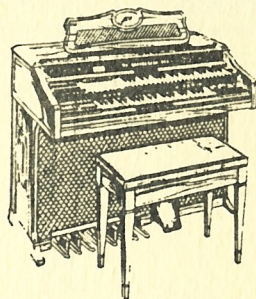


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**RAY & MARGARET ROSS**

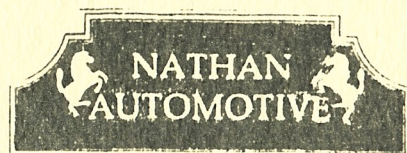
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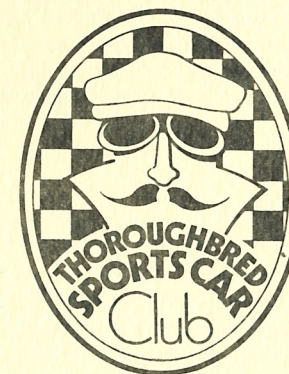
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# top gear

DECEMBER 1986



REGISTERED BY AUSTRALIA POST — PUBLICATION No. NBH 6791

NEWSLETTER OF THE THOROUGHBRED SPORTS CAR CLUB





## OBJECTS OF THE CLUB

"Fostering better acquaintance and social spirit between the various owners of thoroughbred sports cars in Australia".

"To help and advance thoroughbred sports car owners and ownership".

"To establish and maintain by example a high standard of conduct and a respect of the laws of the road".

## GENERAL MEETINGS OF THE CLUB

The General Meetings of the club are held on the second Wednesday of each month, commencing at 8.00 p.m. at the Sydney Rowing Club, Great North Rd., Abbotsford.

PUBLISHED BY: The Thoroughbred Sports Car Club,  
P.O. Box 195, Croydon Park, N.S.W. 2133.

SEND ALL COPY FOR "TOP GEAR" TO: Geoff Sara,  
8 Trevellyan Street,  
Cronulla, N.S.W. 2230

**DISCLAIMER:** Any opinions published in this journal should not be regarded as being the opinion of the club or the committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor. Articles and or photographs are invited and should be forwarded to the editor for publication bearing the name and address of the writer.

## ADVERTISING POLICY AND COST

Advertisements are accepted subject at all times to the discretion of the committee. Display and Advertising: Full page \$30 per issue, half page \$20 per issue, ¼ page \$11 per issue, 1/8 page \$5 per issue. Advertisements are on a monthly continuing basis unless the advertiser notifies the Editor.

**Classified Advertising:**— Financial members of the club receive the first four lines at no charge. Rates are \$1 per line of ten words with a minimum charge of five lines (\$5.00). Non members should send payment when lodging their advertisement.



## COMMITTEE

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VICE PRESIDENT	GRANT LIDDELL
SECRETARY	LYNDA DUCROS
TREASURER	MIKE DUCROS
COMP. SECRETARY	VIC ANDREWS
SOCIAL SECRETARY	JIM PETERS
SOCIAL COMMITTEE	LESTER GOUGH LEN MADAR JIM PETERS
EDITOR	GEOFF SARA
NEW MEMBERS OFFICER	DAVID MUIR
REGALIA OFFICER	LESTER GOUGH

*A Merry Christmas  
and a Happy New Year*



# Coming Events

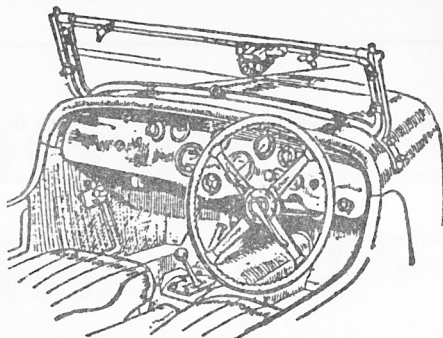
- 6th DECEMBER - XMAS PARTY
- 7th DECEMBER - ORAN PARK SUPERSPRINT  
(Point Score Event)
- 14th JANUARY - CLUB MEETING, RYDE R.S.L. - VIDEO NIGHT.
- 25th JANUARY - AMAROO HISTORIC MEETING - get together  
near Club banner contact Lester Gough.
- 11th FEBRUARY - CLUB MEETING - Presentation of 1987 calendar
- 21-22 FEBRUARY - BOATING WEEKEND - Hawkesbury River.
- 11th MARCH - CLUB MEETING RYDE R.S.L.
- 21st MARCH - GAMBLING NIGHT.



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## presidents prose

Here we are at the end of another good year of activities in our club and the approaching "Peace and Goodwill Season", with all the thoughts and deeds that rightfully accompany it. It is also the time for thanks, and mine go to all the members and their guests that have supported us throughout the year and also to our members who, for whatever reason, we haven't seen much of this year but hopefully next year, to my untiring committee for their efforts in the organizing, running and management of our club and its affairs, and to my wife Margaret for her support, especially when you feel "hell, why am I doing this?" Thank you all with a special mention to the children of the Bruce and Muir families for their assistance at our annual hillclimb.

In this magazine we should have reports on Canberra Hillclimb, Dave Muirs Grand Prix Party, Oran Park Super Sprint and our Annual Concours at Parramatta Park.

A special vote of thanks go to Dave and Barbara for the use of their home for our successful Grand Prix Party. Also in this magazine is a full list of members with a welcome to new members Paul Buckmaster, Ian and Roma Buddery, Phillip Cantrell, Mark Kilanian and Chris Jackson and undoubtedly our new members officer Dave Muir will be following you up for a profile for our next magazine.

Speaking of the members list it is interesting to note that the club is still holding firm to the original concept of our club with 90 per cent of our members owning sports cars, an important ingredient that your current committee is mindful of.

I look forward to seeing you all at the last meeting for the year which will be our Xmas Party on December 6th, but for those people unable to attend on behalf of the outgoing and incoming committee and my family I would like to wish you and yours a very Merry Xmas and a Happy and Prosperous New Year.

RAY ROSS.

## secretary's slice



Well, 1986 is just about over and I can tell you that its been the fastest 12 months I can ever remember.

I've thoroughly enjoyed my stint as secretary and wish to take this opportunity to welcome our secretary elect - Lynda Du Cros. Lynda, I'm sure, will prove to be a very capable and competent committee person.

At the Annual General Meeting on 9th October, the following members were elected to the committee for 1987:-

President	- Ray Ross
Vice President	- Grant Liddell
Secretary	- Lynda Du Cros
Treasurer	- Mike Du Cros
Competition Secretary	- Vic Andrews
Social Committee	- Jim Peters
	Lester Gough
	Len Madar
Editor	- Geoff Sara
Regalia Officer	- Lester Gough

Congratulations to everyone.

Whilst the number of new members for 1986 was a little disappointing, I'm sure you will agree that quality is more important than quantity. Participation at events this year, particularly social has been very pleasing. We have had some really fun events, so come on all you members who missed out - "Join in for 1987".

Many thanks to all my fellow committee men, especially Ray, for their assistance shown to me.

Next year you will see me participating in the sporting events, so watch out Lynda, Pat, Sue and Karin - provided Lester gets that damned Cortina going.

Finally I'd like to wish everyone a Merry Christmas and a Happy and Prosperous New Year.

See you at the Xmas Dinner.

DEBRA GOUGH.



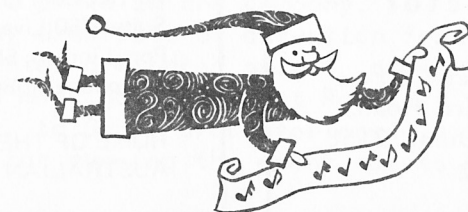
## money matters

### STATEMENTS OF RECIEPTS & PAYMENTS

FOR THE PERIOD 1st FEB. 1985 - 31st JAN. 1986.

Cash on hand 1.2.85		\$ 647.47
<u>Add Receipts:</u>		
Subscriptions	\$1,833.00	
Advertising	1,383.00	
Functions	3,145.90	
Hire of Video	6.00	
Interest on Account	77.77	6,445.67
		<u>\$7,093.14</u>
<u>Deduct Payments:</u>		
Magazine Preparation & Printing	\$1,140.74	
Postage	144.93	
CAMS	371.50	
Functions	3,959.20	
Magazine Folders	360.00	
Purchase of Video Recorder	447.00	
Account and Government Charges	21.57	6,444.94
		<u>\$ 648.20</u>
<u>CASH ON HAND 31.1.86</u>		

ROLAND CLARK - Treasurer.





## GRAND PRIX PARTY

An enjoyable day was experienced by those members who attended the party at the spacious home of our hosts, Barbara and Dave Muir.

Most members arrived around lunch time. Steaks etc. were thrown onto the barbie with Dave cheffing. A very relaxing lunch was had with plenty of predictions as to who was going to win the race.

Our host, Dave, just prior to the race was busy selling tickets in the sweep, which I might add turned out profitable for some (sorry Dave!)

With plenty of T.V.'s inside and out to view, it was the big screen of Ray Ross's that everyone adjourned inside to watch, with only ten minutes to grid time.

During the race there was as much excitement, shouting, prayers and disappointments as if one was at track side in Adelaide itself.

After what turned out to be a very spectacular race, and all sweep winnings collected, we retired to the Pool Room (green felt and six pockets) to try our skills at a game or 2 or 3 or 4 .....

Although it was a lovely day, weatherwise, it was not warm enough to enjoy the pool (water and chlorine) which most of us enjoyed our lunch around.

Many thanks to Barbara and Dave for their hospitality from all those who attended, what can only be described as a top day.

Lester Gough

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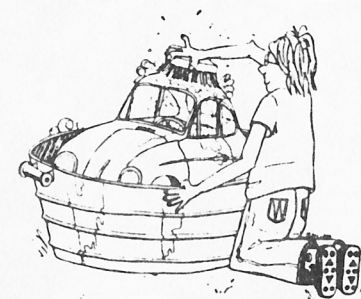
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## CONCOURS AT

### PARRAMATTA PARK



After a few hours of washing and polishing and getting the old E type looking sort of reasonable, son Michael and I headed off to Parramatta Park with one eye on the clouds overhead and the other on the terrible pot holes in the road after all our recent rains.

On arrival we proceeded to help all the other experts, beside us that is, to assemble that ridiculous structure - our infamous club tent. Having successfully repelled all our best efforts, half an hour later we decided to await the arrival of Dave Muir before resuming battle with the beast. On arrival Dave showed us the error of our ways, just in time for the first shower of rain. It wasn't long before we had a collection of Ferraris, Triumphs, Aston Martins, Jaguars, Porsche, Condor, Volvo, BMW, Ford GT and the rumble in the distance wasn't thunder after all but the judge, riding high in the 7 litre Cobra, the same one as featured in Sports Car World.

Well then of course we had to get down to the serious business of tyre kicking in earnest with all the usual questions and answers and natter which is what these days are really all about - club fellowship.

However it didn't take our judge Stewart Ratcliff long to sort out which were the best tyres to kick as he awarded the first prize to Rob and Elaine McCoy for their beautifully restored 1970 Ford Falcon XY GT, just 200 miles since a ground up restoration. Second place went to Campbelltown too, yes you guessed it, Rob and Elaine's Ferrari 512 Boxer just winning out from Lester Gough's Ferrari 308 GTB. Three beautiful and well prepared cars and a credit to their owners and worthy of a prize in any company.

Our display drew lots of attention from passers by and the day re-created a kindred spirit amongst our members.

Our thanks must go to Stewart Ratcliff for judging our cars this year, to Garry Bruce for organizing the day and to Grant Liddell for running the event due to Garry having to go overseas.

RAY ROSS.





*Len Madar tackles the Canberra Hill in his Spitfire.*



*Don or Gary ? MacDonald in the mighty Charger.*



*THE WINNERS*



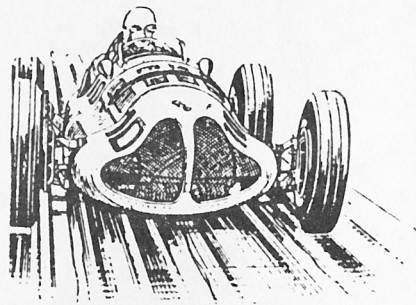
*THE JUDGES COBRA*



*WHAT'S IN THE BOOT ?*



# sporting report



## CANBERRA HILLCLIMB WEEKEND

Saturday dawned fine and clear as Gary and I hooked up the Charger to the Statesman and headed to the meeting place at Allcock Street the Crossroads.

After a short wait the others began to arrive, Lester having been run into the kerb by an over zealous driver and remodelling the PI's suspension. Quick work by Lester and Adrian had the front end realigned and off we went to Canberra.

After meeting at Canberra we split up, Gary and I anxious to get out to the track and try the Charger out.

As we turned into the track down came the rain. Mark Anthony was busy reloading his Mini back on the trailer, having to return to Sydney for an appointment.

Despite the rain we both practised for awhile in the Statesman before giving the Charger a run, slicks and all. Very exciting, big, noisy and steering like a truck, however, the engine was off song so we packed it in and headed for the Motel.

Sunday dawned clear (for some) and out to the track we went for what turned out to be a fun day on a really nice surfaced track.

Competing were - Ray Ross (Torana) Vic Andrews (AUS Clubman), Piotr Fast (Cordia Turbo), Len Madar (Spitfire), myself (Statesman Magnum, and Charger), and Gary MacDonald (E37 Charger).

Gary provided the early excitement trying to warm the slicks by spinning up at the bottom of the hill, (lesson one). Len followed later in the day at the same spot.

At lunchtime, after a poor showing by the Charger in the morning session, Gary and I enlisted the services of Lester and Adrian, reputed racing car experts, who proceeded to stare into the engine bay and play with the

triple Webbers. Whatever they looked at worked and our times came down drastically, a 3-way scrap developing between Gary, Ray Ross and myself in the Sports Sedan Class. Meanwhile Len Madar was whistling around in a very good 44.25 placing him well up in the open class. What a nicely prepared car, a credit to Len.

The Charger was knocked off by a very fast A9X Torana in the low 39.89 secs. for a class win and 3rd outright. Fastest time of the day was an excellent 38.74 set by a well driven PRB Sports, R. Riberio.

Gary surprised me at his first ever event in the Charger to take fourth in the Sports Sedan Class with an excellent 44.27 which has Ray Ross and myself worried for future events. His 6th run not counted was 42.66 Ray ran third in 42.43 while I finished second in 42.40 and fifth outright, after which Ray sentenced me to a night writing this article.

Piotr was getting quicker all day in the Cordia getting fourth in his class with a 49.40. Poor Vic Andrews had motor problems most of the day but still recorded a fast 43.07.

I managed a 46.22 in the Statesman to win the Type I class and received my first trophy since F.T.D. in a Lotus Cortina in 1966. It sure is a long time between drinks.

The sight of the Pontiac 327 cu.in. smoking around the track bought back memories to many, the driver topping it off by changing to a massive Cadillac which rolled around finally spinning up over the finish line, all good fun.

Thanks to the C.A.R.A. for a wonderfull well run day, it is not often times are available so quickly and accurately when so many compete (36). Next stop for the Charger is Oran Park Drags November 1st and sprint November 2nd.

Class records held by our members are :

Sports Cars Type IV	-	2001-3000	Vic Andrews	43.07
Sedans Type I	-	2001-3000	Piotr Fast	49.40
Sedans Type I	-	4001+	Don MacDonald	46.22

See ya

Don MacDonald

Footnote: Who warmed his "slicks" gunned the engine and backed over the Starter?



## CANBERRA HILLCLIMB WEEKEND

### The Social View

We had all arranged to meet near the Cross Roads Hotel at 9.00 am. The sun was shining and it looked good for a great weekend.

As we arrived, Lester Gough told us he was run off the road by some clown and put one of the new mag wheels on Debbie's Triumph 2000 into the gutter, and it felt "awful" to drive. After a 'mechanics meeting', a quick toe-in job did the trick and we were headed off for Canberra.

The convoy was headed up by the Green Porche (they call it KERMIT) of Dave & Barbara Muir who squeezed in their children Felicia and Paul, followed by Val & Jim Peters in the trusty TELSTAR (fixed after Katoomba), Deborah and Lester Gough in the aforesaid Triumph 2000, plus Grant Liddell & Robyn in their Commodore, Poitr and Colleen Fast with their small son Joshua (who was a hit with everyone) came along in their Cordia Turbo and Lorraine and I in the blue Ferrari completed the entourage to that den of Politicians & public servants we call our National Capital.

Don & Raywin McDonald plus son Gary (with Charger Sports Sedan) with the Statesman pulling the trailered Charger headed off early - we now believe it was to get more practise laps in. On the way down we spotted Vic and Judy Andrews and family having a nice picnic lunch beside their Volvo which was a towcar for their Viper sports car for the day.

The weather was fine, and we had a good run down until we hit Canberra itself. The odd shower failed to put us off our lunch over a few ales at Cockington Green where there is also a very fine miniture replica of an English Village, complete with manicured grass.

We reached the Regency Motor Inn in the suburb of Griffith early afternoon, and there was quite secure parking available at the rear, right in from of our rooms. Some of us elected to sleep (weary after a long lunch) and others elected to spend a degenerate afternoon drinking and playing pool in the very quaint Public Bar of the pub next door (shorts and thongs would have been overdressing!).

To say it rained that afternoon would be an understatement. It poured, and some say at times it hailed. Those sleeping were levitated by an almighty thunderclap (where the hell am I?); snooker players tore up the felt (miscueing) and said rude words; the lights dimmed even in the dimly lit pub, and the price of umbrellas soared in Canberra on that Saturday afternoon.

The up shot of it was that the guys were so totally put off their game that... no seriously, the ladies (Robyn & Debbie) beat the ace male snooker players (Dave & Grant) fair and square, and the mere appearance of Lester, freshly risen from the dead, (he didn't get much sleep on Friday night) frightened off a very full-of-himself local

lad, who arrived with his own cue with matching carry bag to put on a show for his groupies.

We all met in the Restaurant upstairs around 7.30 and talked reassuringly to each other about how the weather man said it would fine up for tomorrow.

After a nice dinner and a few bottles of white and red (an excellent idea Jim) it all didn't seem to bother us any more, and by then it was discovered that there were a couple of piano players in the group, and the evening degenerated into quite a number of increasingly roudy group renditions of "Please release me/Shine on harvest moon" etc around the table near the piano until one of the waiters, in the nicest possible way (I have to get up at 5 in the morning) suggested we leave. He did leave us with a gem - "Why don't public servants look out of the windows in the morning? Because then they would have nothing to do in the afternoon" - (Sorry Lester - I'm sure he just meant those in Canberra).

A very depleted crew in number surfaced for breakfast and there was a general expressed need for Panadol/Aspro and other forms of amalgasic for the thumping brows.

Fortunately most of the drivers had an early night, and weather wise, after a couple of morning showers, it fined up and the Hill Climb was attacked vigorously.

Located at Fairbairn Park, the Motor Sport Complex of the Canberra Automobile Racing Association is near Duntroon Military College, and the .8 km Hill Climb circuit is flatter than most, going sort of downhill, then uphill and around, then downhill again. The club have plans to make a full 1.6 km racing circuit out of it soon by extending and joining it all up. The left hander after the downhill drop straight off the starting grid could be a heartstopper I would think.

Len Madar plus offsprings on this occasion, turned up with his immaculate BRG ex Ecurie Triumph Spitfire with new slicks; Vic Andrews our new Competition Secretary, plus Judy and family were there in fine form with their RX7 rotary powered Viper sports car, ear plugs and all; Ray Ross our illustrious President, turned up in the Carlingford Music Centre Blue Terror (Torana XVI Sports Sedan); Piotr Fast decided to give the Cordia Turbo a run; and Don & Gary McDonald gave a fine display in the Brock Statesman and the Charger Sports Sedan.

Actually there is a rumour that they were both out there practising in the rain until dark on Saturday night. Something of a father & son grudge match developed on Sunday with both having successively quicker runs in the Charger after Lester Gough tweaked the Webers to squeeze a few more neddies out of the full house Sports Sedan Motor. I am almost sure I heard Ray Ross's voice at one stage - "don't help them go any quicker for .....s sake!", but the comentator on the P.A. from the Canberra club thought it was great.

There were some interesting cars there - a local Torana A9X was a



delight to see and listen to, and two of the local rally heroes gave us a display of uphill sideways motoring - it is certainly a different way to approach gootmix corners, and it seems to work!

I was feeling too poorly to remember and times so I suggest you read Don McDonald's report in this issue - I'm sure he will have remembered all the times, particularly if he beat Gary at the end of the day.

From the reception we had down there I am sure we will be invited again by the Canberra Club - they certainly enjoy having us and it is a pleasure that our Thoroughbred club is made to feel so welcome. So for those who could not participate in an inexpensive and very enjoyable out-of-town weekend, be sure and come down next time.

ADRIAN WALKER

### ORAN PARK SUPERSPRINT

Some members attended the sprint meeting run by the NSWRR Club on 2nd November, held on the South circuit. A good day was had by the 43 entrants which included some pretty quick machinery. From our Club only 3 of us attended, these were new member Glen Pulley in his TR4, Gary and myself. I managed best single lap time in the Statesman of 58.1 and standing lap of 64.4, and took second in the class with a 123.1. This was 8 secs slower than the winning Torana but 8.5 secs quicker than the 3rd placed 5 litre Commodore. Glen Pulley recorded 3rd in his class with the best 2 lap total of 138.5. Type 3 Sports Sedans over 3000cc proved very competitive and provided the fastest time of the day, the winning Torana V8 with a flying lap of 49 secs and an aggregate time of 103.8. Gary's fastest standing was 59.5 and flying 54.5 for a total of 114, giving him 6th in the class. My fastest standing was 61.3 and flying 53.3, with an aggregate of 114.9. However, we were still having carby problems with a bolt holding the venturi falling out of one of the Webers after only 3 laps, dropping our times 2 or 3 secs from then on. Other problems where uneven brakes and poor slicks. This car has lapped in the low 48's with all going well so when the bugs are ironed out we expect to get some very competitive times.

Fastest lady of the day was June Winterbottom in her very fast Mini in a combined total of 117.9 which also gave her a class win against 9 others in the 0-1600 Sports Sedans.

Interesting runners included a TR8 with a 111.2 aggregate, a modified

VC Valiant, who although managing 2nd in his class with a 125.8, provided some of the thrills of the day with 2 mighty spins and some very forceful driving. Gary helped provide more thrills by sliding off to view the swamp at close range.

The previous week I had attended an ARDC hillclimb at Amaroo with the Statesman, getting 3rd in my class behind 2 Group A Commodores in 27.13. New member Chris Jackson scored a class win in his Torana in 27.33. Fastest lady was again June Winterbottom in 25.84 and FTD going to Darren Baileys Cortina in 25.01.

We will be busy fixing all the bugs on the Charger before Oran Park on the 7th December and I am trying to scrape together the funds to put a 3.08. diff in the Statesman. This would lower the gearing by 16% and should drop lap times considerably.

Well lets see you all out having a go on the 7th even though it is the day after the Xmas Party. I hear the breathalyser will be used in conjunction with the noise level register for all party goers.

Cheers,

Don MacDonald

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Twass the night before Christmas and all through the garage,  
Not a sports car was stirring, not even the Mog.  
The stockings were hung by the garage door with care,  
In hopes that Saint Nicholas soon would be there.  
The cars were all nestled snug in their beds,  
While visions of trophies danced in their heads,  
And Hoss in his blanket, and I in my cap,  
Had just settled down for a long winter's nap.

When out in the driveway there arose such a clatter,  
That I sprang from my stall to see what was the matter.  
What do my headlights see through the bars,  
But a miniature Morgan and eight tiny sports cars.  
With a little old driver so lively and quick,  
I knew in a moment it must be Saint Nick.  
More rapid than Cobras, his sports cars they came,  
And he whistled and shouted and called them by name;

Now Porsche, Now Jaguar, Now Fiat and MG,  
On Corvette, on Alfa, on TR and TD.  
To the top of the garage, to the top of the wall,  
Now drag away, drag away all.  
So to the garage top, the sports cars all flew,  
With a Mog full of accessories and Saint Nicholas too.  
Then in a twinkling, I heard overhead,  
The grasping and gripping of tiny snow treads.

As I flicked on my headlights and was turning around,  
Down the lift cam Saint Nicholas with a bound.  
He was dressed in his driving suit from head to foot,  
That was covered all over with grease spots and goop.  
With a bundle of car parts flung over his back,  
He looked like our parts dealer, Honest Jack.  
He was chubby and plump, a right jolly old elf,  
And I revved up when I saw him, in spite of myself.

He spoke not a word but went straight for the air,  
Filled up the seats and checked the spare.  
He filled all the glove boxes and turning so swift,  
He flipped the switch and rode up on the lift.  
He sprang to the Morgan and to the cars gave a shout,  
Away they all flew on their long Christmas route.  
But I heard him exclaim, as he peeled out of sight,  
Merry Christmas to all and to all a goodnight!

(Pinched from The Morgan Ear)

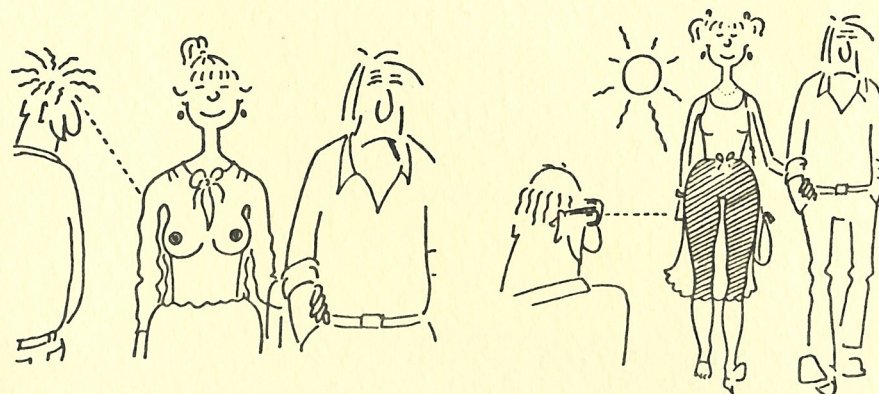
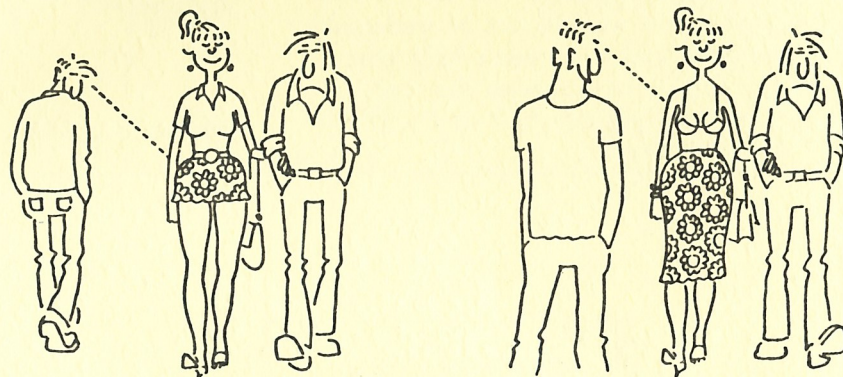
The Larricks - USA.

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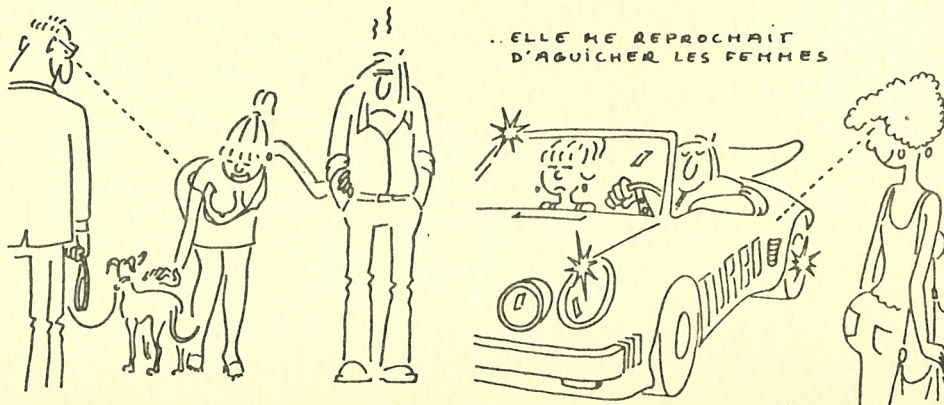
- LE MONDE -

## Histoire d'Amour par konyk

JE LUI REPROCHAIS D'AGUICHER LES HOMMES



ELLE ME REPROCHAIT D'AGUICHER LES FEMMES



Résumé : Bien que nos héros aient tout pour s'aimer, le doute laisse la place aux soupçons, aux reproches et aux interprétations douloureuses. Ah ! Felix qui potuit rerum cognoscere causas ! (Ce qui peut se traduire par Heureux celui qui a pu connaître les causes des choses !).