker with their Jaguar XK140, have footprints, Tyre marks, Skid marks, Footprints, Fingerprints, and DNA scattered all over 45 years of membership so they have been given LIFE!



LIONEL & GAEL



CAROL EDDS AM

Carol Edds AM

by Jeremy Braithwaite



I was aware of the extent of Carol Edds involvement in the National Trust but not her involvement as a female pioneer in the building industry. The recent award of her AM for 'significant service to the construction industry, and to heritage conservation' opened the door to the earlier part of her life and prompted me to ask Carol for some more background that we could share with the membership.

In 1973, when Carol Edds graduated with honours and a double major in Building and Quantity Surveying, as well as the University Prize for the top Quantity Surveying student, she became the first female graduate with a building degree in Australia.

Despite her achievements she struggled to find employment in this male-dominated industry – especially when she was asked about her marital/motherhood status!

She tells the story when she addressed the Western Sydney International Women's Day Breakfast in 2020:

"My long held childhood dream was to become a Quantity Surveyor (QS) and work with my Dad in his practice. He had an office at home during my early school years, and I loved to go down and pretend to work with him. He shared his love for the profession with me and was a patient teacher.

My time at MLC School reinforced this dream. Other girls at the School shared dreams of following in their fathers' footsteps: to Architecture, Medicine and Law...

Unusual for schools at the time, at MLC School we studied Physics and Chemistry, as well as History, Geography, Music, Languages, Maths and English, so we were well set to make our dreams a reality when we entered university.

I enrolled in the Bachelor of Building at the University of NSW (UNSW). It was a four year degree with a choice between two extra subjects in the final year, QS and Building. I ended up enrolling for both options.

The first year's subjects combined the Architecture and Town Planning students, and there were five females out of 100 students in that year. The disciplines split after first year and I became the sole female student in the School of Building.

I loved the course, was outdoing most of the males and had become engaged to an Architecture student who I married whilst still a student.

In 1973 I graduated with 2nd class honours, double majors in Building and QS and the University Prize for the top Quantity Surveying student. I became the first female graduate with a building degree in Australia.

CAROL EDDIS AM



Picture published in the Sydney Morning Herald in 1973

Although I was a graduate with a top prize in QS and with project management qualifications, every job application was rejected. They were not ready for a female to join their ranks. One QS firm's director advised that they only employ women as secretaries. Even government departments rejected me with one of my Dad's former trainees advising me that despite all his support the hierarchy was not willing to take a chance on a married mum.

Professor Emery Balint, Head of the School of Building at UNSW, offered me my first job in my field and I became a tutor in the Faculty. There were other female tutors in the Faculty of Architecture so I was not alone although the only other female in the School of Building was the secretary.

During late 1979 whilst in my fifth year as a tutor I was approached by a colleague to join an academic team at Hawkesbury Agricultural College (now Western Sydney University – WSU) who were developing a new course: the Bachelor of Environment Health. This course was to focus on offering degree-level training for Local Government Health and Building Surveyors, and they needed a Building lecturer. Courses I contributed to were the introduction of the Bachelor of Land Economy, Graduate Diploma in Environmental Health and Land Economy and the Master of Applied Science (Fire Safety Design).

A unique opportunity came in 1986 when the Dean of the Faculty decided that there would be elections for the Heads of School Positions. My project management training in economics, law, management and critical path analysis etc transferred easily to running a School. The Dean had recognised this, asked me to nominate for the position Head of School of Environmental Health and I was elected by my peers.

By 1990 the demand for places in a Building degree was increasing and UNSW and University of Technology Sydney (UTS) in conjunction with the Australian Institute of Building, identified the need for another University to offer the Building degree. I was approached as I held the position of Head of the School of Environmental Health.

The Western Sydney University (WSU) hierarchy, although initially cautious, supported the concept, particularly when \$300,000 dollars, funded by the Building Services Corporation and presented to the University by the Minister for Housing, supported the establishment of a Building Degree at WSU.

The Centre for Building studies was created and in 1992 we enrolled our first students. Initially it was a part-time Bachelor of Building with full time offered two years later. We also developed a path for mature aged students who had com



Vice and deputy vice chancellor at UWS-H, Professors Brian Smith and Graham Swain respectively, jumped for joy at the news of a funds boost to the university's new Bachelor of Building Degree recently. Seemingly dwarfed, Minister for Housing, Mr Joe Schipp, hands over the \$300,000 cheque to leader of the school's upcoming program, Carol Eddis.

High flying professors applaud funds boost

THE University of Western Sydney-Hawkesbury has been presented with a \$300,000 cheque to be put towards the new Bachelor of Building Degree. The cheque was presented by the Minister for Housing, Joe Schipp, last Monday.

During the brief presentation, Mr Schipp predicted the new Bachelor of Building Degree would help bring about improvements in the building industry. He said students would tackle all parts of the building trade, including the manu-

facturing of products, provision of supplies, and construction and work.

"It is also vital to develop communication and get the industry's message across," Mr Schipp said.

"I am sure that this course will assist in the development of those skills to make the industry better overall."

"We have got a highly reputable building industry, one that can be improved upon. That is the modus operandi of this new course."

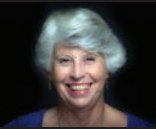
The funds were provided by the Building Services Corporation.

Accepting the cheque, the vice-chancellor of the UWS, Professor Brian Smith, said the launch of the course, at a time when the building sector was depressed, was the product of "great nerve".

"It means the university's vocational emphasis and also encourages links with the industry," he said.

"However, the money is not the most important thing — the most important thing is the industry was able to talk to us and we were able to get this course going," he said.

CAROL EDDS AM



pleted their Tafe training and wanted to study further. The Centre transitioned to a Department then a School. When I left, the School of Building offered undergraduate, Graduate Diploma options, coursework Masters and research Master level courses. It was a challenging but rewarding time.

The building industry is notorious for highs and lows, periods of excessive growth followed by oversupply and down turns. During 1996 I was being asked to, in confidence, to prepare budgets with 10 and 30% cuts. This and other internal issues meant that my work was no longer the challenge and enjoyment it had been. Redundancies were offered and as my passion for the School and potential for growth were not shared or supported, I took the redundancy.

For the last 25 years I have worked with my conservation architect husband Graham. We have enjoyed a privileged time working on a wide variety of projects such as Elizabeth Farm, Australia's oldest remaining residence; historic icons such as St Matthew's Anglican Church in Windsor; preparing grant applications, Conservation Management Plans, Heritage Impact Statements for private groups and government departments; and have been involved in the care, conservation and/or restoration of many of the State's heritage items."

Carol was not one to sit back and let the grass grow under her feet. She has worked with Graham on Elizabeth Farm, Australia's oldest remaining residence, historic icons such as St Matthew's Anglican Church, private and government departments preparing grant applications, CMP's HIS as well as being involved in the care conservation and or restoration of many of the States heritage Items.

In 2000 Carol, supported by Graham, founded the Hawkesbury Branch of the National Trust (NSW). From Windsor's civic spaces to timber slab barns, Georgian homes and even forgotten post offices, they have been tireless advocates for local heritage, galvanising public awareness and action at critical times. They have held authorities accountable for unauthorised works at the Richmond Post Office and during the redevelopment the Windsor Bridge, alongside defending Thompson Square – one of the oldest public squares in Australia. The Branch also provided critical support for heritage listings

such as the Hawkesbury Agricultural College Pumping Station.

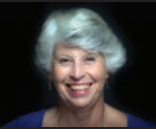
The Branch protected not just buildings, but the character, identity and memory of the Hawkesbury for future generations. They brought heritage to life with creativity and zeal, hosting everything from symposiums to public talks, walking tours and film screenings over the past quarter century.

This inspiring legacy was recently celebrated on a perfect spring day, when guests gathered to commemorate the 25th anniversary of the Hawkesbury Branch. Joining the celebrations were long-standing former Chair, Carol Edds, Federal Member for Macquarie, Susan Templeman and Mayor of Hawkesbury City, Les Sheather.



A heartfelt congratulatory speech was made by the President of the National Trust of Australia (NSW), Kathyryn Pitkin, highlighting the many achievements of the Branch.

CAROL EDDDS AM



In addition to a seriously busy professional life, Graham & Carol have also spent some quality time on the road. The family car for a while was a very smart Jaguar XJ6, before they discovered Range Rover motoring!



They have undertaken some great adventures including a couple of treks with Ron & Viv Moon. These included a tag-along tour in Africa and in Australia the Canning Stock Route. This was a major expedition with fuel being delivered to pre-agreed locations.



In 2001 they suffered a devastating bushfire fire at their lovely property in the Kurrajong area.

To make it worse they are both active members of their local RFS Brigade.

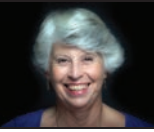
The house was lost with most of their possessions including all the photographs.

Carol's MX5 was pretty much saved by neighbours who pushed it out of the fire and here it is looking a little bit singed after the event.



And the Ford tractor also got singed and was brilliantly restored by Kurmond local and master machanic John Darcy who had succeeded in keeping the XJ6 on the road (as well as Tom Axzel's Jensen Interceptor).

CAROL EDDDS AM



TSCC Members since 2012, Graham & Carol have joined us on many of the Big trips over the last decade. I particularly loved this photo from the Silo Art Tour with the Range Rover model on the table in front of the painting:



CAROL EDDS AM



And in the photo below Carol is receiving an Honourary Life Membership at the National Trust AGM in 2021 ... and opposite are the two of them on their wedding day.



GNOO BLAS CLASSIC



Gnoo Blas Classic

by John & Sonia Curran

The Thoroughbred Sports Car Club had a total of 27 members and guests attend the 2026 Gnoo Blas Classic in Orange over the weekend of 6th February to the 8th of February. The weekend run was organised by John and Sonia Curran.

Friday 6th

Members made their way from various areas, we must congratulate many members who braved the four seasons in one day that is common out in the Bathurst region.

On the Friday 6th we met for lunch at "BROCKS" at the recently upgraded Oxford hotel. It is the first time the TSCC club has used this venue, and I think it was well received by the 23 members and guests.

During lunch we received a wild thunderstorm which dumped a fair amount of rain causing a short 45-minute delay. We decided to shorten the planned run out through Blayney via Cadia Mine then to Orange for a quicker run through Millthorpe to Orange.



The rain had eased off to intermittent showers during the drive, we were then delayed at the bottom of the "Rocks" on the Mitchel Highway following an incident where an articulated crane had jack knifed and finished off on its side, this caused a delay of some 40 minutes as the traffic was contra-flowed around the scene.

Once through a majority of members elected to drive direct to Orange with a group heading to Millthorpe to the Lolly Shop, Antique shop and other local boutiques that were open. Other members elected not to sit in the blockage and do a detour around the incident.

All members arrived safely at the Mercure Orange which is adjacent to the Ex-Services Club where the main dinner on Saturday night for the Gnoo Blas Classic would be held, this made it very convenient and saved a lot of travelling around town, with just a comfortable walk back to our rooms after an eventful day.

The club met in the Green House restaurant for pre-dinner drinks and dinner where 25 members had a lovely meal from a diverse menu.



GNOO BLAS CLASSIC



Left: All pics by Laurie Mason

Saturday 7th

Saturday turned on a beautiful sunny day although very humid following the previous days and overnight rain.

Members were busy cleaning their cars ready for the main car display at Sir Jack Brabham Park where we had a well-attended display of some 24 cars in a dedicated area for the TSCC.

For many there was some more interesting activities to be had in the form of retail therapy and coffee consumption and relaxing sidewalk gatherings.

During the day many members roamed around the display and chatted with other entrants and immersed themselves in all the fine machinery.

The show this year had over 800 vehicles and 10,000 visitors.

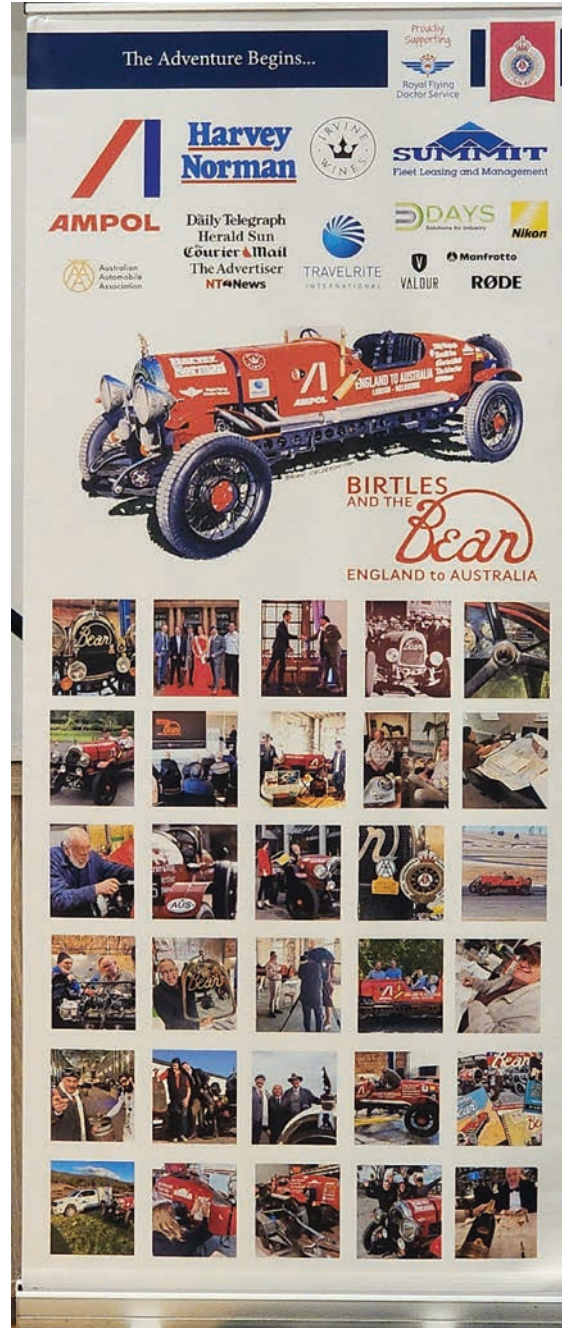
The guest speaker at the Gala dinner on Saturday night, Warren Brown, had his "BEAN" car on display that was used in the re-enactment of Francis Birtles London to Sydney trip. If you were lucky enough to meet him on the day with the endless line, you found him very down to earth and engaging.

Saturday evening was the Gala Dinner held at the Ex-Services Club, followed by the guest speaker Warren Brown and his co-pilot Mathew Bennes, their talk on the re-enactment trip was very informative, along with a good level of humor.

The evening came to a close with everyone enjoying some fine food, drinks, friendship and being entertained, as well as gathering some information. At this stage the prospect of a bigger and better 2027 event is anticipated. Hopefully with much milder weather.



GNOO BLAS CLASSIC



You can pre-order Warren Brown's book on the Birtles trip from the Bean Cars website: <https://www.beancars.com.au/pre-order-now>

Sunday 8th

After a good night's sleep, we woke to an ordinary day with many members electing to make an early departure for home.

I hope that all members who attended this event enjoyed the weekend away and enjoyed the social event with their TSCC members and friends.

GNOO BLAS CLASSIC



TOP GEAR AUTUMN 2026

GNOO BLAS CLASSIC



Notes of the Cars at Gnoo Blas by Jeremy Braithwaite

We always get some interesting cars at Gnoo Blas. Cars that live out in the bush and generally don't come into the town. A couple of these are worthy of discussion:

Purvis Eureka



The car known in Australia is the Purvis Eureka was in fact an original design by Richard Oakes with engineering by Phil Sayers, combining a fibreglass shell on a VW Beetle chassis and mechanicals. A two-seater, it was highlighted by a dramatically opening canopy that combined roof and doors into one.



Licensed versions of the Nova have been built in Austria as the Ledl, in France as the Défi, in Italy as the Totem and Puma, in New Zealand as the Scorpion, in South Africa as the Eagle, in Switzerland as the Gryff, in the United States as the Sterling and Sovran and in Zimbabwe as the Tarantula. There have also been numerous unlicensed copies.

The Australia car was the Purvis Eureka, was produced by Purvis Cars from 1974 to 1991 in Dandenong, Victoria, Australia. It was first exhibited at the 1974 Melbourne International Motor Show. The name was pay tribute to the Eureka Stockade, with Purvis Cars also adopting the Eureka Flag as its logo.

The car club is [here](#).



GNOO BLAS CLASSIC



TVR

There was a single TVR are on display at Gnoo Blas. The car belongs to Andrew Cobon Kerr .. a leading light in the TVR club .. and is a 2003 Tuscan. He organises an annual meeting for TVR's in the Snowy.



TVR has had an interesting history.

The abbreviation TVR stems from the name of the company's founder TreVoR Wilkinson. He left the business in 1962, and then from 1965 to 1981 Martin Lilley ran the company. The charismatic Peter Wheeler owned it from 1981–2004, when he sold it to Nikolay Smolensky and the business became known colloquially as TV Russki.

He bailed out in 2013 and a syndicate run by Les Edgar tried to rebuild the marque. They designed a new Griffith using Gordon Murray's iStream technology.

It never happened despite taking a large investment from the Welsh government. In 2025 the brand was purchased by Charge Holdings who say they intend to revive the Griffith project. We shall see.

Early members John Williams and Peter Simms, as well as Rick Assender and me have all owned TVR's .. see the 45th Cars presentation.



GNOO BLAS CLASSIC



The Coaches

There was a great collection of coaches mainly Flxible Clippers which originated from the Flxible Company in Loudonville, Ohio, USA.

After evaluation by Pioneer, Melbourne company Ansair Pty Ltd, also part of Ansett, obtained a licence from the Flxible Company to build the Clipper in Australia. Ansair built 131 "Ansair Flxible Clippers" between December 1950 and June 1960, both for the Ansett organisation and other operators.



The imported prototype, powered by a straight 8 cylinder Buick engine, was converted to right-hand drive by Ansair and began tour operations in January 1949.

Most of the coaches built here were 33 feet long, seated 29 or 33 passengers depending on reclining or fixed seating, had full air brakes, large luggage racks, rear luggage compartment, sliding windows, and public address and radio systems.

The chassis and body were all steel with an aluminium roof; jig built in one unit; and incorporated under frames and side pillars to window level. The top, front and rear panels were built in separate jigs and brought together on the assembly line. Ansair Flxible Clippers were initially powered by Leyland diesels, then Cummins diesels and finally Deutz air cooled diesels. A large number of Ansair Flxibles were later repowered with GM 4-71E diesels.



In January 1955, Pioneer inaugurated the first express service between Melbourne and Sydney with Leyland powered Flxible Clippers. They were used on all interstate services until about 1962. Between December 1960 and November 1961, eleven coaches were extended by four feet in the wheelbase, and seating increased to 37.

These coaches were transferred to economy express routes between Adelaide, Melbourne, Sydney and Brisbane, until mid-1962 when the economy services were discontinued.

See my collection of photographs of Ansett-Pioneer coaches [here](#).

GNOO BLAS CLASSIC



London Sydney Marathon cars

TSCC member Laurie Mason had his Dave Walker 1968 London Sydney Marathon Vauxhall Ventura at the event. This was one of two Ventoras entered with the Woodley/Green car crashing en route.



The Denton/Boyce #47 MGB had been beautifully restored and Gerry Lister's Volvo that he drove with Andre Welinski also looked pristine.



I was at Crystal Palace in 1968 for the start of the original event and took this photo of Laurie's Vauxhall.



We were in Chelsea for the 1993 start and the Opera House for the finish, at a couple of stages of the 2014 Sydney London event, and at the Reunion in Penrith in 2018.

All my photos are here: <https://jbraithwaite.smugmug.com/Rallies/LONDON-SYDNEY-MARATHONS>

Laurie Mason's Perth Sydney event retracing the 1968 events steps are all [here](#) and [here](#) organised by car.

GNOO BLAS CLASSIC



The Bean

Warren Brown's Bean was there looking pristine despite its recent overland trip for London to Melbourne retracing the incredible feat performed by Frances Birtles in 1927. His 26,000km journey was to take 9 months crossing mountains, deserts and jungles without any reliable maps.

Warren was to entertain us that night at the dinner with tales of all the adventures they had on the way.

Interestingly the car sported the signatures of a couple of members of the Birtles family.



GNOO BLAS CLASSIC



GOSFORD SAILING CLUB



TSCC Run to Gosford Sailing Club

Mark and Caroline Beckett

The February Wednesday Run to Gosford Sailing Club began at McDonalds Mt Colah on a scorching hot day.

We ended up with around 40 participants and after a brief meet, greet and breakfast (for some) we started the one-hour scenic journey up the Old Pacific Hwy, enjoying the bends, bush scenery and water glimpses along the way.

The road surfaces were generally good, with the narrow winding nature of the road perfect for us motoring enthusiasts (notwithstanding the restrictions imposed by the speed limits and ever-present speed cameras!).

A brief stop for verge cutting by the council only held us up for a few minutes.

As we rolled into Gosford, we headed down towards Brisbane Waters where we had lunch at the Gosford Sailing Club.



With uninterrupted water views and a pleasing meal in the company of friends, we had an enjoyable afternoon.

Thank you for everyone who attended.

All pics by Bruce Duncan

We drove to Gosford directly via the Sackville & Wiseman's Ferries and had an almost traffic free run through some delightful country side. Ed



GOSFORD SAILING CLUB



EUROPE ON \$2/DAY



Europe on \$2 a Day with Darryl Pike

by Jeremy Braithwaite

We started our 2026 Club Meetings with a fantastic presentation by Darryl Pike on touring round Europe with absolutely no money in the late 1960's.

To make it truly authentic Darryl bought an old 35mm slide projector and sorted through the 750 slides he had kept from the 60's. Wow!

Aged 23 Darryl and a mate, John Macnamara, decided they should see the world, starting with the mother country. They gave up their jobs and booked a passage on a boat from Melbourne. The first stop was Sydney where they took on some more passengers.

So Darryl and John were sitting out on deck looking at all the talent coming up the gang plank and spotted a beautiful blonde and a gorgeous brunette. John chose the brunette, Jackie Why, and the blonde was Andra and they've been together ever since!

They all get to England and holed up in Earls Court a.k.a. Kangaroo Valley. Darryl worked as a life guard at the Hammersmith Baths which provided a never ending supply of bath towels and they did a lap of the UK in an old Morris Minor Van before deciding to head to Europe for more adventure and a better climate.



A Ford Thames Trader van was acquired. They were pretty awful things being forward control with the driver sitting ahead of the front wheels and on slippery cobblestones you didn't get much warning that the back was coming round!

But they fitted five of them into the thing, put a roof rack on the top and built some shelves in the back for all their stuff and off they went. This is the Trader outside the flat in London being prepared for the trip.



Darryl was joined by his brother Graeme. Jackie went off to Canada and married a dentist was replaced by a gal called Laurie Ryan who they had met at Australia House at 1 The Strand.

You can see the route they took on the map above. Basically they arrived in France and turned hard left and headed for Russia via the Atonium in Brussels and Check-point Charlie in Berlin.

They were camped in a forest and had a good camp fire going when



EUROPE ON \$2/DAY



the Polizei arrive at midnight and moved them on. So they packed up and drove to the nearest town, camped under a street light and got up the next day to cross the border.

Darryl told us about the Austin Healey Sprite that had been used to smuggle a couple of people out of East Germany through Checkpoint Charlie and how thorough the border guards were as a result..

An Austrian named Heinz Meixner was working in East Berlin crossing back and forth on a scooter. He met Margarete Thurauf at a dance and the couple got engaged.

They enquired about moving to the West and were refused so Heinz decided to do something about it. He stalled his scooter at the crossing and measured the height of the barrier. It was at 37.5" a little bit higher than the Austin Healey Sprite he rented.

It worked and they got away with it. Amazingly an Argentinian Norbert Konrad rented the same car and drove up with the windscreen loose.



He lifted it off at the last second and made it through without any mishap!

So they made it through Belarus to Moscow and Red Square camping along the way.

In Russia all the young blokes wanted a pair of western jeans and finding they could get a substantial premium for them a number of trades were made. This probably explains why, in the photo bottom right, one of the souvenired towels from Hammersmith Pool is all Darryl and Andra have left to wear.

They turned North West from Moscow and went up through St Petersburg to Finland and from there by ferry across to Sweden.



It was time to head South for some warmer temperatures and they made their way through

EUROPE ON \$2/DAY



Germany and Vienna in Austria to Italy.

So we next see the two of them on the top of the Leaning Tower of Pisa. As you can hopefully see from the photo the whole thing was incredibly precarious with the flimsiest of fences to stop you going over the edge.



You can see from the photo on the right taken by me almost 20 years later exactly how high and precarious the top of the tower actually is.

From Pisa they all headed south and decided to stop for a week in an apartment at Lido de Mentaponto. You can imagine how welcome a proper bed would have been after all those weeks on the road!

It was here that Darryl and Andra decided to get engaged, but they were going to have to wait until they were all back together again in London before tying the knot. But first they took a ferry to Greece before motoring alongside the Adriatic and through Croatia to Switzerland, France, Spain



EUROPE ON \$2/DAY



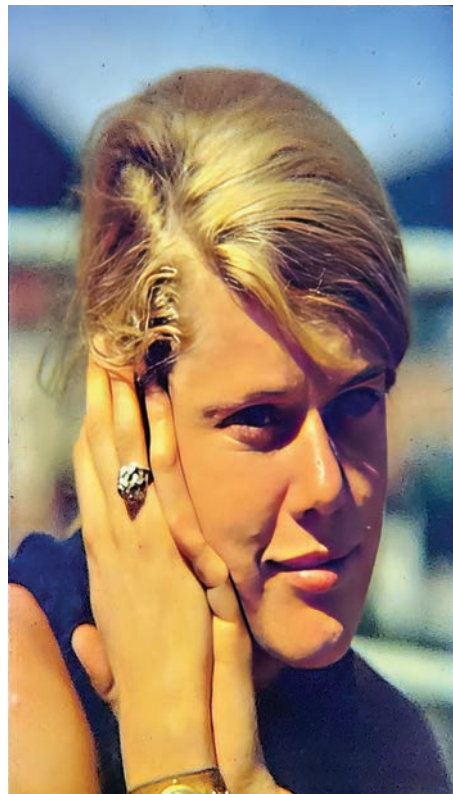
and Portugal. Then back to Madrid and back through France to Cherbourg and the ferry back to Dover. Phew.

They succeeded in getting an unbelievably cheap return flight to the USA and took a Greyhound bus around the country before returning to the UK.

Two years after leaving home they took a train down through Serbia, Bulgaria and Turkey to Egypt and a plane home to Australia.

It was only then that their parents got to meet the newlyweds!

What a wonderful adventure and love story!



45TH ANNIVERSARY



The 45th Anniversary Celebrations

Welcoming Cocktail Party

By Jeremy Braithwaite

We met in the smaller of the two function rooms at the Park Proxi Gibraltar for cocktails and canapes.

Everyone was greeted with a glass when they arrived, and it didn't take long for everyone to mix and catch up with old friends.

Terry Daly welcomed all the members and guests and gave us all a heads up on the plans for the next two days.

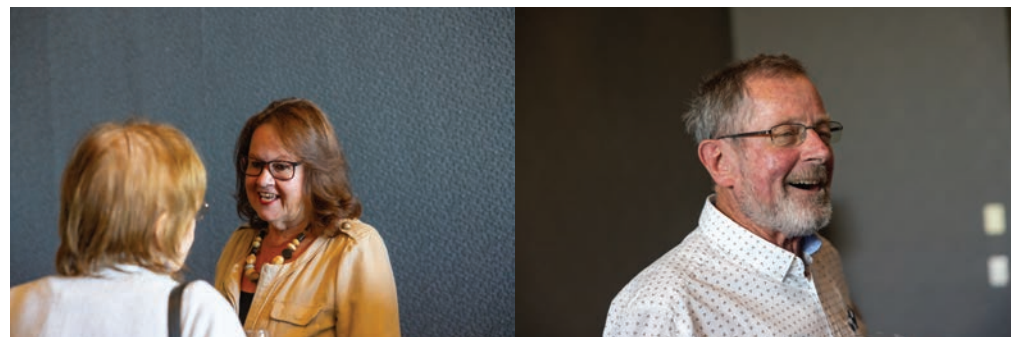
We then put on a slideshow of some of the interesting cars we've had in the Club in the last 45 years. It is an amazingly rich history and there would not be another car club in the country with such a rare and varied collection of sporting cars.

A number of people have found more interesting photos, and I have updated the presentation for the April Club Meeting. I'll put it all into a Special Top Gear Edition for release after this edition has gone out.



Vern Kelly

Bruce Griffiths & Val Dixon



Caroline Dover & Pauline Sercombe

Dominic Truelove



Dianne Rankine & Lee Portelli

Ju Hannan & John Curran



Penny Creighton

*Sue Harris, Julie Braithwaite
& Ron Powell*

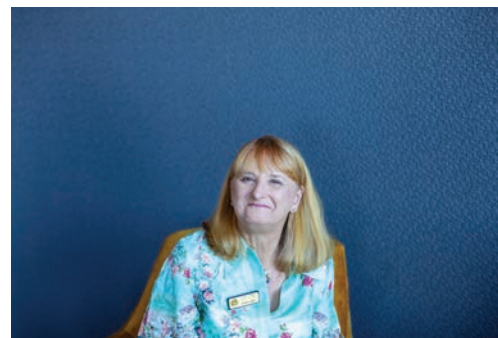
45TH ANNIVERSARY



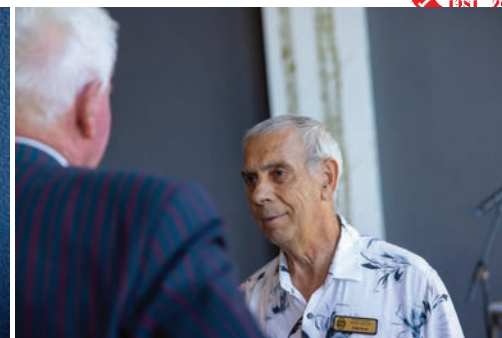
Stuart Forbes



Jeff Breen



Jennifer Eagle



John Tourish & Les Payne



Terry Daly



*Lionel Walker, John Moody
& Neil Mason*



Wendy Maher



*Glen & Lyn Bryon
Colin Piper*



Kay Finney & Vern Kelly



Irene Cariolato



Darryl Pike & David Slater



Philip Larmour & Lionel Walker

45TH ANNIVERSARY



Ross & Sandra Brackenbury



Michelle Murphy & Ju Hannan



Keith Reynolds



Terry's loaner from AM ... Matthew Fallon pic

45TH ANNIVERSARY



Observation Run

By Greg Gibbons

As part of our 45th Anniversary celebrations, Wednesday's Observation Run proved to be a great success, with 29 teams taking part.

The run started at the Park Proxi Hotel and wound its way through the beautiful Southern Highlands roads to the Argyle Inn at Taralga. Covering 134 km, the route had an estimated driving time of around two hours, not allowing for stops along the way.

Entrants had 20 questions to answer during the run, with an extra bonus point available for those driving a classic or sports car — which, of course, added a little extra incentive for some members.



Irene & Sergio Cariolato were the clear winners of the observation run, here receiving their bottle of bubbly from Greg Gibbons

A couple of the questions kept everyone thinking. Question 1 asked competitors to count the total number of railway line crossings on the entire run. The correct answer was five, although the responses varied from three to eleven, so there was clearly plenty of room for interpretation.

Question 17, which appeared after joining Taralga Road, asked: “Why watch your speed?” This produced some entertaining answers, including “Bend in the road” — though for most of us, bends in the road are usually something to look forward to, especially in a good sports car such as an MX-5.



The correct answer was the Police Driver Training Academy, as the route passed by an area well known for rookie police keeping a close eye on passing motorists. Thankfully, no one was booked on the day.

The maximum possible score was 21 points for all correct answers, plus one bonus point for driving a classic or sports car, making 22 points in total.

There was one clear winner on the day: Sergio and Irene Cariolato, who achieved the maximum 22 points. A terrific effort and well deserved congratulations to them. With seven teams scoring 20 points, the competition was very close, which made for a very enjoyable and spirited event.

45TH ANNIVERSARY



All pictures by Chee-Mei Gibbons on this and the next page ...



45TH ANNIVERSARY



45TH ANNIVERSARY



An Afternoon at Rosslyn

By Neil Mason

Under the perfect blue skies we'd enjoyed all morning trekking across the Southern Tablelands to our first destination at Taralga for morning tea and a short rest at the Argyle Inn.

The next leg of our journey was to head south on truly scenic roads, pretty much in a scattered convoy, to be welcomed by Lindsay and Ju Hannan, at their superb historic estate Rosslyn.



Along the way to the Rosslyn District, we'd been alerted that we may have a delay entering the Homestead grounds, due to the road resurfacing outside the Estate's entrance.

Sure enough, of all days, the council team had fresh tar and loose screenings freshly laid on a few hundred metres of road outside Rosslyn.

A few gasps by our Thoroughbreds' owners and a super slow cruise to a closer auxiliary entrance and we were inside the Rosslyn grounds, parking our cars in a display formation along the driveway's grassy verge. We'd arrived!



Taking in the amazing line up of our Thoroughbreds of so many makes and styles along the manicured driveways of Rosslyn, the wonderfully matured trees overhead and



45TH ANNIVERSARY



the colonial magnificence of the Homestead, Stable and house gardens, had us all so proud and enjoying being part of this unique day.



Into the Rosslyn inner house garden, under the shade of old and large trees, we set up in groups with the folding chairs we'd all brought along. At first I think we just took in the superb state of the gardens and Rosslyn Homestead, relaxing in the shade and sipping drinks from the iced boxes set up along the building walls for us.

Most of us took a look at the wonderful entertainment wing of the Homestead, taking in the impeccable period décor, furnishings and splendour the Hannans had designed.

Soon after we'd settled to relax in the house garden, Terry and I greeted our guest and speaker for the evening's Gala Dinner, Warren Brown in his famous Bean Sixteen, which had been upgraded to the specifications of Francis Birtle's historic and famous Bean, in which Bean became the first person to drive from London to Australia, in 1927.



An interesting and dedicated car enthusiast, with so many stories to tell, Warren was a welcome guest and appreciated the opportunity to mingle with our members during our Rosslyn lunch. Warren mentioned to me that he had lived nearby for some years and in passing, had always wondered who lived at Rosslyn and what it was like close up. Needless to say he met his neighbours, Lindsay & Ju and joined us all for the tasty lunch prepared for us by the Hannan's caterer.

Circles of friends chatting on the lawn over lunch, then moved to the house, where Lindsay took us all on a tour through the newer entertainment annex, then room by room through the main two storey Rosslyn house.

The level and quality of restoration detail, the authenticity of the antiques and décor were amazing, a credit to Lindsay & Ju and their family.

Snapping cameras, focusing iPhones and members walking and car chatting along the parked rows of our cars, taking in the variety and quality of

45TH ANNIVERSARY

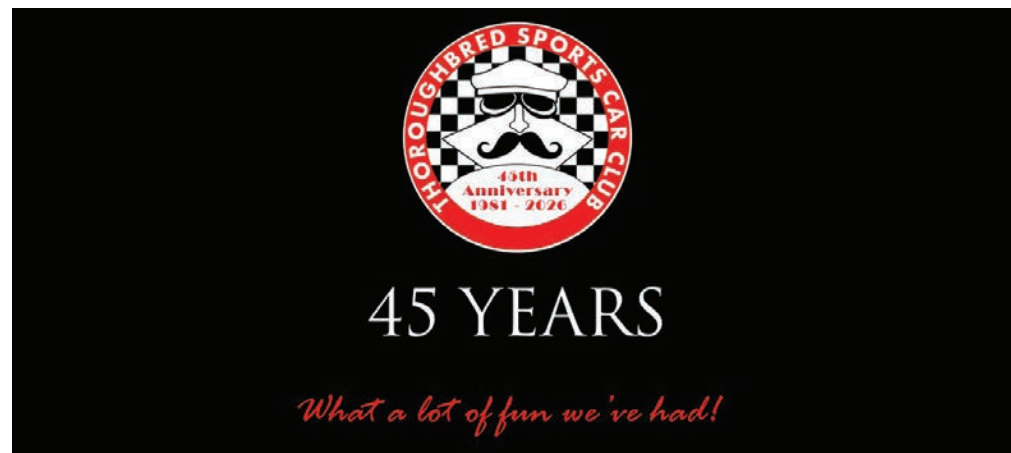


our steeds in this perfect display place completed our Rosslyn visit.

Firing up our cars, we eased out on to the newly laid road, where the fresh tar had mostly dried, but our speed was low to avoid stones flying, until we hit the nearby main road, contently heading back to the Park Proxi Gibraltar at speed for a nap before the Gala Dinner.

A super big thanks to Lindsay & Ju Hannan, for their amazing generosity and hospitality allowing us to enjoy Rosslyn.

Gala Dinner by Jeremy Braithwaite



Terry Daly's President's Report started by thanking Barry Farr for all his preparation for the 35th which proved very helpful this time round!



45TH ANNIVERSARY



In 1981 we had:

- Malcolm Frazer as PM
- Neville Wran as Premier
- Ronald Reagan as US President
- Average price of a house was \$78900
- XD Falcon was \$8800
- Commodore was \$9000
- Biggest Invention of the year was the PC by IBM
- F1 Champion was Nelson Piquet
- Bathurst 1000 finished on lap with 121 Dick Johnson and John French declared winners
- Biggest song of the year was Bette Davies 'Eyes'
- Biggest film was Raiders of the Lost Ark
- 1981 saw the end of Generation X and the beginning of Generation Y
- Australia's population was 15 million ... now 27 million
- Sydney's population was 3.2 million ... now 5.7 million

And the Aston Martin and Thoroughbred Sports Car Club was formed!

The Club was founded by Bill Marshall, a Scot and a Dental Surgeon, Bill Rankin, Chris Dale, John Scott, Frank Grech, John Williams, John Hall and Lionel Walker.

They established the club's first charter, activity schedule, and to determine how to attract new members.



PRESIDENT BILL MARSHALL

"The Aston Martin and Thoroughbred Sporting Car Club was formed by a group of enthusiasts who own thoroughbred sports cars and wish to become active in competitive events, mainly club type racing."

The club's activities consist of a competitive and social calendar.

We have arranged a program which includes driver training days, lap dashes and closed racing meetings at Oran and Amaroo Park Raceways together with a Motorkhana at a suitable venue.

The social calendar has been prepared with the wife and family in mind and to encourage fellowship. Membership of the club is open to anyone who owns or has an interest in thoroughbred sporting cars."

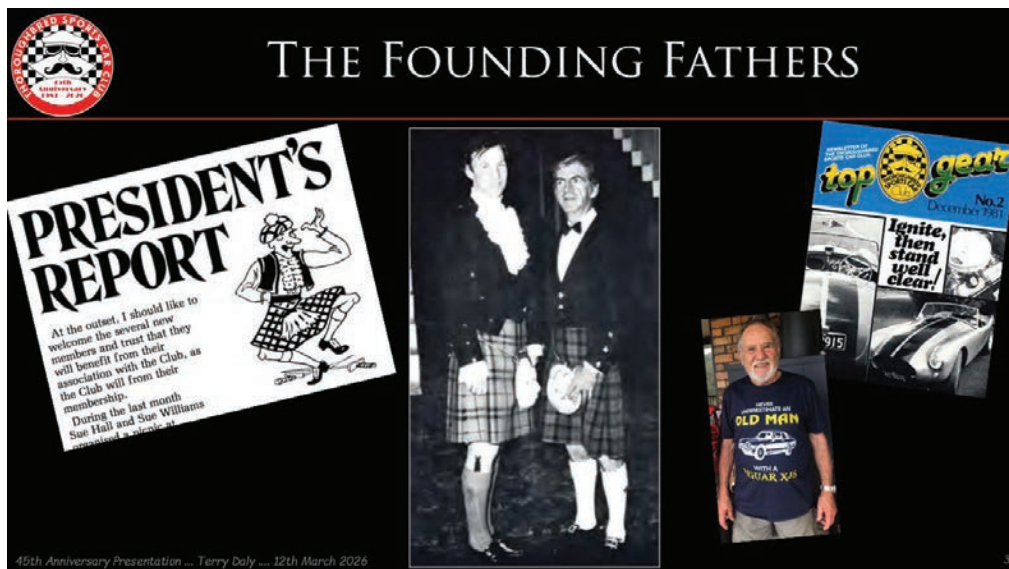
In the first magazine Bill Marshall wrote:

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45th Anniversary Presentation ... Terry Daly ... 12th March 2026

45TH ANNIVERSARY



OUR FIRST EVENTS



The club's first event which six members attended, was a track day at Amaro Park on the 21st of March 1981 followed by another at Oran Park on 12th April which ten members attended and for which Chris Dale penned an enthusiastic report in the club's initial newsletter.

Cars competing on the day included Aston Martin DB4's, Aston Martin V8, Aston Martin DBSV8, Ferrari Dino, Ferrari 308GTB, Lionel Walkers' Jaguar XK140 (here today) and others.

The magazine's first edition appeared in September 1981, featuring that XK140 of the Walkers and a small note welcoming new members:

- Les Johnson from Chatswood who drives a Lamborghini, two Aston Martins, and a Bugatti.
- Bruce McBride from Cabramatta who drives a Ferrari.

Both are still current members with Les and Roselee Johnson here tonight.



A CHANGE OF NAME



And I'm not sure of the date, but it wasn't long before Aston Martin insisted that the club remove Aston Martin from its title and we simply became the Thoroughbred Sports Car Club. It contained many Aston Martins, and it still does.



FRANK GRECH



45th Anniversary Presentation ... Terry Daly ... 12th March 2026

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Of interest, Frank Grech was shot and killed in the mid-eighties and his killer has never been convicted. I meet his son quite by accident and the story goes a little like this:

At the All-British Day in the mid 90's a guy was admiring my Aston Martin Lagonda, and he mentioned he had seen a green one parked in a street in Kellyville, and it had been there for years. Having a list of all the Lagonda's in Australia I knew it was the missing Series 4 that had been an insurance company write-off due to flood damage.

When time permitted, I went to Kellyville to the above-mentioned street and drove up and down a kilometre long street. No sign of any Lagonda. So, I parked and started walking the street until I saw a guy walking a dog with a Singer Car Club cap on. On enquiring as to whether he had seen an Aston Martin Lagonda in the street, his answer was a firm no but there was an old green Cadillac parked in a driveway just up the road. Found it!

And what a mess it was. Being a very shy introverted kind of guy, I knocked on the door and a women answered the door and I asked about the Lagonda etc. Turned out her husband brought it many years ago with the intention of restoring it and he would be home any minute. After a few hours (and a cup of coffee) it turned out to be Frank Grech's son who then stated that his father's killer had never been found. Small world eh! Incidentally I made an offer of \$8000 for the car but it was declined.

Back to the main game, and since those formation years, and I'll talk statistics later, the club has continued to flourish and is a testament to the bonds that have developed among its members and the dedication that the various Committee members have devoted to organising and delivering quality calendars of events.



TOP GEAR AUTUMN 2026

Over the next ten years the club continued to prosper and grow and if you want more details the TOP GEAR magazine's from those years they are on the TSCC Website. And we now move to the first of the anniversaries.....



In 1991 we have Tenth Anniversary of TSCC celebrated at Rosehill Function Centre with Colin Bond as the Guest Speaker.

The Committee was:

- Lester Gough
- Ray Ross
- Adrian Walker
- Max Pegler
- Vic Andrews
- Penny Creighton
- Jim Peters

45TH ANNIVERSARY



Bruce MacBride made a movie from old DVD's ... here are some screen grabs ... and we'll have a look at the first couple of minutes

[Here's the movie.](#)

According to the records TSCC didn't have any celebrations for the 15th or 20th anniversary.



We now fast forward to 2006 and we have the next celebration of the Club with the 25th Anniversary being held at The Hills Lodge, Castle Hill with the late Terry Thompson OAM as the guest speaker.

Vern Kelly was the President, and it was the first time I attended such an event.

Roland Clark and Chris Johnson talked about the early history of the Club and at the conclusion, Chris Johnson was awarded life Membership.

Of interest Val and John Dixon had pulled together a table full of memorabilia from the past 25 years.



Five years later in 2011 we move to Peppers Sutton Forrest for the 30th Celebration event. The first two-day event with the climax being a black-tie affair, with Terry Daly as President and Nigel Bryan as guest speaker.

Les Johnson's RR Silver Ghost was the star attraction, and I took a great photo of that car at 6.00am the next morning.



45TH ANNIVERSARY



A newly wedded couple asked Les if they could have their photo taken in the car. Les said OK and later muttered that 7 out of the last 9 wedding photos in the car ended in divorce.

Some photos of the 30th and some of the other events held during the year.

We had the pic from the back of Les' Ghost on the website masthead for a while and Kay Finney made a great cake with the club logo on the top.

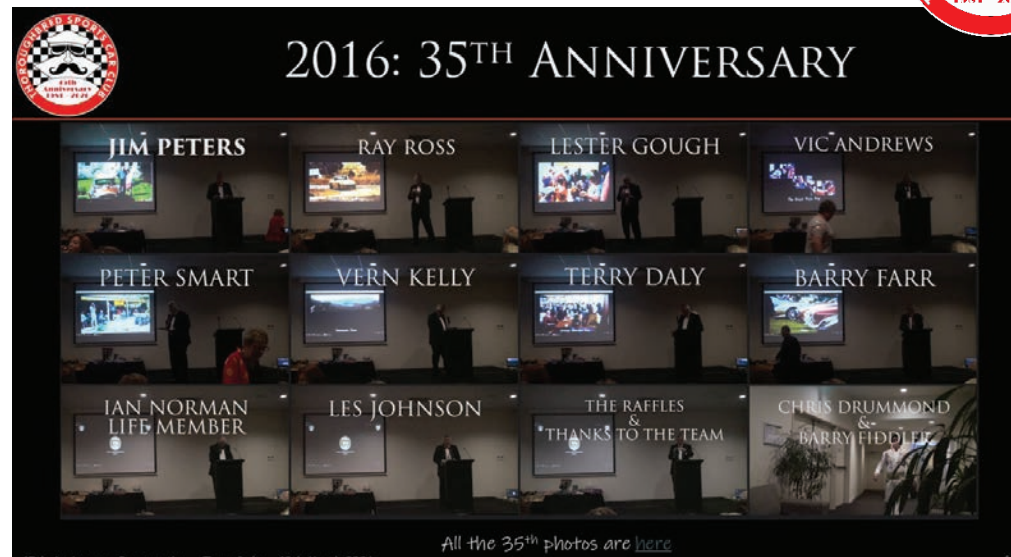


In 2016 the club moved its 35th Celebration to Rydges at Mount Panorama Bathurst under the stewardship of Barry Farr.

Again, a two-day event with a final night black tie affair on the top floor of the hotel looking out over the famous circuit. We had speeches from every Past President and then some.

Videos of these speeches can all be found on Jeremy's SmugMug page.

We didn't have a guest speaker, but we had entertainment from Chris Drummond and Barry Fiddler impersonating Elvis Presley. 107 members attended.



And finally in 2021 we moved to the Hunter Valley for the 40th with the highlight being 40 cars organised by Roger and Tess Morgan into the shape of 40. The aerial photo was spectacular.

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Stephen Knox was the President; guest speaker was Will Hagon and both Barry Farr and Vern Kelly were awarded life membership.

84 members participated.



Membership has grown from approx. 10 to 150 plus 11 life members.

Membership Fees have grown from \$15 single/ \$20 family to \$75.

Constitution. From an initial club draft to the Adoption of the Dept of Fair Trading's model Constitution with TSCC's own Policies and Procedures 18 page document.

Top Gear has moved from a very basic 6-page document with Advertisements to a fully online 60 to 90 page document containing extensive information about all aspects of car life.

Website from nothing to one of the best in the land. It has captured the history of all aspects of the club, and it contains a copy of every Top Gear produced. It's proved a great source of information for this presentation and keeps its members up to date with what's happening in the Club.



In 2026 we decided to update the logo but hang on to 'Wally' who is clearly the epitome of a gentleman motorist.

We did tidy him up a but and carefully trimmed his moustache



Trophies. We have the Clubman, the Citizen Kane, the Sporting, the Borrani Wheels, the Donald McDonald, the Car of the year (i.e. POO Winner) and the Shutterbug Trophies.

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The Clubman trophy was updated during Barry Farr's Presidency and the car is a working model 'spindizzie' Bantam Midget with a glow plug motor. These machines were used for tethered racing and did up to 200mph!

All recipients receive their trophy at the annual Christmas and Presentation party this year organised by Michael Markiewicz.

If I were to go through the list of all the winners, you wouldn't get to bed tonight but the winners are recorded on the TSCC Website site.



Big Trips. These yearly big trips became one of the signature events on the calendar. Many have been in Australia, and several have been overseas. TSCC have had three to the South Island of New Zealand, one to the North Island of New Zealand and planning for second North Island trip is underway dates being 21st October until 31st October 2026 (Expression of interest flyer will be out shortly).

TSCC did a lap of Malaysia in 2015, and in 2019 we did a fabulous trip of the East Coast of the USA organised by Tess Morgan.

The 20 odd people who participated had the trip of the lifetime!

And I will now include the big trips to Tasmania and Kangaroo Island as overseas trips, again wonderfully organised events.



POO Days. (Pride of Ownership) Another signature event on the calendar. First event was in 1982 won by Trevor Larkey with his Ferrari 308GT4 and last year's event was won by a Ferrari Dino of Tony South.

In between only one car has won the event 4 times and that is an Opulence Bronze Jaguar E-Type 4.2 FHC Coupe owned, firstly, by the Johnson's and then Terry Daly.

Barry Farr won 3 times with his beautiful Alfa Romeo Giulietta Veloce. We had a couple of double winners with John Moody's V12 E-type, Peter Dowrick with his Holden VF HSV and Graeme White with his Maserati Kham-sin.

Overall Jaguars in various disguises have won the POO 13 times, and surprisingly Aston Martin's have only won two POO's, and one of those was Lionel Walker in a DB6. So many outstanding cars over 45 years.

A collage celebrating the 45th anniversary of the Terry Daly Rally. The top features a circular logo with a mustache and the text "TERRY DALY RALLY 1969-2014" and the word "SPORTING" in large letters. Below is a grid of 14 photographs showing various rally cars in action and parked. The bottom text reads "45th Anniversary Presentation ... Terry Daly ... 12th March 2026".

A point score trophy has been awarded every year, and two members have each won it 7 times and one of those is Gary Maher and the other Adrian Walker. Vic Andrews has won the trophy 5 times.





CLUB MEETINGS



THE VIKING TRAVELS OF CHRIS & DEB





FUN ON THE HIGH SEAS

Geoff Brindley
February 2024 General Meeting




THE WORLD'S FIRST SUPERBIKE



A LIFETIME OF SPORTING MOTORING

March 2024 General Meeting



LE MANS 2024

45th Anniversary Presentation ... Terry Daly ... 12th March 2026

Club Meetings. Starting from a garage in 1981 to the present Carlingford Bowling Club. Basically, well attended with over eighty attending the Stephen Knox presentation. And over the years we have had dozens of great presentations from our very own membership. We really do have lots of very interesting people within the Club.

PRESIDENTS



45TH ANNIVERSARY



Over the 45 years we have had 19 different Presidents. Yours truly has been President for 8 years, Barry Farr, Stephen Knox and Ray Ross were President for 5 years, Bill Marshall was President for the first three years and both Vern Kelly and Peter Smart were President for three years. Grant Liddell, Chris Johnson and Jim Peters were President's for two years. Others, including Les Johnson filled the role for one year. Several of our Presidents are here tonight.

What will the future of TSCC be like?

Unfortunately, our membership is ageing (the alternative isn't that good!) and we keep saying we need to encourage younger members to join, however, the demographics indicate a challenging scenario. Most of our membership are from the baby boomer's generation and many of the vehicles we own and enjoy are ones we aspired to as teenagers.

One wonders who and how many are likely to follow us into Classic car ownership and have the desire and time to participate in a diverse range of motoring related activities such as our calendar of events provides us.

There is already evidence in the marketplace which indicates that the younger enthusiasts are not that interested in pre-war vehicles and have a limited interest in cars of the 50s, 60s, and 70s. Their interests start at the 80's vehicles.

But right now, we have a lot of largely baby boomers wanting to add more value and fun in their retirement by joining in the many social-cum-motoring activities this club provides better than most.

And tonight, to celebrate such a great milestone, the club is awarding one life membership to the three of them.

To be honest I don't think we can award a life membership to a car.

Congratulations to Lionel and Gael.



45TH ANNIVERSARY



45TH ANNIVERSARY



45TH ANNIVERSARY



Some of Bruce Duncan's photos:



45TH ANNIVERSARY



PEKING TO PARIS

Peking to Paris - Warren Brown & Keith Brodie
by Jeremy Braithwaite



Keith was Warren's boss at News Ltd. He was Company Secretary and had an Aston Martin DB5, so Warren knew he was a bit of a petrol head and they were having a chat one day ...

It was coming up to the centenary of the original Peking to Paris race in 1907 and it only happened once. After that you had WW1 and then the Russian Revolution and then the Communists took over in China, and you couldn't do it again.

Be great to recreate the original event! So they talked about building a replica of the Itala but then found someone in Sydney with one. He was in the Veteran Car Club and when they enquired it was for sale. Wow!

They then got the idea to get the whole original field together. Warren then found a De Dion Bouton 1907 and said to Keith it was his. It was all in pieces and needed a bit of assembly. This was the blue one.



And then the yellow car became available and that also became Keith's and the blue one then went to John Mathieson.

Keith paid \$60k for the yellow car and sold it back to the guy he bought it from after the trip ... so the whole thing cost him nothing.

John Mathieson was a Rolls Royce collector and he rang Warren and said he'd like to join the event with a Ghost. When told he needed an original car he said what about a Spyker. But one Dutch guy had bought them all and they were all locked in a museum in Holland and not allowed out.

Warren was given the name of Rob Spyker who was a member of the Veteran Car Club of NZ. Rob put him on to Stijnus Schotte in Holland who had the only other Spyker not in a Museum.

So Warren called him and said they were



PEKING TO PARIS



doing a recreation of the 1907 Peking to Paris with original cars and they were starting in China and driving through Mongolia and Russia and all the way to Paris and he had heard that he had a Spyker and would he like to join them? 'Yes!'

Keith then told us how they found the plans for a Contal in Switzerland and were able to build it from scratch. It had a BMW motorbike engine and the steering came from an Austin 7 and it was a work of genius.



Interestingly the Spyker had spent time in Australia and was now in Holland.

So they got the ABC onboard for the documentary and started to do all the meticulous planning to get everything to the start in Peking.

Then Stinjus called when the car was meant to be on the ship the next day and said he was going to rebuild the engine! So they needed to work out how to fly the car to Peking.

Anyway Tim Clarke, their main man at the ABC, said he knew the International General Manager for Freight at KLM.

Warren said: "Ring him" and Tim replied "I can't. He married my girlfriend."

Anyway, he did and it was all arranged and it came out in a 747.

So it was all on. They got dressed up in period gear ... all grew a moustache ... got a Pith helmet.



They put all the cars in containers in Port Botany.

The two De Dion Bouton's in China on the next page

PEKING TO PARIS



In the ABC documentary Keith was asked if he had ever driven anything like this before and answered "Not really .. the closest was a Bowin P6F". This went straight over the heads of the majority of Auntie's audience. He was referring to the Formula Ford that he ran with Jeremy in the 1990's.



Spyker is the legendary Dutch manufacturer of cars and aeroplanes. They are still making exquisite vehicles in tiny quantities and they had a showroom in Beijing which produced the example below.



PEKING TO PARIS



Warren welcomed everyone to Peking ...



... and the Italian Legation in Beijing arranged to shower the Itala with champagne.



And this is what it looked like on the road:



They set off on the trip which would take 60 days and drove through the old part of Beijing ... Keith had gone 200 meters and the De Dion broke down! It broke down every single day of the trip!



They had a sweep car at the back which picked up all the debris.

This was before China opened up and they had a government spy attached to them. The starting price for a permit to drive to the border was US\$77,000.

"We don't have that sort of money" ... "US\$20,000?" "No!"

PEKING TO PARIS



This was re-enacting the scene of getting over the mountain range into Mongolia with Chinese coolies literally hauling the car over the Mountains.



They were told they couldn't go on the road they wanted to and were directed by the army to this road ... it was called the Two Week Road!

There was massive loss of face for the Chinese so they brought in a team of police who cleared the road with the trucks parked on both verges and they were shepherded through. Amazing!



This is the border between the old Inner and Outer Mongolia. The rainbow was built to convince the Mongolians that life in China was brilliant.



So they got a wonderful welcome to Mongolia with all the beautiful girls before making their way into the Gobi desert.

There they basically navigated a course between the telegraph poles on one side and the railway on another.

PEKING TO PARIS



This is their first camp site in the Gobi ..



The Gobi is not a place you want to break down but Keith got the only flat in 14,000km.



The De Dion doesn't have wheel bearings. It has brass bushes which means every day the wheels had to come off and the bushes needed to be greased.



PEKING TO PARIS



Riding in the bucket seat of the Contal wasn't much fun!



The guy in blue is bare chested. A famous wrestler in earlier times proved to be a woman so thereafter they wrestled bare chested to prove they were male.



This is a place called Choir and the statue is from the old airbase that used to be there. *If you go to Google Maps and search for 'Choir Mongolia' you can then go into Street View and see the statue and 'drive' around the town. Fascinating!*

This is one of Keith's favourite photos showing the scale of the place and with all the different colours stretching to the horizon.



PEKING TO PARIS



Ulanbaatar is the only major city in Mongolia and they farewelled us in style.



Crossing the highest mountains in Mongolia .. it was freezing. The radiator was icing up. The Itala just was dying ... they had hypothermia ... the Itala just limped over the top running on one cylinder. It picked up over the top but was very much touch and go!



The weather cleared on the other side and this was the campsite after the snowstorm. They were welcomed by monks.



PEKING TO PARIS



This was on the border between Mongolia and Russia.

They found a shop full of Australian wine and Rob Spyker finds a dunny!

Just crossed the border and there were all these girls running around in French maid's outfits! In 1905 this school teacher had gone to Paris and seen all the girls in these outfits and had brought the fashion back to Russia. See the picture in the next column.

And then the police arrived and took them to the police station and nobody spoke any English ... so they got this teacher from 20km away ... and they eventually let them go but they had to keep the cars in the police compound overnight.



So this was what Siberia was like ...

Lake Baikal is the biggest freshwater lake in the world. It holds around 20% of the world's freshwater by volume. It's 636km long and has a depth of over 1,600m. In other words, it's slightly larger than Belgium!

The Trans Siberia Highway in 1907 was not paved and once the permafrost melted became pretty much undriveable.

The Itala driver Prince Scipione Borghese solved the problem by putting the car on the railway tracks.

PEKING TO PARIS



When he got to Lake Baikal he had put the car on a ship.



So they put the Itala on this ship as a re-enactment of Borghese's feat and the crane driver was blind drunk and lost control of the car and it smashed into the side of the ship. There was a real danger the whole thing would have ended up in the drink.



They had a disaster on Keith's car and he was under the car looking up at the broken differential when these bikies arrived. They got the car back to the bkie workshop and gave Keith all the assistance he needed. They were just fantastic! Here's Louise with them all ...



PEKING TO PARIS



The people in Siberia were amazing ... friendly and resourceful. And of course now we are all cut off as a result of the war in Ukraine.

The pic on the left is a blacksmith is making a spring for the Contal ... and the pic on the right shows a toilet in a 4 star Russian Hotel!



And below this shows the state of repair of the Trans Siberia Highway.



PEKING TO PARIS



These Italian guys were travelling the other way in a Fiat 500. They like the Itala came from Turin.



Meet the lady Olga ... the people were so poor but they still brought you stuff to eat ... and she drank like a fish .. but was great fun.

And all the kids just loved the cars

In 1907 the Itala had lost its magneto and they took it to the University to find people with the skills to fix it. The same thing happened at the same place and it took a couple of days to fix so they were well behind the others.



PEKING TO PARIS



The border between Europe and Asia

Bottom left: One of Warren's favourite pics from the trip with John Mathieson behind Keith & Louise and the Spyker behind ...



Keith trying to keep out of the mud ...



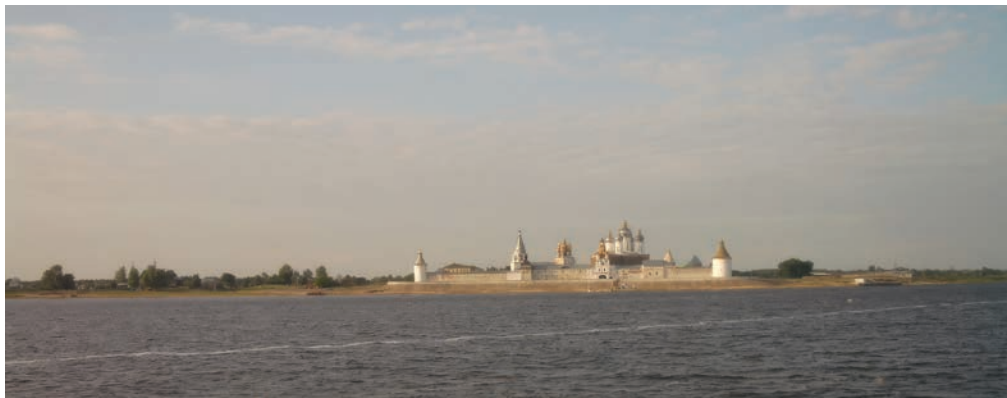
PEKING TO PARIS



History keeps repeating itself with the Spyker going off the road in the same place is its predecessor in 1907.



The building has been modified to park a tank inside. Check out the brick-work on the side. Below was Makaryev Monastery on the Volga River taken from the ferry.



The Australian Ambassador in Moscow gave them the run of the embassy grounds overnight, and Louise hitched a ride ... the car was actually on the trailer!



PEKING TO PARIS



Famous location in Red Square with all the cars and Warren's favourite aspect for cartoons! He got to visit the Pravda newspaper and they asked him to draw a cartoon for the paper ... the only western cartoonist to be so honoured?



They all got dressed up in St Petersburg ... where's the party?



On the way into Latvia they got pulled over by a policeman and arrested and Wayne said to the Captain "Is there a fine we should pay?" So they gave them an American note and were told to get out of there.

The only problem was it was a \$100 note...



PEKING TO PARIS



The number plates on the car were Russian and they needed to make plates for Europe ... got them all the way to Paris



The navigationally challenged ABC crew!

They passed near the Wolfs Lair where the bomb plot took place. So they had to make a visit.

Stijnus said "Mr Brown I will now piss on Hitler's house" and he did!



The Spyker, Itala and De Dion Bouton at the Wolfsschanze.

Marienberg was a place from teutonic knights ... SS garrison in ww2. It was huge and all the rooms had not been discovered.

They used a fibre optic cable to penetrate the locked oak doors. They believe around 160 rooms in total.



PEKING TO PARIS



Nearly there and getting closer to Paris ... the pressure was coming off.

See above ... so much for all the union complaints about health and safety before they left!

As they went towards the Brandenburg gate there was a traffic jam. The ABC crew insisted they went to the gate and of course the cars boiled ... and so did Keith!



Maastricht in Holland where they were joined by a Model T Ford.



PEKING TO PARIS



Verdun in France ... a terrible terrible place with over 1 million soldiers dead in WW1.



The Ossuary is full of bones.



Keith brought the Arrivee sign to the 45th!

Warren was navigating and said we should be there and looked up to see the Tour Eiffel. Australian ambassador Penny Wensley, greeted us. She was later to go on and become the Governor of Queensland from 2008 to 2014.

Warren noted that as a country we have the best real estate all over Europe. In London at 1 The Strand etc. Our embassy staff had looked after the P2P crew very well over the journey!

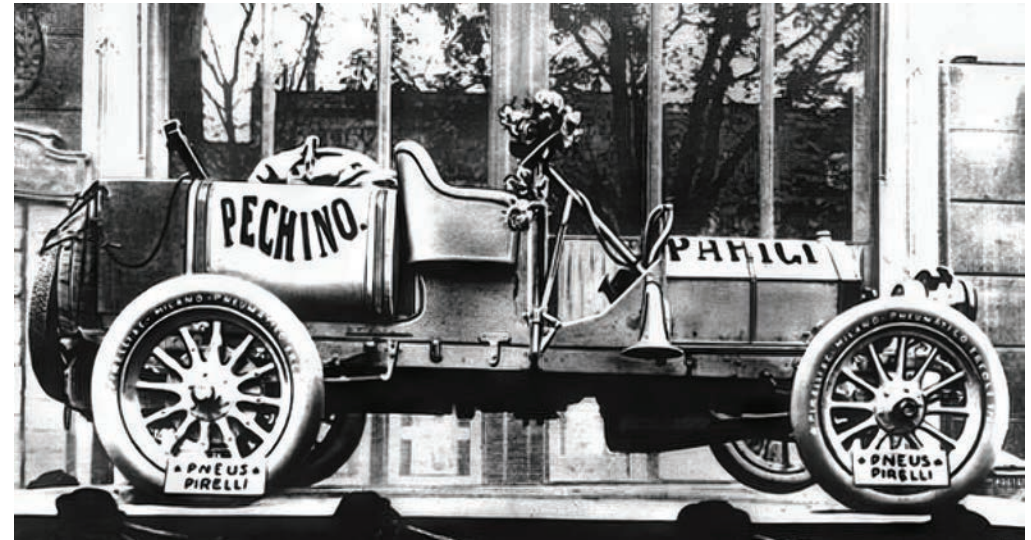
The slideshow finished and Warren & Keith answered some questions and then we all assembled for a group photo under the Arrivee banner.

What an adventure!

PEKING TO PARIS

Peking to Paris in 1907

Some pictures from the original event



PEKING TO PARIS



CLUB EVENTS

Hawkesbury Highlights

by Roger Korte

Wednesday Run, 15 April 2026

An excellent turnout of approximately 55 Members and 3 guests arrived for the MacDonalds, McGraths Hill start in beautiful fine autumn weather.

Several coffees were consumed before commencing the run across the 1.5 kilometre long, Jim Anderson Bridge, the longest continuous bridge in NSW, past the RAAF Richmond base before a zigzag run through Richmond and crossing Hawkesbury River.

We followed an interesting route, passing lovely green farmland and market gardens, skirting Glossodia, Wilberforce and onto the historic Ebenezer Church, the oldest Australian church still in regular use.

A modest \$10 per person charge for tea or coffee with sumptuous scones filled with cream and jam was our morning tea treat, served by several of the church's volunteers..

Leaving Ebenezer Church found us travelling via West Portland, Blaxlands Ridge, East Kurrajong, there being great views east, especially from Comle-roy Road. We then negotiated busy Kurrajong Village and a winding scenic run through Grose Vale onto our lunch destination, Butler's Pantry in Red-bank, North Richmond.

An excellent lunch menu was provided, along with very good service. No complaints about the food quality were heard either.

Our thanks to Robyn & Peter Wards for organising a lovely relaxing day.



CLUB EVENTS



THE KURRAJONG KIDS



High Country Tour by Les Payne Tuesday 24th – Friday 27th March 2026

Organized by the Historic Rally Club. 48 entries, most makes but 11 Peugeots were at the start grid. We had a drivers briefing in the Motel car park then on the road.

TSCC members included Sergio and Irene Cariolato, John and Annie Croft, Les Payne and Dianne Rankine.



Following lunch we headed to Stanley, along the fabulous Flagstaff Rd down the ridge to the Great Alpine Rd then uphill via Duffey Lane and Flat Rock Rd to Beechworth before returning to Albury.



It was a long day. The dirt sections were a little challenging and fun, the final section samples some of the slippery roads in the Mt Pilot forest. We made a couple of errors, but were able to get back on track quickly.



Day 1 was Albury to Albury, total 388klms 24% gravel.

We headed towards Bonegilla, on to Dederang before climbing the Tawonga Gap with an opportunity to view Mt Beauty from a couple of lookouts and lunch in Bright.



Day 2 Albury to Albury Total 391 klms 16% dirt.

We headed towards Hume Weir, south to Kiewa Valley on different roads to yesterday, through Tawonga South and morning tea at Lilly Pilly café.

THE KURRAJONG KIDS



A twisty drive "across the top" on the Bogong High Plains Rd to WTF corner and onto the Omeo highway to Mitta Mitta. During the climb car 19, a BMW 2002 Tii, had stopped with bonnet up.

We pulled over and found they had blown the cooling fan fuse and did not have a spare. I grabbed a spare from the boot ... we did a few tests and they were back on the road.



After lunch we head to the mighty Dartmouth Dam and then back to Mitta along the sublime Callaghan Creek Rd. We climbed the superb gravel of Sirs Rd and returned downhill with water views. From here a short run to Albury via Kurrajong lookout.



Day 3 Albury to Tumut 450 klms 7% dirt.

Today we run east along the Murray River towards Khancoban. We headed over Pine Mountain and after lunch we have a steady climb to Cabramurra through Kosiusko National park with views across Tooma and Tumut dams. After turning west we entered Maragle and Bago forests and on to Tumut via Tumbarumba.

Day 4 Tumut to Tumut 457 klms 195 on gravel. Today was 3 loops largely and through softwood pineforests, Tumut to the Batlow region. The first loop was in logging truck country so had to be alert for possible trucks.

THE KURRAJONG KIDS



The second loop passed Blowering Dam to Jounama Pondage and we experienced difficult climbs along the Yellowin Access Rd almost to Batlow. Into Adelong for lunch via a few interesting gravel roads. The third and longest loop took us to visit Green Hills and Bago forests predominantly on gravel roads. The older Bago forests are home to many native and feral animals. Unfortunately Dianne and I missed some of day 3 and day 4, as the poor old Pug was not happy. At the end it turned out to be a condenser and bad fuel.

Friday night as is the custom at the end of these rallies, everyone is invited to voice their experience, so many good stories. Dave Johnson was the MC and asked all the helpers up for a round of thanks. When they were returning to their seats he asked Lui to remain and the story goes. Many years ago HRC was a little short of funds and ran an auction of glasses from previous tours. The last of a series of glasses was auctioned and Lui paid \$50 for the glass, then the second last glass was up for auction and Lui again stepped up for \$25.

For this Dave presented Lui with 2 more glasses for her contribution.

Historic Rally Club are the best of people, never a bad word they just get on with a good time, many thanks to the organizers for a job well done. And a special thanks to Dianne the navigator, very accurate and never cross with me even if I do not turn where she tells me, without Dianne, I would miss these adventures.

Our synopsis.

Day 3 around Walwa pouring rain and the car played up, I asked Dianne to find the quickest way to Tumut. We restarted and travelled up Tooma Rd till we stopped again.

Now 100klms from Tumut we rang Shannons for a lift in. There was thunder, lightning and heavy rain. Shannons were 3hrs away. Thankfully Lui MacLennan and Ann Mullholland were on our road and stopped, asked if they could help and I suggested they take Dianne to Tumut and they did.

The land owner Neale, returned shortly after their departure and asked me up to his house for a coffee. It was warm inside out of the leaking pug. He had 2 1934 Laguna's, and a 1910 Thames which had been in the family since 1920. We had plenty of talk about to use our time. The truck arrived and I was able to get Percy to start to get on and off the truck. Bid farewell to Neale and we were off. Arrived in Tumut just after 7pm. I was still convinced I had a fuel issue.

Next morning I saw the mechanic across from our Motel who was happy to use his compressed air on the carby if I removed it as he was short of time. This worked well but we really could not find any rubbish to blow out. Replaced carby with no improvement. Changed coil no improvement, changed condenser and here we go much improved.

Drove around Tumut for about an hour and all good except changing gear, it had a miss unless you accelerated slowly.

THE KURRAJONG KIDS



It took till lunch time to sort it out.

Saturday we headed off early and the car pulled in 5th gear up hills up to 110-115km/hr without any hesitation but still had a miss changing gear.

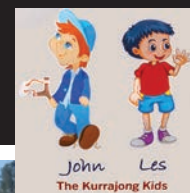
Arrived home without any further trouble. Couple of days later and Roger Korte came round we removed carby and the accelerator pump was not

working. The ball valve was stuck. Soaked carby in carby cleaner overnight, then with compressed air and cleaner finally got the ball moving. Now the pump is working, is back in the car and all is well.

So I think I picked up some bad fuel as well as a failed condenser. We are now ready for the next outing.
Les and Dianne.



THE KURRAJONG KIDS



Shoalhaven Sojourn by Les Payne

**Classic Rally Club
28th February 2026**

Shoalhaven Sojourn sponsored by the Classic Rally Club.

This rally was a 1 day event, starting in Haywards Bay. We then travelled generally out towards Jamberoo, into Kangaroo Valley and down to Bomaderry for lunch at the Bowling club, for a great meal. During the morning we caught up with John with his bonnet up, he had fried his coil, I offered a spare I was carrying which got him going again.

After lunch we headed over the Shoalhaven river, turning left and heading towards Terara. Then we headed toward Albatross and toward Braidwood till we turned down Terpentine Road and into Basin View. Back through Tomerong into Huskisson and back to Nowra South to the Bowling club. This is the start of a busy rallying year.

Tour Director Tony Norman.
29 total cars, many photos attached.

TSCC representatives were Robert Clare and his daughter Mandy, John Croft with Gary Waterson, Tony South, Les Payne and Dianne Rankine.

Following the Rally Dianne and I spent a few days with my cousin in Basin View before returning home. This rally for us was to check the new gearbox in Percy, which we were very happy with.



THE KURRAJONG KIDS

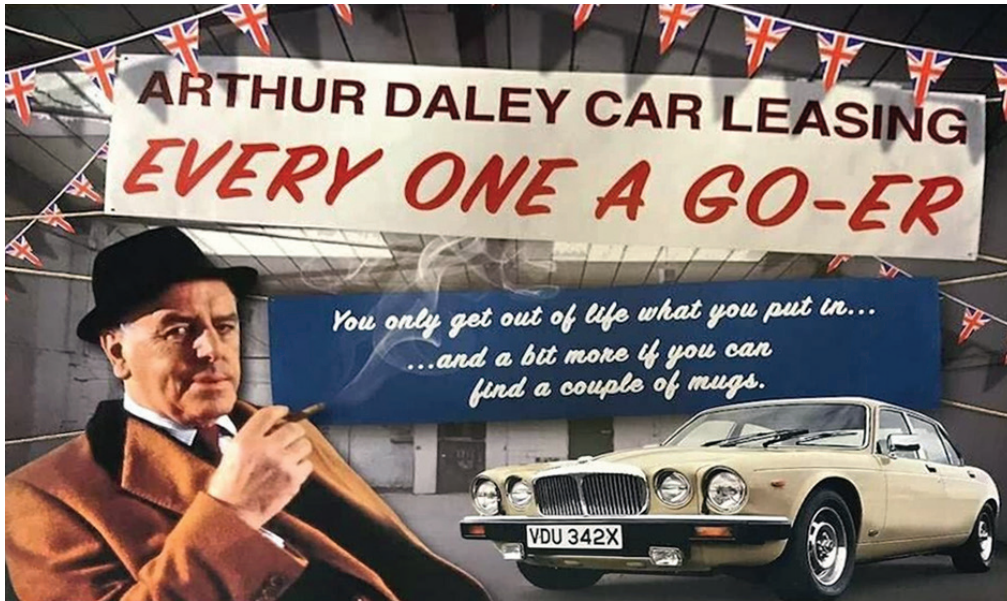


TOP GEAR AUTUMN 2026

CARS FOR SALE



Every One a Go-er



We introduce a new section to Top Gear and I've taken the mug shot of the best known car salesman in history ... Arthur Daley ... for the pages artwork. I hasten to add that there is no relationship between Arthur and Terry even though the names do sound a bit similar We kick things off with Bob Fulop's Mustang ... a snip at \$64k and the Editorial supercharged Velar ... \$55k drive away no more to pay. Ed

FOR SALE: 2022 Ford Mustang GT

12,208km

\$64,950

I have decided to sell my one-owner 2022.25 Ford Mustang GT in the striking Race Red finish. Originally ordered from City Ford Alexandria in NSW on December 2 2021, and delivered on August 25, 2022. This vehicle offers a rare opportunity with exhaustive documentation of its journey from the production line to its current state.

Provenance & Ownership History:

This vehicle is accompanied by a unique build dossier, including:

- Production Documentation: Photos and videos captured during the May 10, 2022, assembly process, specifically arranged through direct contact with Ford US customer service in Dearborn.
- Archived Records: All original stickers, dockets, and protective plastics from the pre-delivery process, along with a spiral-bound binder containing all build correspondence.
- Service & Maintenance: Fully documented service history, with the most recent annual service completed by Cumberland Ford on September 4, 2025.
- Assistance & Registration: Transferable Ford Roadside Assistance (renewed until late 2026) and NSW registration paid through August 25, 2026.

Factory Specifications:

- Drivetrain: 5.0L V8 with a 6-speed manual transmission.
- Performance Options: MagneRide Adaptive Suspension.



CARS FOR SALE

- Interior: Optional Recaro sports trim.
- Factory-fitted Performance Rear Wing.
- Styling: White "Over-the-Top" (OTT) factory stripes with a colour-matched white aerial.
- Custom Wheels: Rare one-off Ford Performance R-Spec Wheels, finished in a custom silver via a special order from Herrod Performance.

This Mustang has been enhanced with high-end performance suspension modifications. All original parts, including the factory black wheels with TPMS sensors, are included in the sale.

- Steeda "Stop the Hop" Ultimate IRS Package: - Dramatically improves rear-end stability and reduces wheel hop using the Steeda IRS Subframe Bushing Support, Billet Aluminium Vertical Links, and Subframe Alignment Kit.
- Suspension & Handling: Steeda V8 Sport Lowering Springs (1" drop) and Shelby/Maximum Motorsports Caster Camber Plates.
- Functional Details: Ford Performance white Mach 1/Bullitt shift knob.
- Ford USA Strut Tower Brace (RHD).
- Steeda Clutch Spring Assist for improved pedal feel.

This is a private sale of a clear-title (unencumbered) vehicle in exceptional condition.

Call Bob Fulop on (0409) 550 113. Pics are [here](#).



FOR SALE RANGE ROVER VELAR 2019 P380 SE

Voted the 'World's Most Beautiful Car' in the 2018 World Car Awards and winner of the World Car Design of the Year at the New York International Auto Show, the Range Rover Velar still looks fresh and is thoroughly up-to-date. A car to be seen in!



The Velar is the sporting Range Rover with a lightweight aluminium body and a supercharged V6 engine.

It matched the Porsche Macan of the day for acceleration while being fully offroad capable and with a beautiful 'designer' interior.

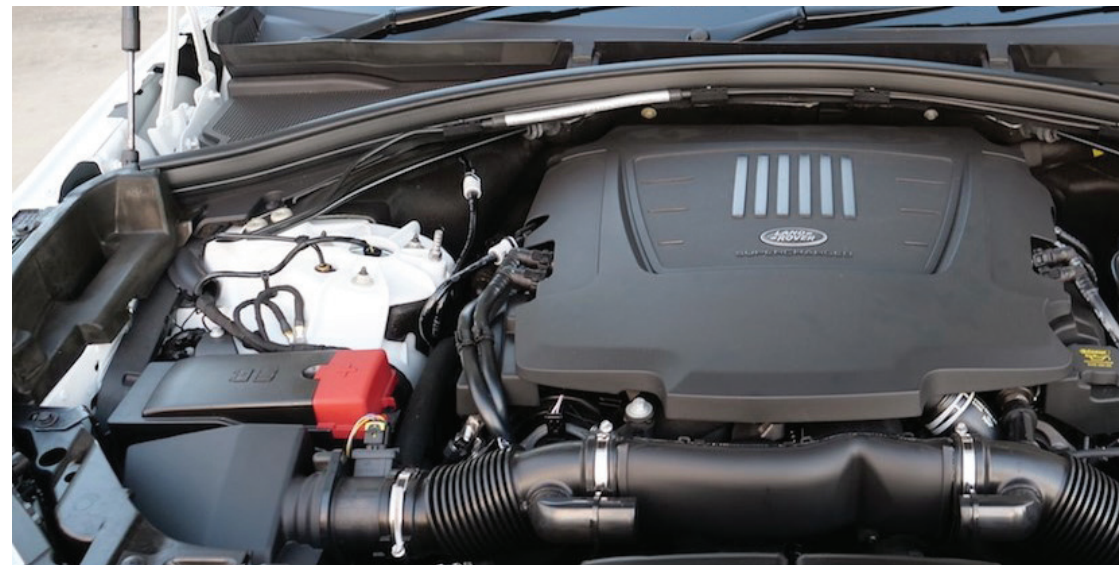
CARS FOR SALE

Our car is fully loaded with over \$20,000 of extras and has the following options fitted:

- 20-way adjustable, heated and cooled massage seats (\$8150)
- driver-assist package with blind-spot monitoring, a surround-view camera, adaptive cruise control and high-speed AEB (\$3965)
- premium black pack (\$2310)
- on/off-road pack with configurable drive modes (\$1700)
- \$520 for smartphone mirroring
- \$940 for DAB radio and the Interior Premium Textile Pack (\$2500).

We live at Kurrajong Heights, and the Velar has mainly been used on local trips and longer journeys in the country. We have a very full service history and a complete log and map of all the trips. Factory Online Map + Services have been renewed to 2028. Just serviced and detailed and always garaged.

We have taken delivery of a new car, and the Velar is available for immediate delivery. Low mileage 96,916km. Keenly priced at \$55,000 and includes a full tank of petrol. Call Jeremy on 0416 222 112.



CARS FOR SALE



TAILPIECE



Life Members

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