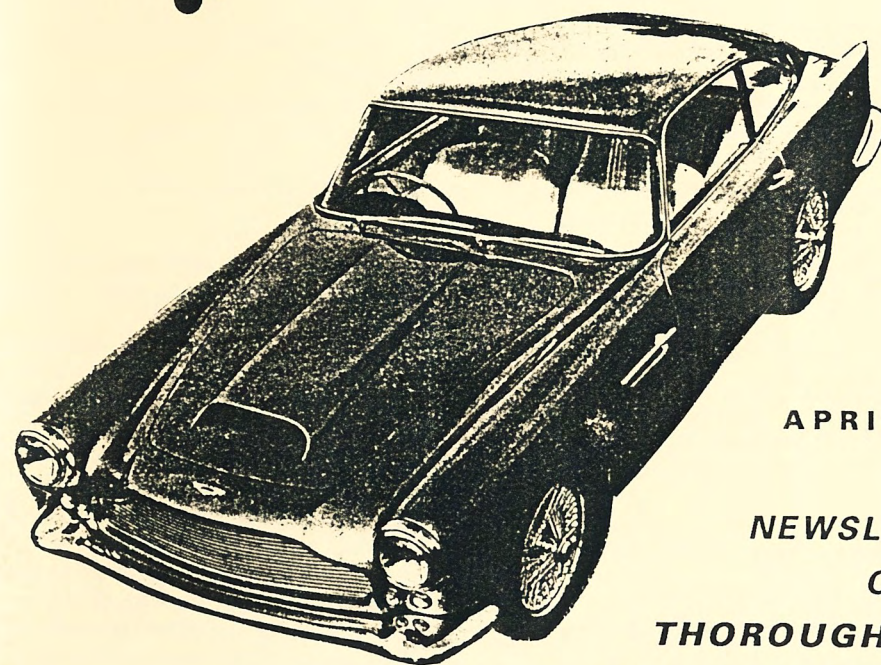


top gear



APRIL 1992

NEWSLETTER
OF THE
THOROUGHbred
SPORTS CAR CLUB



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 are held on the second Wednesday of each month, commencing at 8.00 pm at the Ryde RSL Club, Bowling Club, 724 Victoria Road, Ryde.

TSCC is affiliated with The Confederation of Australian Motor Sports.

.....
This magazine is published by
The Thoroughbred Sports Car Club.
.....

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.

COPY DUE THE FIRST OF EACH MONTH
Remember, articles are given 1 point towards your point score to a maximum of 5 points.

.....
Send all copy for "Top Gear" to
Adrian Walker
88 Old Berowra Road
Hornsby NSW 2077
.....

Advertising policy and cost
Advertisements are accepted subject at all times to the discretion of the committee.

Advertising costs for 1 year - 6 issues

	Full page	Half page	Third page
Inside pages	\$150	\$90	\$50
Cover			
Inside Back/Front	\$188	\$113	\$63
Back Cover	\$195	\$117	\$65

From the Editor

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Social Report

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Training Day

Pages 20 & 21



Tit Bits

Pages 23 & 24

1 9 9 2 Committee

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Jim Peters (h) 922 6807

Vice President

Lester Gough (h) 799 3209
(w) 750 8188

Secretary

Chris Johnson (h) 875 3691
(w) 888 3375

Treasurer

Max Pegler (h) 989 8114
(w) 357 2077

Competition Secretary

Vic Andrews (h) 528 3227

Social Secretary

Les Johnson (h) 412 1838
(w) 742 6302

Editor

Adrian Walker (h) 477 4299
(w) 411 1055

Board Members

John Burton (h) 875 1050
Ray Ross (h) 651 2013

Life Members

Roland Clark, Jim Peters and Ray Ross.

Note: These are all honorary positions, carried out by individuals in their own time. Please contact them at sensible times and accept that they may prefer to call you back at a more convenient time.

From the Editor



This is our second magazine for 1992 and based on the response to the first one, we seem to be on the right track.

Our President Jim Peters is away at the moment so we don't have a President's report this month, this will have to serve both purposes.

We have a lot of interesting events coming up, the first of our Oran Park circuit events on May 3 being run by the time you read this. May 17, s Fun Run to the Hunter Valley for breakfast/wine tasting in the company of a lot of other sports car people promises to be a great outing. I urge everyone to join in as I believe this could be one of the best events of the year. (Contact Les Johnson 412 1838H or 742 6302W)

Club member Brian Wilshire has written a book which has turned out to be a BEST SELLER! It's called "The Fine Print" Brian teamed with Tony Greig in the recent Bathurst 12hr. in a Pulsar SSS

As we go to print several of our members are returning from TARGA TASMANIA. Roland and Stephanie Clark, Bob Smith and Adrian Walmsley interesting reports next month. All for now, Adrian Walker Editor.

Adrian Walker

Dip.Tech.(N.S.W.I.T).
Degree in Business
F.A.I.M.

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1 9 9 2 Calendar

- February 9 Oran Park South Circuit - NSWRRRC Super Sprint
12 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
29 Driver Training Day - MG Car Club
- March 11 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
15 Breakfast Fun Run
Participants will have to collect/bring mystery objects.
Les Johnson 412 1838 (H)
- April 8 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
Extraordinary General Meeting follows club meeting.
25-26 Combined Observation Run
Weekend away with a secret destination.
Les Johnson 412 1838 (H)
- May 3 Oran Park South Circuit - NSWRRRC Super Sprint
Vic Andrews 528 3227 (H)
13 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
17 Austin Healey Club Run - Hunter Valley Picnic
24 Motorkhana - Fiat Ground Richmond
Combined picnic / competitive day
Les Johnson 412 1838 (H) or Vic Andrews 528 3227 (H)
- June 10 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
13 Social / Theatre Night - In the City, "Under Negotiation"
Les Johnson 412 1838 (H)
- July 8 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
12 Amaroo Park Main Circuit - ARDC-Super Sprint
Vic Andrews 528 3227 (H)
9 Oran Park South Circuit - NSWRRRC Super Sprint
Vic Andrews 528 3227 (H)
26 Motorkana - Fiat Ground Richmond
Combined picnic / competitive day
Les Johnson 412 1838 (H) or Vic Andrews 528 3227 (H)

1 9 9 2 Calendar

- August 9 Vintage Picnic Run
Visit one of Australia's largest restoration companies.
Aston Martin Co-Op event.
12 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
- September 9 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
13 Dawes Historic Run - Warwick Farm Circuit
13 Amaroo Park - Main Circuit - ARDC Super Sprint
Vic Andrews 528 3227 (H)
- October 4 Bathurst 1000 social day.
Les Johnson 412 1838 (H)
14 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
18 Display Day / Picnic Run
A 1 1/2 drive to a park setting
Les Johnson 412 1838 (H)
- November 1 Oran Park South Circuit - NSWRRRC Super Sprint
Vic Andrews 528 3227 (H)
8 Australian Grand Prix Day - Social B.B.Q.
Les Johnson 528 3227 (H)
11 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
22 Amaroo Park - Main Circuit - ARDC Super Sprint
Vic Andrews 528 3227 (H)
28-29 Bathurst Weekend Away
Flying 1/5th, Hill Climb, Dinner
Vic Andrews 528 3227 (H)
- December 6 Oran Park South Circuit - Super Sprint NSWRRRC
Vic Andrews 528 3227 (H)
12 Christmas Dinner - Location under review
Les Johnson 412 1838 (H)

Minutes of April TSCC Meeting

Minutes of Meeting of the Thoroughbred Sports Car Club held on Wednesday April 8th, 1992 in the Bowling Club at the Ryde Ex-Servicemen's Memorial Club, 724 Victoria Road, Ryde.



The Meeting opened at 8.20pm with Vice President Lester Gough in the chair who was late again.

Apologies: Were received from Ray and Margaret Ross, Jim and Val Peters, David and Barbara Muir and Val MacDonald.

Minutes: Of the previous meeting were read by Secretary Chris Johnson. It was moved they be accepted by Adrian Walker and seconded by John Suttor.

Correspondence: The latest correspondence was presented and left out for members to study on completion of the formal proceedings.

Treasurer's Report: Max Pegler reported that the club had \$1300 on deposit and \$1500 in the cheque account. He would present a full financial report for the next magazine.

Competition Report: Vic Andrews reported that there had been no events since the last meeting. Upcoming events would be a Super Sprint at Oran Park on 3rd May and the Motorkhana on the 24th May. Roland and Stephanie Clark and Bob Smith would be taking part in

the Targa Tasmania - we wish them well.

Social Report: Les Johnson reported that the luncheon run had been successful and all agreed it had been a very good day out. Due to lack of numbers it was regretted the

Mystery Weekend had to be cancelled. (Scheduled for 25th April). Les made a plea that all members please indicate their intentions for all social functions so he may plan accordingly. A phone call takes only a few seconds and could save hours of work by the hardworking committee. Les reminded members that the Austin Healey Club Breakfast Run was due to take place on 17th May - he required numbers and money by PM Thursday 9th April. He would discuss the theatre night at the next meeting.

Editor's Report: Adrian Walker spoke about the next Magazine and the articles needed to complete this should be submitted by 15th April. He explained that production costs had risen and therefore wished to produce only 5 magazines instead of 6. The general consensus was that advertisers had been sold space for 6 magazines therefore 6 should be produced.

General Business: Roland Clark informed the meeting that Ray Ross would be looking after the Club plates during his absence. He

reported that to date 3 sets of plates have been issued.

Les Johnson advised that there was a move afoot by bureaucracy to have all old cars removed from public roads and advised that a new system of registration inspections is to be introduced and there would be less inspection stations available.

There being no further business the meeting closed at 10.10pm.

An Extraordinary General Meeting was called, chaired by Max Pegler to vote on the introduction of the new constitution and incorporation of the club. Minutes of that meeting appear separately.

Chris Johnson

SPORTING REPORT

COMING EVENTS

May 24th Motorkhana

Come out for some real grass roots motor sport. Any two wheel drive, road registered vehicle suitable. Easy way to practice and improve those driving skills without the risk. New drivers welcome!

Location: Corner of Percival Street and Richmond Road just before RAAF base when coming from Sydney. Suggest you bring along lunch (barbecue facilities available), drinks, chairs, sun protection items.



POINTSCORE

After Feb 9th - Oran Park aquatics

Michael Ryan - 2 points

Vic Andrews

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MONEY MATTERS



The financial statements for the five months since last publication are following. They need little comment except perhaps to say:

The club remains relatively healthy, financially. Some revenue remains to be collected, particularly memberships and advertising.

Magazine costs will rise this year - we were fortunate in having it produced so economically in the past under Penny's control.

The conversion to an incorporated club is now well under way. The new name is reserved, and club members after discussion at the April Extraordinary General Meeting unanimously voted in favour. All that remains now is formal approval by NSW Dept. of Consumer Affairs, which should only be a formality. My thanks go to Ray Ross for his assistance in amending the constitution.

From now on the club year end will be 31 October. The AGM will be November

or December and non-paying members become unfinancial in March of any one year.

Our secretary has almost a two year supply of basic licences, so there shouldn't be a problem having a current licence. When this licence book runs out, basic licences have to be bought in advance from CAMS. I don't propose to buy large quantities and fund CAMS at our expense, so when this commences I think it is reasonable to ask each member to give the then secretary enough notice to have a licence available for you. This will occur in particular around October, for November and December events.

Incidentally, I have found in the past that if necessary organisers usually have licences for sale on the day. I am currently on a Morgan licence, and Carol is using one issued by Jaguar!

Lastly, the members I have spoken to who attended the Driver Training Day have indicated they enjoyed the day. I would appreciate any comments, suggestions for the future, constructive criticism.

Max Pegler.

THOROUGHbred SPORTS CAR CLUB INC. BALANCE SHEET AS AT 31ST MARCH, 1992

31ST OCTOBER, 1991		31ST MARCH, 1992
	CURRENT ASSETS	
	Cash	
1,894	Bank a/c - Westpac	1,801
260	IBD Westpac	261
250	IBD Westpac	264
500	IBD Westpac	518
<u>2,906</u>		<u>2,845</u>
<u>2,906</u>	NET ASSETS	<u>2,845</u>

THOROUGHbred SPORTS CAR CLUB INC. RECEIPTS & PAYMENTS STATEMENT FOR PERIOD ENDED 31ST MARCH, 1992

31ST OCTOBER, 1991		31ST MARCH, 1992
\$455	Advertising	\$0
600	Club Plates	60
10,581	Functions	841
	Interest received	
80	- Bank	62
6	Miscellaneous	0
284	Raffle	41
95	Regalia	0
88	Sporting	0
<u>1,615</u>	Subscriptions and CAMS	<u>710</u>
13,804	TOTAL RECEIPTS	<u>1,714</u>
	PAYMENTS	
46	Bank charges	8
190	CAMS	240
652	Club Plates	0
11,402	Functions	1,214
0	Incorporation Expenses	18
0	Insurance	192
0	Miscellaneous	3
206	Printing postage & stationery	49
446	Regalia	0
50	Rent paid	50
<u>240</u>	Sporting	<u>0</u>
13,231	TOTAL PAYMENTS	<u>1,775</u>
<u>573</u>	NET SURPLUS (DEFICIT)	<u>(60)</u>

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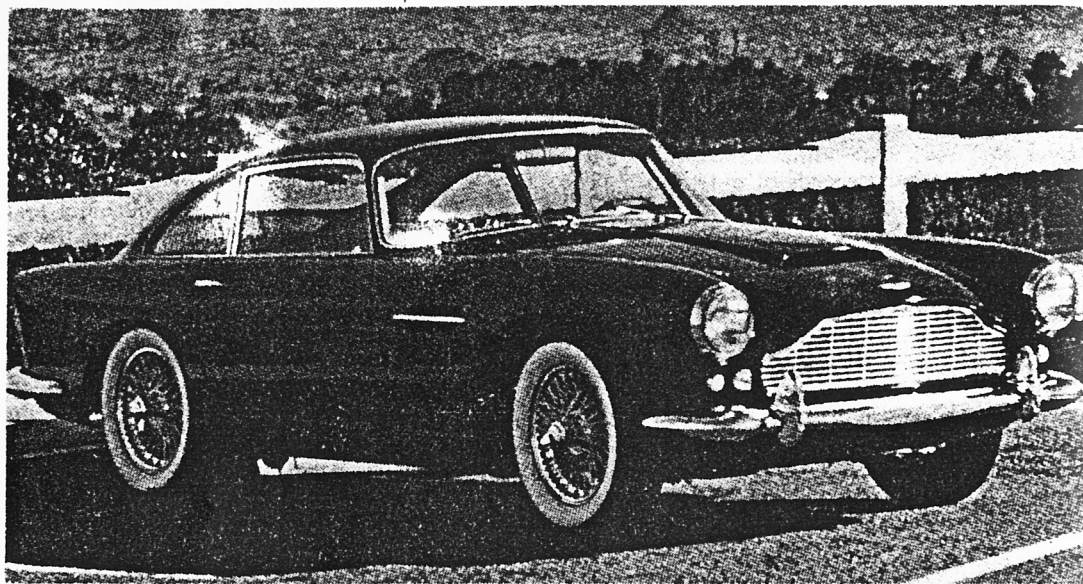
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OUR CARS



CAR: ASTON MARTIN DB4
OWNER: Les and Roselee Johnson
CHASSIS No: DB4/815/R
ENGINE No: 400/900

I purchased the car as a basket case in 1979 for the sum of \$5,000.00 from a well known Aston Martin enthusiast Bob Rusk. I placed the car in a shipping container not knowing where I should start. It took until 1981 to bring myself to start on the car after collecting as much information and missing parts as I could find. During this period I was delighted to find the car was originally owned by Sir David Brown, Managing Director of Aston Martin and whose initials can be found on DB model Aston Martins. 2ND owner being Donald Healy of the Healy Motor Company,

being then sold to a Mr L. P. Bust whom I know nothing about. Bob Rusk acquired the car from him.

During my research I was to discover lots of small items on this car which are not it seems common. For example; electric windows, special 4 litre motor (3.7 litre being the norm), vantage cams and a host of other bits and pieces including electric overdrive (Laycock) and a GT type dash.

The car was completed in early October 91, my birthday being on the 14th was to see the car registered for the occasion. Due to other commitments this did not happen. And then the fateful day, the 18th of October, a carby backfire sees the car a ball of fire. You guessed it, I had no fire extinguisher in the car. The first 2 minutes without an

extinguisher. It took almost 5 minutes to get one from the workshop. By this time it was too late. The front half of the car was consumed by flame. The photos tell the story, with the wiring harness, hood lining and dash burnt, the R/H mudguard with a hole big enough to stick your fist through and all could have been prevented if an extinguisher had been on board.

I strongly recommend that everyone has at least one or even better two placed in their car so that either they or their loving wife can reach it in an

emergency without leaving their seat. I cannot imagine the anguish if Roselee had been trapped in the car with the fire sweeping through so quickly. Thank goodness it was only the car cooked to a crisp.

Anyway we have entered the car in the London to Sydney marathon set for April 1993 and are at the moment flat strap on the resurrection project, hoping to have the Aston completed yet again for October 1992 exactly one year behind schedule.

Les Johnson ●



After the fire!

David Brown, prior to acquiring Aston Martin and Lagonda Cars Ltd. in 1947 for a little fun, manufactured tractors under the David Brown name. The purchase of Lagonda brought with it a 6CYL DOHC engine in part designed

by W. O. Bently. This was mated to Aston Martins chassis to give the DB2. In 1958 the first DB4 was produced under general manager John Myer, later of GT40 fame. This car being built around a platform frame, SUPERLEGGERA

patents by CARREZZERIA TOURING of ITALY, with aluminium body.

Les's car seems to be fitted with the Series 2 optional overdrive while the 4LTR motor more than likely is the 3.7 (3 670cc) taken out 4mm (3 995cc) as for DB5's with Vantage options.

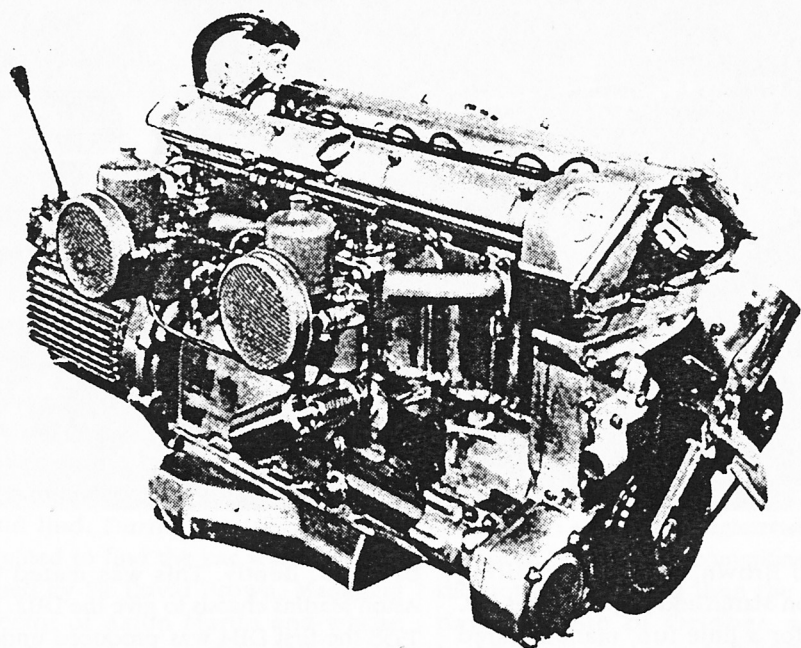
This being the case performance would be enhanced substantially, the DB4's 240bhp @ 5500rpm, 240lbs ft. @ 4250 would approximate to 282 @ 5500, 288 @ 3850 in 4LTR form with the Vantage options further increasing output to around 325bhp @ 5750. 0-60 times could come down to around

6.5secs with top speed stated at 148mph very much dependant on the various gearing available.

It seems that this vehicle is an exceptional performer with ride to match, our club being lucky in that members have a number of this marque in their possession.

Leslie Johnson won the Belgian SPA 24HR. race in an Aston Martin DB1 in 1948, makes our Les a very proud old man, or perish the thought, there is more than one Les.

Grant Liddell •

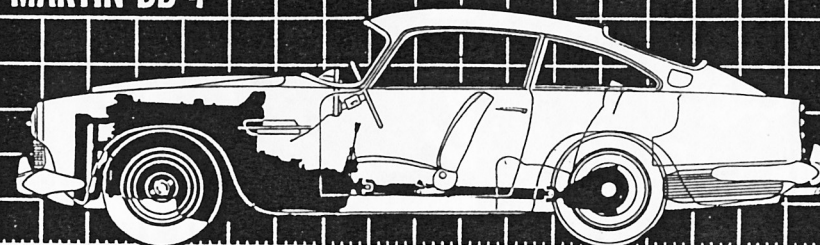


Aluminium Alloy Six.



ROAD TEST

ASTON MARTIN DB-4



SCALE: 1/10" DIVISIONS

DIMENSIONS

Wheelbase, in.	98.0
Tread, f and r.	54.0/53.5
Over-all length, in.	176.3
width.	66.0
height.	52.0
equivalent vol, cu ft.	350
Frontal area, sq ft.	19.1
Ground clearance, in.	6.2
Steering ratio, o/a.	n.a.
turns, lock to lock.	2.8
turning circle, ft.	34
Hip room, front.	2 x 21.0
Hip room, rear.	34.0
Pedal to seat back, max.	44.0
Floor to ground.	9.5

CALCULATED DATA

Lb/hp (test wt)	12.9
Cu ft/ton mile.	108
Mph/1000 rpm (4th)	21.3
Engine revs/mile.	2820
Piston travel, ft/mile.	1700
Rpm @ 2500 ft/min.	4150
equivalent mph.	88.4
R&T wear index.	48.0

SPECIFICATIONS

List price	\$10,475
Curb weight, lb.	3050
Test weight.	3385
distribution, %.	51.3/48.7
Tire size.	6.00-16
Brake swept area.	524
Engine type.	6 cyl. dohc
Bore & stroke.	3.62 x 3.62
Displacement, cc.	3670
cu in.	224
Compression ratio.	8.25
Bhp @ rpm.	263 @ 5700
equivalent mph.	121
Torque, lb-ft.	240 @ 4250
equivalent mph.	90.5

GEAR RATIOS

o/d (0.78)	2.94
4th (1.00)	3.77
3rd (1.25)	4.71
2nd (1.74)	6.55
1st (2.49)	9.40

SPEEDOMETER ERROR

30 mph.	actual, 31.0
60 mph.	60.2

PERFORMANCE

Top speed (o/d), mph.	148
4th (5800)	123
3rd (5900)	100
2nd (5900)	72
1st (5900)	50

FUEL CONSUMPTION

Normal range, mpg.	14/19
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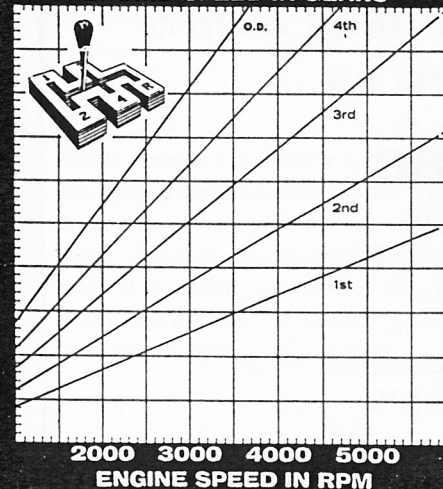
ACCELERATION

0-30 mph, sec.	3.7
0-40.	4.9
0-50.	6.5
0-60.	8.4
0-70.	10.5
0-80.	14.0
0-100.	22.6
Standing 1/4 mile.	16.0
speed at end.	.85

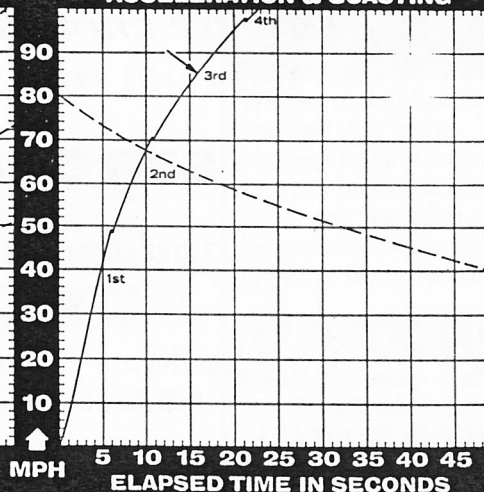
TAPLEY DATA

4th, lb/ton @ mph.	280 @ 75
3rd.	380 @ 72
2nd.	560 @ 60
Total drag at 60 mph, lb.	109

ENGINE SPEED IN GEARS



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SOCIAL REPORT



Dear Members,

I would like to stress my disappointment in learning that only four members were willing to attend the Anzac weekend retreat. I extend my thanks to the organisers, Jim and Val

Peters, for their efforts which, unfortunately were in vain.

Whilst I realise we all have a very busy schedule, I must again stress that the club is run on a volunteer basis. Inevitably, the committee are constantly forced to contact most members to gauge participation in events. I ask members to use common decency, to let the organiser know whether they can, or cannot, attend an event. This, hopefully, is a timely reminder to jog each member's conscience, thus saving further embarrassment to us all.

We have six starters for the Breakfast Run north on May 17. We leave the Berowra weighing station at 6.30 am. Our few will swell the one hundred (or more) British cars. I'm sure a great day will be had by all.

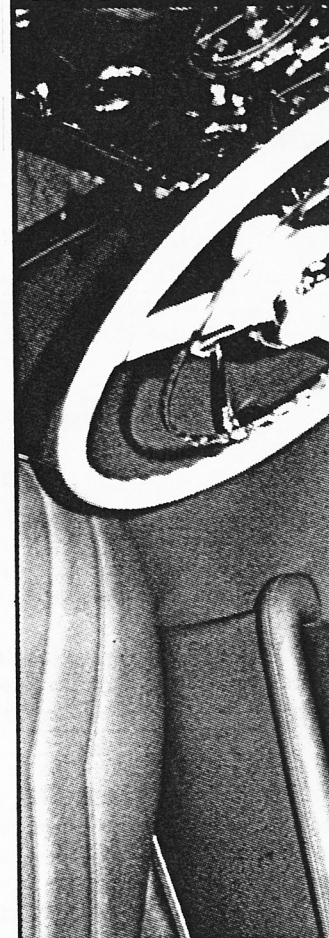
Yours in motoring,

Les Johnson

Three hermits inhabited a cave and rarely spoke. One day a horse wandered past. "That was a nice brown horse" the first hermit said about a year later. Another year passed. The second hermit said "It was white, not brown". Two years later the third man said: "If there's going to be this constant bickering, I'm leaving".

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FUN RUN TO DOORALONG

March 15th



To all members and friends who attended the Fun Run, I would like to say, "Thank you."

Considering it was the first event I have organised, from the positive feedback I received, I'm pleased to report that it was a success.

It was planned to have "fart gas" sprayed into the balloon, but after I was covered accidentally in the stinking, rotten stuff, during a trial run, Roselee told me I was not allowed to use it. So, lucky members were spared the effects.

Those who attended will have fond memories of the start, a chance to meet up with old members and their wives and friends. It was heartening for me to once again enjoy the company of friends including Kim and Gordon Ketelbey in their recently acquired Mustang, (they will be friendly rivals in the London to Sydney Marathon in 1993) and Val and John Dixon with friends Sharon and Barry.

The more serious competitors took

time to read the questions thoroughly before taking off. I think Chris Johnson was travelling in disguise, because he was sporting long hair which I believe Joan purchased for him.

Roland and Stephanie were the only members sporting the new club plates "007" which were proudly displayed on their DB4.

Adrian and Lorraine were into "domestics" right from the start. The underlying reason might well be that Adrian has recently purchased a Mustang. (A silly move to make just before an observation run.)

Gael and Lionel in the DB6 Aston, were keen participants. Lionel has always had a competitive spirit.

Val and Jim Peters, along with Sue and John Williams were seen back tracking to and fro, gathering ants, black ping pong balls, white feathers, paddle pop sticks and suffering total humiliation when requesting a garage proprietor to serve them with twenty cents worth of petrol,

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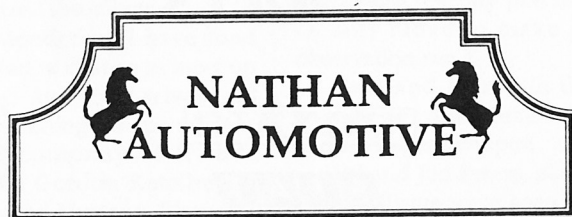
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AMAROO PARK COMPLEX

679-1080

just so that they could acquire a receipt.

The newly weds, Pam and Lester, also took the event seriously. Lester was spotted running like a mad man through the cemetery, yelling to Pam (and possibly waking the dead) to "continue searching for the elusive gravestone."

Barbara and Dave Muir spent a considerable amount of time racking their brains in a vain effort to answer some of the brain teaser questions. Not being content with some of their answers, they invented some very interesting ones of their own.

Upon arrival at Dooralong Lodge, Roselee and myself began the task of sorting out the ants, feathers, etc. It appeared that some competitors tried to bribe us. Adrian Walker was so confused, he attempted to give my twenty dollars. Then, realising the implications, promptly snatched it back. You guessed it, I deducted ten marks, because he was guilty of being an "Indian giver". (The Judge's word was final.)

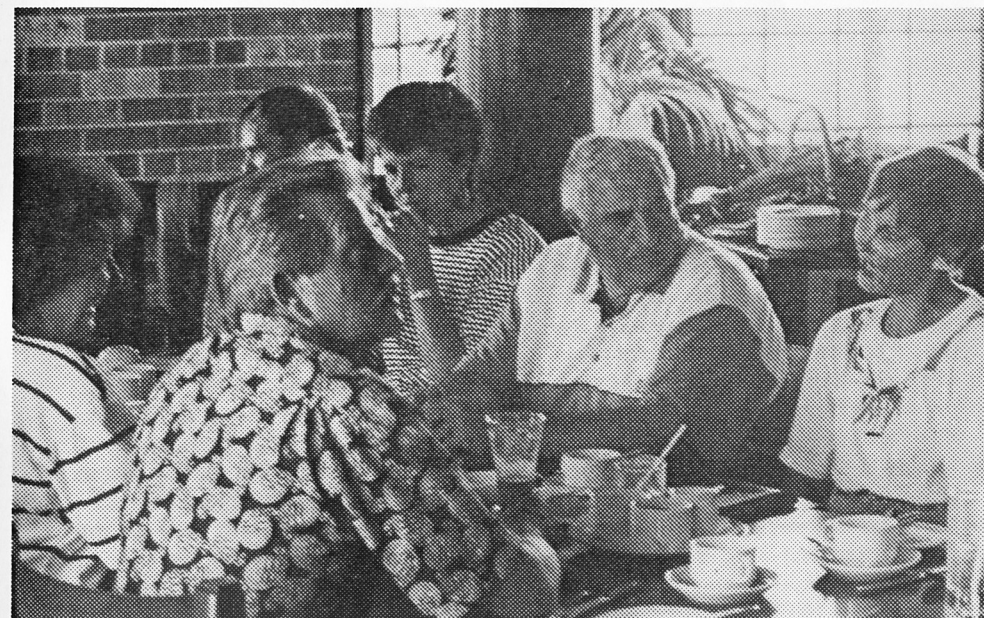
After a very pleasant smorgasbord lunch, it was time to investigate the three hundred acre property. Unfortunately, we were delayed, whilst the courageous ones sorted out their push bikes. Roland grabbed a beauty, only to discover it had no chain. (A real push bike.) After witnessing Jim Peters collide with three other members, I now know why adults should not ride bikes. If that wasn't enough, it was down to the lake for "The Great Canoe Race."

After convalescing on the verandah which overlooked the property, members began to depart for home.

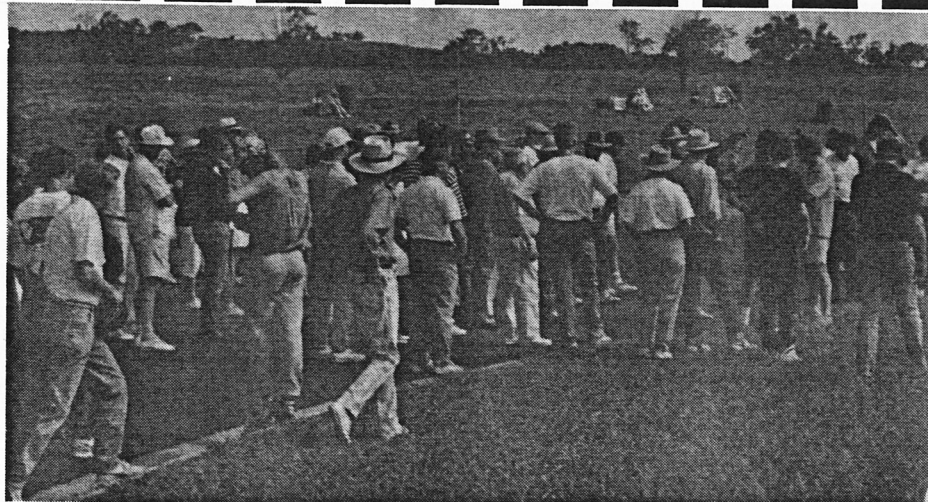
Once again, Roselee and I would like to thank those who attended. Our congratulations go to Pam and Lester (1st), Val and John (2nd), and Gael and Lionel (3rd).

In retrospect, we can now sit back and realise that it was the group of friendly people that made it such an enjoyable day.

Les Johnson



TRAINING DAY ORAN PARK



Saturday 29th February saw the annual trek to Oran Park for the MG Car Club Training Day. This year the Thoroughbred club was again extended an open invitation which was duly taken up by a number of members - including some new (Jim Peter's Recruits) to the club.

With our (what's Max's is mine!) MGA only recently on the road, the opportunity for negotiating the loops and bends of the Figure Eight Track and finding out what the car - and Carol could (or could not!) do was an exciting prospect.

The weather was once again kind and we arrived at the track bright and early at 8.30am having picked up the car from the mechanic on the way (the seat had to be fixed in order that it could be moved forward so that "little people" could reach the pedals!). By 10.00am most participants

(some 50-60 people) had arrived and the courses for the morning's practice sessions had been set up. After a walk around the track led by John Stevens, Chief Instructor for the day we then had two runs through the witches hat circuit (an opportunity to practice car control) and two breaking tests. Our friendly Vice President, Lester, who had kindly offered his services as an instructor was full of enthusiasm from the word go and so keen to chat and give feedback to all of us on our "breaking abilities" that he caused a traffic jam.

After negotiating the set courses it was off round the track for 10 minute sessions, instructor by your side. Without doubt this is an excellent way to build up confidence and to learn about the track, your car and yourself. Indeed we had a number of ladies and teenagers who had their first fun round a race track and thoroughly



enjoyed themselves.

With eight or nine instructors on the day we were able to run six cars at a time continuously throughout the afternoon and as a result everyone had the opportunity for a number of runs. There were no major incidents although as confidence increased, over-enthusiasm resulted in a couple of spins and a number of attempted ones.

Although I didn't manage to master the double shuffle by the end of the day I did learn a lot. Many thanks to all involved, especially the instructors and in particular Lester who gave his time (and to Pam who let him) only one week before their big day.

An excellent day and highly recommended to those who haven't yet ventured out.

Carol Trimble.



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These items will be available at club meetings or
phone Lester Gough on 799 3209.

Please let him know if you would be interested in sweat and T-shirts.

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BITS



*The proof is these pictures: Mr Lester Gough and Mrs Pam Gough
shown above cutting the cake and dancing the wedding waltz.*

Congratulations once again from us all.

NSW HILLCLIMB CHAMPIONSHIP

ROUND 3 - HUNTLEY

APRIL 12

Record R Rumble 21.88

Following last year's last, last and almost last for the mighty MOM at this venue Penny was not looking forward to a repeat. As it was, the last venue for 1991 and the first repeat venue for us this year, it was of interest in that it enabled us to gauge the effect of our work on the car over the last few months.

In the main, revised rear springs, slight reduction in weight, new side pipe and 100 octane fuel. The result was more than pleasing in that a well driven 3rd run saw Penny 36.08 reduce last year's time by .54 seconds. A missed 1st run could have been more as we didn't arrive at the hill until midday due to my inability to start the Datsun on Sunday morning. A problem with the timing gear had saved us though, and only the one run was missed. First in class being Mark Broadhead 31.60. Fastest lady being Ruth Pobjoy 31.82. Looks like being a hard chase.

Vic being the only other TSCC entrant recorded a 29.71 for another class win. This sees him leading his class.

FTD went to Ivan Tighe 23.19.

Grant Liddell.

NSW HILLCLIMB CHAMPIONSHIP

ROUND 4 - PARKES

APRIL 26

Record R Rumble 22.54

Two and a half rolls with style.

Penny certainly livened up Saturday practice. A first run .3 quicker than last years best followed by loss of control at the last corner on her second resulting in a spectacular rollover and DNF.

Deathly quiet in the pits turned to relief as Penny emerged virtually unscathed through what was the front windscreen. The sight of her waving her hands to let everyone know she was OK, well sort of, was theatrical to say the least.

The car was towed to the pits with most panels bent, no openable doors, rearranged suspension, broken engine mounts, etc. all pointing to no drive on Sunday. This was not allowing for the event organiser Neville Trainor who suggested that if Penny wanted to drive then we could use his premises, Parkes Auto Wreckers, to straighten the car.

Lots of surprised looks next morning as we arrived with the car looking not quiet brand new. It passed scrutineering and Penny was away.

.68 improvement over last year for 31.73 saw her finish fifth in class to Mark 28.58 and second woman to Ruth 29.34.

FTD Ivan Tighe 23.19

The 1200 Coupe replacing the 120Y is 130K lighter this will help in catching the mini's which are around 200K lighter. Now if I can only finish it in time for Grafton.

Grant Liddell.