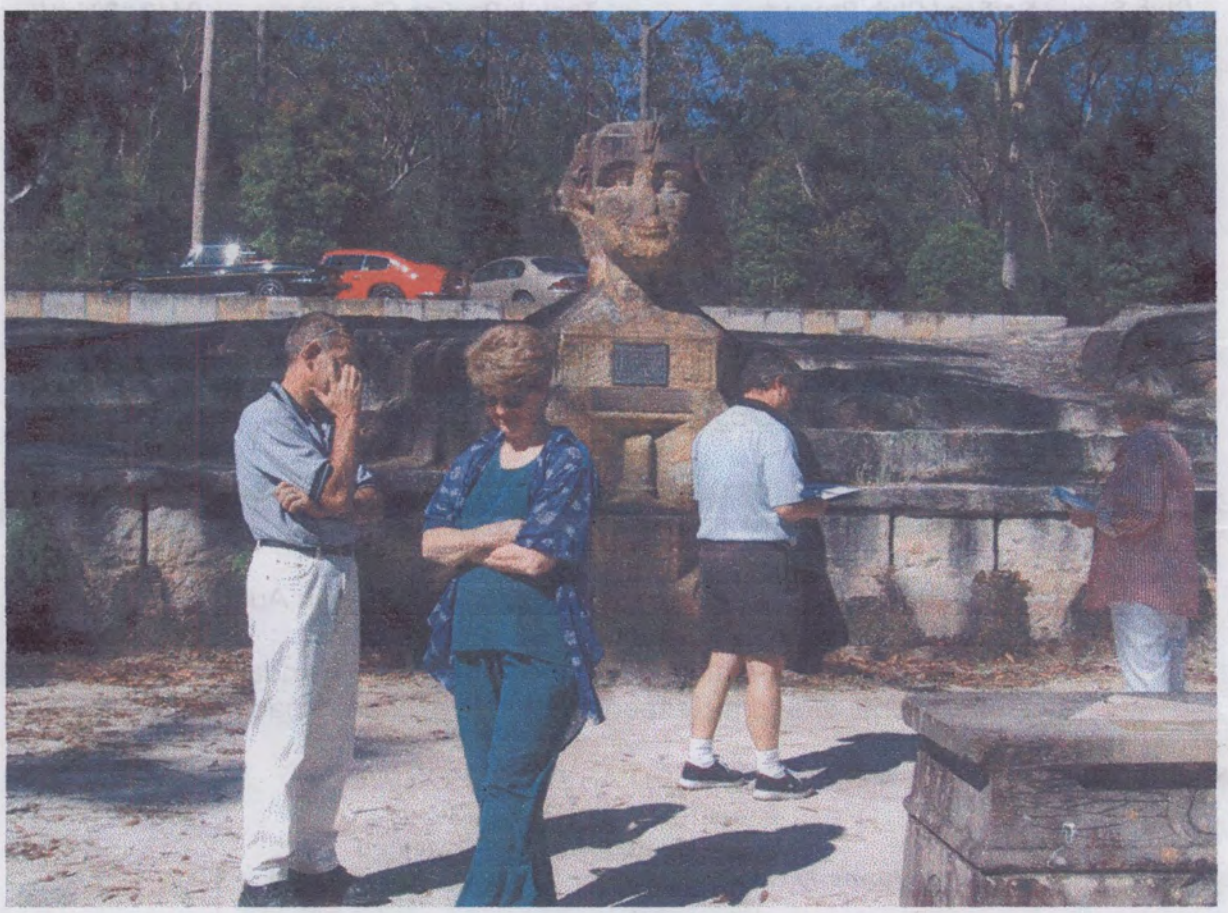
QUARTERLY NEWLETTER APRIL 2001

top gear

THOROUGHBRED SPORTS CAR Club



NOTHING LIKE AN ANCIENT BIT OF MYSTERY!

2001 COMMITTEE

President	**Ray Ross**	**9651 2013 (H)** **9651 2019 (F)**
Vice President / Social Director	**Les Johnson**	**9412 1838 (H)** **9410 2647 (F)**
Secretary	**Sue Smart**	**9630 1050 (H)**
Treasurer	**Peter Smart**	**9630 1050 (H)**
Editor	**Lindsay Day**	**9939 2863 (H)** **9352 4400 (FW)**
Sporting Secretary & Point Score Keeper	**Lester Gough**	**9799 3209 (H/F)**
Club Plate Registrar	**Roland Clark**	**9653 2866 (H)** **9653 2867 (F)**
Club Shop / Raffles / Club Property	**Tony & Pauline Chapman**	**9412 1801 (H)**

Please note these are all honorary positions, carried out by members in their own time. If you call them, please accept that they may have to call you back at a time convenient to them.

General Meetings of the Club

Held on the second Wednesday of the month at the
Ryde RSL Bowling Club (Bowling Club Rooms)
724 Victoria Road, Ryde commencing at 8:00pm

OBJECTS OF THE CLUB

Fostering a better acquaintance and social spirit between the various owners of Thoroughbred Sports Cars in Australia

To help and advance Thoroughbred Sports Cars in Australia

To establish and maintain, by example, a high standard of Conduct and a Respect of the Laws of the Road

INCORPORATED AS AN ASSOCIATION
Registered No. Y15083-35
TSCC is affiliated with CAMS Limited
(formerly Confederation of Australian Motor Sport)

ALL CORRESPONDENCE TO THE SECRETARY
Sue Smart
204 Bettington Road
CARLINGFORD 2118

CALENDAR 2001

As at March 2001 and subject to amendment

MONTH	DATE	TYPE	EVENT	ORGANISER
MARCH	Wed 14	M	Monthly Meeting (Ryde)	Sue Smart
	Sun 18	S	Mystery Run (Lunch)	Adrian Walker
	Wed 21	F	Lunch Run – Mount Tomah	Roland Clark
APRIL	Wed 11	M	Monthly Meeting (Ryde)	Sue Smart
	Wed 18	F	Lunch Run – Terrigal	Roland Clark
	Wed 25	S	Anzac / Canberra / Shannons 2001	
MAY	Wed 09	M	Monthly Meeting (Ryde)	Sue Smart
	Sun 13	R	Wakefield Park	Lester Gough
	Wed 16	F	Lunch Run – Wallacia	Roland Clark
	Wkd 26/27	S	Motor X 01 Homebush Showground	Ray Ross
JUNE	Sun 03	R	Oran Park South	Lester Gough
	Wed 13	M	Monthly Meeting (Ryde)	Sue Smart
	Wed 20	F	Lunch Run – Berry	Roland Clark
	Sat 30	S	Weekend Away - Mudgee	John Dixon
JULY	Wed 11	M	Monthly Meeting (Ryde)	Sue Smart
	Wed 18	F	Breakfast – Kurrajong	Roland Clark
	Sun 22	S	Austin Healy Brass Monkeys Run	Les Johnson
AUGUST	Sat 04	R	Super Sprint – Eastern Creek	Lester Gough
	Sun 05	S	Shannons Eastern Creek Display Day	Adrian Walker
	Wed 08	M	Monthly Meeting (Ryde)	Sue Smart
	Wed 15	F	Lunch – Megalong Valley	Roland Clark
SEPTEMBER	Sat 01	S	Restaurant Night	Tony Chapman
	Wed 12	M	Monthly Meeting (Ryde)	Sue Smart
	Wed 19	F	Breakfast – Mount Annan	Roland Clark
	Sun 23	S	Day Run South	Vic Andrews
	Sun 30	R	Oran Park GP	Lester Gough
OCTOBER	Wed 10	M	Monthly Meeting (Ryde)	Sue Smart
	Wed 17	F	Lunch – St Albans	Roland Clark
	Sun 28	R	Observation Run with a Twist	Norm Johnson
NOVEMBER	Sun 11	R	Pride of Ownership Day	Roland Clark
	Wed 14	M	Monthly Meeting (Ryde)	Sue Smart
	Wed 21	F	Lunch – South Coast	Roland Clark
	Sun 25	S	Surprise Day	Dave Muir
DECEMBER	Sat 01	S	Presentation and Xmas Dinner	Les Johnson
	Sun 02	R	Oran Park Super Sprint	

NOTE: Events run after the Xmas Dinner will be included in the 2002 pointscore.

LEGEND: M = Club Meeting (3 Points) S = Social Events (2 Points)
R = Racing Event (1 Point) F = Fun Run (No Points)

CLUB MEMBER OF THE YEAR: The above points are awarded to members for participation in the events specified in the TSCC Calendar as printed, and any later amendments. With racing events, one point is awarded either for racing or attending as a spectator. Also, you will be awarded two points for contributing an article to **Top Gear** (to a maximum of 10 points).

THOROUGHBRED SPORTS CAR CLUB
MEETING HELD 14TH FEBRUARY 2001

Meeting commenced 8.15. President Ray welcomed members & guests.

ATTENDANCE
Ray & Margaret Ross, Les & Roselee Johnson, Tony & Pauline Chapman, LesterGough, Peter & Sue Smart, Stephanie Clark, Chris & Joan Johnson, Barbara Muir, John & Val Dixon, Bob Smith, Elias & Sandra Eid, Lindsay Day, Pam & Neville Floyd, Judy & Vic Andrews, Adrian Walker.
Special Guests: Vernon & Wendy Kelly.

APOLOGIES
Roland Clark, David Muir, Theo Balafas (new member).

MINUTES OF PREVIOUS MEETING
Moved that minutes of the previous meeting be accepted:
Chris Johnson Seconded: Adrian Walker

CORRESPONDENCE - IN
1. Auto Action Newsletter
2. Information Sheet, Villa Firenze Restaurant
3. CAMS Newletter, Guidelines for Super Sprints, Lap Dashs etc.
4. NSW Road Racing Club Super Sprint Entry Forms
5. Flyer for Chrysler Restorers Club Swap Meet
6. Flyer for CMC 'Federally Sapphire' Rally to Canberra in April

CORRESPONDENCE - OUT
1. Letter to Ryde Ex Services Club re meeting dates 2001.

PRESIDENT'S REPORT ON COMMITTEE MEETING
Points cover by Ray:
1. Calendar for 2001 - see January newsletter
   - new event Motorex01 May 26/27
   - Pride of Ownership Day at Roland & Stephanie Clark's home
   - Christmas Party booking has been confirmed for 1/12/01
2. Club vehicle badges - Chris Johnson has tried to organise at a lower price with no success. To be ordered shortly when funds permit.
3. Club shirts - 6 in stock - order form to go into magazine.
4. New Member's Kit to contain * Magazine * List of members *Membership form
5. Newsletter -
   January magazine has gone out - the last one for Editor Les - contains a membership form for renewal - fee increase $10. We need a replacement for Les as communication with our members is important - new format could be 4/6 A4 pages with President's Report, meeting notice, coming events etc.

TREASURER'S REPORT - Peter Smart
January to December 2000 Report in Newsletter.
Club cash position 31.12.2000 $1,875.87.

SPORTING SECRETARY'S REPORT - Lester Gough
Super Sprint coming up at Oran Park 18th Feb. New member Theo Balafas will be competing. Lester is an official. Entry forms available. Other events May 13, June 3, Aug. 4, Sept.9, Dec.2, Lester is planning to organise a Driver Training Day for the Club and a Motorkhana with another Club.
Re. point score - attendance sheet for events to be completed by the organiser and returned to Lester for point score update.

SOCIAL SECRETARY'S REPORT - Les Johnson
Social events on the calendar in newsletter, with name of organiser and phone nos. for any queries, bookings etc. Wednesday runs to continue, organised by Stephanie and Roland Clark. Next one Wed. 21.2.01 Breakfast at Berowra, meet at Dural.

PRESIDENT'S REPORT

On behalf of all our members I would like to thank Lindsay Day for stepping forward and volunteering to produce our quarterly magazine. It is certainly in the interest of everyone to keep the information flowing and especially important to me. Please assist Lindsay in providing articles and gossip etc. to add variety and interest to the pages and give some thought to possible advertisers to help subsidise our costs. Any of your committee members would be pleased to hear from you regarding suggestions.

Hopefully in these pages are articles on our activities to date, as there have been quality events run by various members..

Our next event is the Federation Rally to Canberra over the Anzac Day and weekend period in which twentyeight of our members will be attending. We will probably need a bumper edition of the magazine to carry all the tall tales and gossip after that lot!

Motorex 01, at the end of May is our next big one, where eight of our members cars will join a large number of car clubs and commercial exhibitors in the re-birth of the old car club show. We have a sub-committee busily planning our display on 155 sq. mtrs. inside a pavillion at Sydney Showground, Homebush Bay. We may need help setting up on the Friday night, 25/05, but will certainly need volunteers to man the stand over the weekend. Times will be 9a.m. - 1 p.m., 1p.m. - 5 p.m., 5 p.m. to 10p.m. on Saturday (2 to 3 members each session) and on Sunday 9 a.m. - 1 p.m., 1 p.m. - 5 p.m. and a possible hand to dismantle. Entry will be free for all volunteers and their immediate family and entry will be $10.00 to all card carrying club members. Please attend this event where possible over the weekend to support our club and the event.

Here's looking at your wheels,

Ray.

T S C C FINANCIAL STATEMENT 1.1.2001 TO 31.3.2001

			$ c
Bank balance 1.1.01			2,102.66
INCOME	Membership fees	1,310.00	
	Mid-week run Dec.2000	30.00	
	Bank Interest	.79	
	Club Shop sales	60.00	1,400.79
			3,503.45
OUTGO	Bank Fees	6.60	
	FID & BAD	5.11	
	Deposit Rydges Canberra	1,200.00	
	Refund A. Emanuelle	64.00	
	Affiliation Fee CMC Inc.	25.00	
	Affiliation Fee CAMS Ltd	583.00	
	Motorex01 Stand	198.00	2,081.71
Bank balance 31.3.01			1,421.74
ADD - Term Deposit			737.21
Term Deposit interest			8.86
	TOTAL		2,167.81

BIRTHDAYS
Val Dixon, Tony Chapman, Judy Andrews, Wendy Kelly.

GENERAL BUSINESS
1. CMC Inc. President's Run from Olympic Park, Homebush to Botany Bay - 20 spots for TSCC - contact Ray Ross.
2. Motorex01 26/27 May at RAS Showground, Homebush. TSCC to have space for 10/12 cars at cost $170. 80 car clubs have indicated their interest. There will be a trade show and speedway meeting on the Sat. night. Entry will be half price for car club members, and free for those members manning the displays. Clubs to have a share in the gate takings. Sub-committee volunteers - A Walker, R Ross, V Andrews, L Johnson, V Kelly, E Eid, G Liddell. This sub-committee would then continue on and organise the Shannons Display Day at Eastern Creek in August.
3. CMC Report (Fred) Lester reported on the ongoing saga re. club plates. Problems with the Farmers Federation of Aust. re movement of tractors and harvesters - they want to retain the permit system. The government has said that unless all parties come to an agreement the scheme will not go ahead. Also covered at the CMC meeting - Shannons 2001 Tour to Canberra, Change of date Easter Creek Classic display day 4/5 Aug, President's Run 25/2/01, Club amalgamations, Craig Brown's resignation from Shannon's, Calendar of Events for 2001 - in our newsletter.
3. Elias & Sandra Eid thanked members for their phone calls and support following the death of Elias' brother.
4. Shannon's 2001 Rally to Canberra - information sheet to go to participants so they can travel together if they wish.
5. LAST BUT NOT LEAST Lindsay Day volunteered during the meeting to be our new Editor, to the delight of all present.

MEETING CLOSED AT 9.05 P.M.

THOROUGHBRED SPORTS CAR CLUB
MEETING HELD 14TH MARCH 2001

Meeting commenced at 8.15 p.m. President Ray Ross in the chair.

PRESENT
Adrian & Lorraine Walker, Roland & Stephanie Clark, John & Val Dixon, Lester Gough, Wayne Watkins, Lindsay Day, David & Barbara Muir, Grant Liddell, Tony & Pauline Chapman, Sue & Peter Smart, Vernon & Wendy Kelly, Ray & Margaret Ross, Chris & Joan Johnson.

APOLOGIES
Pam & Neville Floyd, Pam & Norm Johnson, Les & Roselee Johnson, Bob Smith, Louie & Sandra Eid, Sydney Davenport, Theo Balafas, Chris Barton, Jason Chapman.

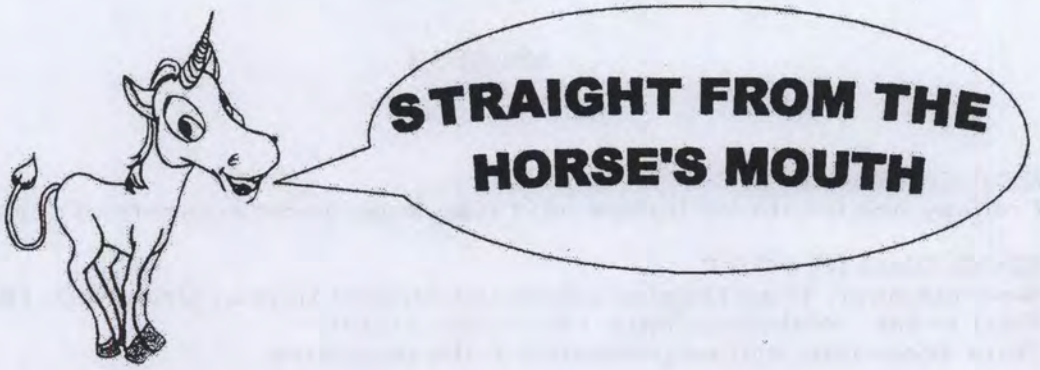
MINUTES OF PREVIOUS MEETING
Moved that the minutes of the previous meeting held 14/2/01 be accepted:
Chris Johnson Seconded: Stephanie Clark

CORRESPONDENCE
1. Letter from TSCC member Jim Cuthel.
2. D'Albora Marinas pamphlet. 3. Shannon's Newsletter.

TREASURER'S REPORT

Cash at Bank	$2,763.81		
Plus - Term Deposit	746.07	Total	$3,509.88
Held in trust for Shannons 2001 Canberra Rally			$1,100.00
Funds held to be banked			$ 340.00
Club funds as at 14/3/01			$2,749.88

Accounts for payment - Motorex 01 Stand $198.00
CAMS Aff. Fee $583.00



In Praise of Older Vehicles? A member was heard to remark recently that he has a lot less trouble with his classic vehicles if he does not drive them! One could speculate on whether this also applies to partners?

Margaret Ross was unfortunate to feel unwell at the CMC Presidents Day run and was taken to Sutherland hospital for a check up by Ray. A brief day in hospital and Margaret was released. It was great to see both Margaret and also **Barbara Muir** who had also been briefly unwell, back to their usual good form at the March meeting.

Les Johnson has come through his ordeal by prostate in good spirits and with good reports from his doctors. Les has been holding court and entertaining his steady stream of visitors with tales of his sexy legs and his showbag. We wish Les all the best for a full and speedy recuperation. The challenge will be to get Les to sit still for a month.

John and Val Dixon have just had a crash course in Indonesian culture. While recently heading for their regular Thai restaurant in Chatswood, John and Val noticed a new Indonesian restaurant and thought they would give it a go. What followed was a sumptuous meal accompanied by holding hands with the other patrons while Indonesian prayers were said and hymns sung. Then there was the complimentary dessert made of luscious tropical fruits, and to cap it all off, the restaurant refused to accept payment for the bill because it was John and Val's first visit and they were trying to promote their business. Well, they have certainly got our attention!

The forthcoming debut of **Adrian Walker's** Shelby Mustang replica is getting closer. The car is now back from the panel beaters resplendent in its new paint scheme. A cracked windscreen and installation of the exterior brightwork is the next phase of the project. Things seem to be busy in the Walker garage at present with **Lorraine's** MGB under preparation for a respray.

Reinforcements have been called in for the midweek run to Mt Tomah, so that **Roland** will not be alone with the bevy of ladies attending. **Adrian** is intending to surprise his business partner, David with a drive to Mt Tomah as it falls on David's birthday. It is also rumoured that **Les Johnson** may put in a cameo appearance as a passenger.

Norm and Pam Johnson put in a solid morning at the St Patrick's Day bash at the Mean Fiddlers Hotel. Not for the faint hearted, the first beverage of the morning was an Irish coffee at 6:30 AM, followed by a pint of Guinness and then on to breakfast, etc which wound up at about one PM. Norm did not say whether the froth on the Guinness was green or not.

There is a definite air of expectation building, with the imminent unveiling?, debut?, of **Ray Ross'** E type for the Shannon's trip to Canberra. **Chris Johnson** will also be piloting his E type after some recent work being carried out.

Those present at the April meeting were treated to the sight of **President Ray** hopping around the room and distributing eggs as our own Easter Bunny. You never know what you might miss if you are not at the monthly meetings.

REMINDER: The Mudgee weekend run is coming up at the end of June. Please plan your attendance and mark the date on your calendar now to ensure that we get a good roll up. The more, the merrier!

EDITOR'S REPORT
Lindsay needs articles for the next magazine, there is plenty of space left.

SPORTING REPORT
New member, Theo Balafas competed for first time at Oran Park 18/2/01.
Next event - Wakefield Park 13/5 Super sprint.
Point score tally will be published in the magazine.

SOCIAL SECRETARY'S REPORT
Ray reported in Les Johnson's absence.
Mystery Run has been organised by Adrian & Lorraine Walker for 18/3/01.
Lunch run on 21/3/01 to Mt Tomah
Mudgee weekend 30/6/01 John Dixon has booked the motel

CLUB PLATE REGISTRAR'S REPORT
Roland Clark advised that dates for renewal will be published in the magazine. Club still requires a pink slip, copy of registration certificate and insurance cover note or policy. There are still some plates left which have been allocated to life members. If RTA requires a letter from the club, contact Roland and he will provide one.

BIRTHDAYS
Margaret Ross, Pam Gough, Neville Floyd, Lorraine Walker.

GENERAL BUSINESS
Sub-committee for Motorex 01 Display to meet after the meeting finishes.

Ray reported that Les Johnson is progressing well after his recent operation. Margaret Ross and Barbara Muir are now much better after recent illness.

David Muir provided copies of Shannons Booklet with auction results for anyone interested. Also showed a copy of a calendar published for the Corvette Club - an idea for consideration.

Roland gave details of mid-week run to Mt Tomah. A guided tour if enough people.

Grant Liddell advised there is a hill climb/sprint being organised at Coolah NSW on 7/8th April for anyone interested. Cost $77 entry fee.

MEETING CLOSED AT 9.00 A.M.

WEDNESDAY BREAKFAST RUN TO BEROWRA – 21 February 2001

For the first breakfast run in 2001, we awoke to an overcast and drizzly morning, and after battling the Sydney peak hour traffic, we all met at the Old Vicar of Wakefield Hotel at Dural. Attending were Roland & Stephanie in the Mk II Jag, Vic & Judy with the Mitusbishi, Wayne in the Alfa, new members Vernon & Wendy in their E Type, and ourselves with the Maserati.

The run to Berowra was through some of the back roads in the Dural area, it's surprising to see so many magnificent homes, mostly on acreages. The run was pleasant with very little traffic, although some of the questions posed by Roland & Stephanie proved too difficult. (We apologise for delaying the group:- our search for leaded petrol was unsuccessful , and in the end we had to use LRP. So take note to fill up with leaded petrol in the metropolitan area before the trip).

Breakfast was at the Berowra Marina, a fantastic location overlooking the water and the boats on the Marina. After a long leisurely breakfast (or was it lunch), it was time to head home, by this time the weather had cleared to another perfect late summer day. All in all, a very pleasant morning, and a warm welcome to new members Wendy and Vernon Kelly.

Thank you Stephanie & Roland for organising such delightful Wednesdays!

ASTON MARTIN 1961-DB4 MODEL
CHASSIS NO. DB4/815
ENGINE NO. 400/900

My DB4 started its illustrious life at the Aston Martin factory as personal transport for Sir David Brown. It was fitted with the new four-litre engine, three webber carburettors, and electric laycock overdrive.

The Aston first changed ownership in April 1963 when it was sold to the Donald Healy Motor Company. Later it was sold to Mr. L.P. Bush who shipped the car to Brisbane, Australia.

The intermediate history of the Aston is somewhat vague until Mr. Bob Rusk of Sydney took possession around 1975. It was then stripped down into thousands of bits and pieces. (A restorer's dream?)

In 1979 I became the proud owner of the Aston Martin and valiantly started the daunting task of a major rebuild, carrying out most of the mechanical work myself. However, I enlisted the expertise of Mr. Jim Corrie, a well-known Aston Martin mechanic. Graham Watson brought the car to life painting it in it's original Roman Purple colour and adding my personal request of a 10" white racing stripe over the length of the car. Terry Richardson then completed the remaining rebuild in preparation for registration.

About this time, I entered the Aston in the London to Sydney Marathon and modified it for this event – a full roll cage, long range fuel tank and many more modifications.

At this stage, registration was approximately two weeks hence.

But, alas, this was not to be ... a backfire in the carburettors ignited a fire under the bonnet. After getting a little warm and singeing my eyebrows I evacuated the Aston after a vain attempt to extinguish the engulfing flames. (Unfortunately, the fire extinguisher had not been fitted). By the time I did get an extinguisher organised, I realised that in my haste to evacuate I had not turned off the fuel pump. (I was literally 'adding fuel to the fire').

The inferno took eight minutes to destroy eight years of work.

I received a forty thousand-dollar insurance check allowing me to fulfil my dream.

The Aston is now fully rebuilt and I now proudly take my position behind my beloved Aston's steering wheel.

The two lessons I have learnt through this experience are ... a) insure your car (even if unregistered) and b) always carry a good fire extinguisher.

LES JOHNSON

PROFILE – LES JOHNSON
Most favoured car owned... Aston Martin DB4
Most desirable car... I would like to own a GT40 Ford

The Editor
The Thoroughbred Sports Car Club
4th April 2001

I would like to thank everyone involved with the club who has passed on their good wishes to me over the past few weeks whilst I have been convalescing after my recent operation.

It's times like these when we know who our "true" friends are. My family has received many phone calls and enquiries regarding my health, each and every one noted, and along with the cards and flowers, very much appreciated. The kind thoughts and visits by some members who have been suffering health problems themselves show just how thoughtful and unselfish our members are.

Thank you, to the T.S.C.C for the delectable fruit basket, which we all enjoyed (even though Roselee had to lug it out of the hospital). The doctor has advised me that I should not resume any domestic duties for at least three years. (Excellent advice!

My prognosis is very good and the future looks bright because I do not need any follow-up chemotherapy or radiotherapy treatment. At the time of writing I am still wearing my incontinent nappies but my control should return shortly.

A year ago I knew very little about prostate cancer but now consider myself somewhat of an expert, so if any members would like further information I'm your man!

A very grateful T.S.C.C member
Les Johnson (and family)

Dear Sir/Ms

Thank you for the latest production of the TSCC Club Journal "Top Gear" which keeps the country members such as us involved. You must not believe that it is totally unread and only perused for the photographs as it is our only contact with Club members who are unable to attend the monthly meetings.

Now you have given me a problem with your publication of a photograph of my wife and (thankfully) me (I am the blurred one).
Now can I offer a couple of options,
I own a few acres south of the Nattai Lookout and have a reasonably equipped workshop with Wheel balancers, including wires (not many do), wheel aligners and a hoist to do those difficult repairs you know you can do if only if?
I also have extensive machinery to do those jobs that are impossible to get done elsewhere.

Why not set up a "technical" day as one of your runs as the barbeque still works.

Secondarily, noting how many people travel overseas you now have to listen closely to the announced Captain, when travelling Qantas as it might be me and I would enjoy you making yourselves known and visit my office. Be careful, however as my twin is Jim Cuthbert, however he is also a very accommodating but may a little puzzled as to the message.

Jim Cuthel

GENERAL INFORMATION

The prototype DB4 featuring Tadek Marek's new engine ran in July 1957, and Harold Beach from the Aston Martin company had liaised with the Italian design company, Touring Milan, to produce the all new design. The aluminium coachwork with small diameter steel tube framework was lightweight and the car gave tremendous performance from the understressed engine.

Introduced for the 1958 season, it provided Britain with a truly GT car and although highly priced it was probably the best high performance GT car in production at the time. Racing was still crucial to the company for both developments of their road going models and also to keep their products in the public eye.

Development was to continue on the DB4 model, producing an even lighter weight GT car that Stirling Moss fielded successfully. There was also a handful of super-light cars which John Ogier's Essex racing stable fielded at Goodwood, placing a respectable second and third after Moss in a Ferrari in 1960 in the TT.

This six-cylinder engine was to be the mainstay of production for the factory for some time until another Marek designed unit for the DBS, this time a V8, was introduced in 1969/70.

Aston Martin retained their coveted position in the fiercely competitive sport car market in the early 1960's and the relatively small production helped it attain a legendary image.

Aston's luxury accoutrements set it aside from other manufacturers and with high performance and over 140-mph top speed it was no layman's car.

CMC PRESIDENTS RUN – 25 February 2001

The CMC Presidents Run was held on Sunday 25 February. Over 140 cars from a wide variety of Clubs participated in a mystery drive that commenced at the Olympic Village and wound its way around the main Olympic site before heading for the Olympic Velodrome at Bankstown. The instructions kept everyone guessing a little as to the spacing of places referred to by questions, while leading us ever southward across Alford's Point Bridge to Menai.

We then headed east across the new Woronora bridge. Question: What is the name of the new bridge? Answer: The Woronora bridge!....but there are no signs erected yet.....I guess that you had to use 'the force' to get that one right.

Our final destination was the southernmost section of Cooks reserve at Dolls Point on Botany Bay which is council controlled and not normally accessible by the public due to noise problems from 'hoons' in cars. The TSCC set up camp adjacent to the entrance road in a nice shady spot which gave good view of the arriving and departing machinery.

In attendance were Ray & Margaret Ross, Roland & Stephanie Clark, Neville & Pam Floyd, Louis & Sandra Eid, Lester Gough and Lindsay Day. Lester was assisting in the running of the event. The numbers at our gathering were swelled by friends of Stephanie's who lived adjacent to the park and were able to fill us in on all the promises the council had made to the residents over CMC's use of the park for the day.

Margaret unfortunately became unwell and Ray borrowed Neville & Pam's car for a trip to Sutherland Hospital. Our thoughts were with Margaret for a speedy recovery. The weather bureau's promised rain was thankfully not a feature of the day.

Those who happened to be among the car display were treated to a distant view of a spectacular hydroplane race on Botany Bay. There seemed to be very little of these large hydroplanes that was actually in the water and they seemed to take some time and effort to turn corners with enormous 'rooster tails' of water behind them. A good day out!

ROLAND'S MID WEEK LUNCH RUN TO MOUNT TOMAH - 21 March 2001

by Pam Johnson

The sun was shining before Sue picked Joan and me up in her BMW, roof down, but then the rain came so up went the roof much to our disappointment.

Off we went to meet TSCC colleagues at Richmond air base park. Arrived to find Roland's blue Jaguar in the car park. No one around but a coffee shop, so off we went and there was Roland, Stephanie, Margaret and Diane, a new member. Next were Adrian and David followed by new members Wendy and Vern. So we all had coffee and a few laughs about four boys and seven girls and who was lucky.

Next, lunch at Mount Tomah, roof still on the BMW. We followed Roland, Diane, Adrian and Vern in their cars. Upon arrival everyone was putting on coats as the weather was a bit chilly. Poor Joan had no coat but Wendy had a spare. A beautiful cashmere coat. Lucky Joan.

Roland had organised a guide which gave a full history of Mount Tomah and then a look around the gardens. The trees still had leaves on and everything was green with flowers still out. Then a walk through the forest to see if we could see Sydney. No luck as the clouds were around. Worth the visit.

Lunch was at the restaurant at 12:45 and we were all very hungry. We sat inside because it was a bit chilly outside. Most ordered tea and coffee while I asked for a glass of wine. Sorry BYO. Well mineral water tasted good. The meals were all very lovely. Soup, pies, salad and fancy bread with great fillings. Everyone had something different. Plenty of laughingand talking about some old guy with a young blond, old enough to be her father, so us girls thought, but not Adrian. Sorry, no gossip, my lips are sealed.

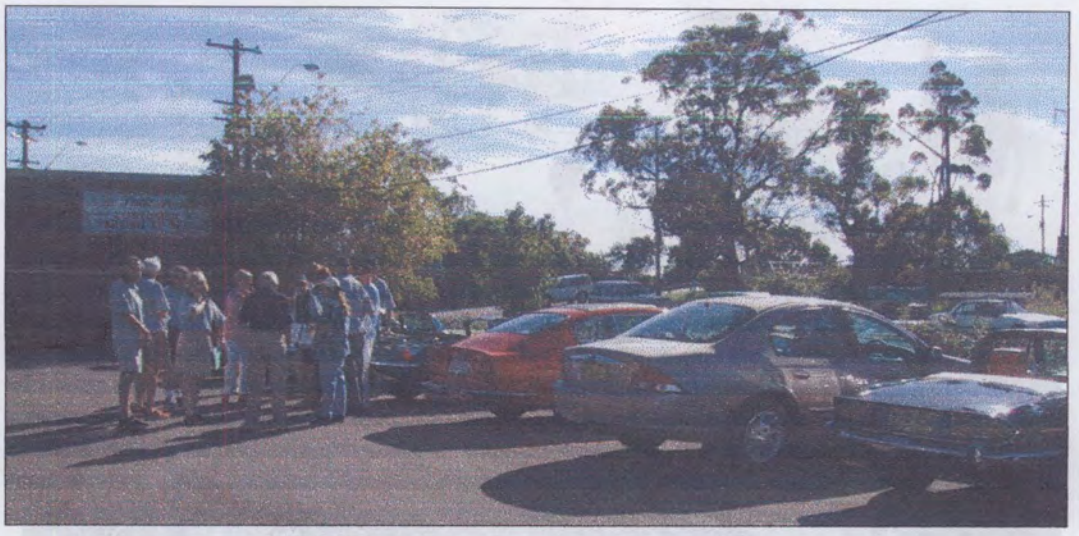
After lunch we said goodbye and headed back to our cars. Roof still on the BMW. So I asked Sue if we could have the roof down. Sue, Joan and myself in the back. It was a bit windy so Sue lent me a beanie, more like a tea cosy but it kept me warm. Thank you Sue.

Also I hope Ray and John enjoyed their tea that night. I'm sorry, I didn't buy a pie for Norm.
Thanks Roland for a lovely day from your Harem. Hope the working boys can join you next time.

The happy picnickers at CMC President's run

Roland Clark's MkII Jaguar and Aston Martin DB4

Louie Eid's Damiler, a Thoroughbred among the Prefects



The intrepid Mystery runners being briefed at Mt Colah

Many of the intrepid travellers had not been to Bobbin Head for 10 or 20 years

Lunch is hard at Palm Beach Golf Club ....but someone has to do it!

ADRIAN AND LORRAINE'S MYSTERY RUN

18 MARCH 2001

As promised by the organisers, a perfect autumn morning greeted the 20 participants at the Mt Colah starting grid. Lindsay and Jill, being the last to arrive tried to get the jump on the other competitors by passing go and heading north along Pacific Highway – WRONG!

The event attracted new comer, Vern Kelly with his gleaming yellow E Type. Vern skilfully negotiated a pre start deal to use Sue and Peter as his lead car as he was travelling alone due to his navigator's previous engagement. Well done and welcome Vern.

Notable absentees, Dave and Barbara Muir were reportedly still searching for a map of Lower Zambezie!

Les Johnson also failed to answer the call preferring to stay in the arms of his beloved nurse, Roselie following recent surgery. It just proves he is a big pussycat. Get well soon Les.

Pam Johnson was heard complaining about the lack of storage in the beautifully turned out XKSS. Norm explained that everything keeps slipping out of the glove box because the paint is too shiny.

First stop along the way was Bobbin Head which was resplendent in the morning sun shine. John Dixon became all nostalgic remembering his last visit. When asked by John how long it had been since Norm last visited, the answer came "Before Pam and I were married – 35 years". Pam, after searching the aforesaid limited storage couldn't find the zinc cream so in her usual caring way told Norm "You'll just have to suffer."

Onwards through the park collecting answers to the questions until arrival at the Ku-ring-gai Wildflower Garden. It was here that Lorraine and Adrian displayed their sense of fun.

Q: "What is the botanical name of an animal's paw?"

All 20 competitors spent up to half an hour tramping the bush and reading all available literature, only to be told later that the name was displayed on a board being used for a school kids' excursion some weeks before. Good one guys!

A beautiful run out to West Head for morning tea with the resident Lace Monitor lizards and the view of the day. Norm displayed his competitive spirit by trying to convince all that a lion couldn't be the answer to the question as Lion Island was in fact spelled "LYON".

Fully refreshed we headed for our luncheon rendezvous – one hour late.

The Palm Beach Golf Club was the perfect choice for a fine repast, fellowship and a few jugs. Unfortunately, Norm's plan to ply Pam with a few drinks in the hope of a post race romp would be to no avail as Pam let on that they had no sex life – all that effort for no return.

Stephanie unfortunately disgraced herself at lunch choosing to stain her smart sailors' outfit a light shade of Thai brown.

Despite all attempts by the champions of mystery runs, John and Val, Sharon and Barrie proved resilient enough to claim the prize for the day, a "walk safely to school" transfer – I know we look young but that is stretching it a little! A combination of local knowledge, luck and other secret means created the winning edge.

Congratulations to Lorraine and Adrian on a splendid day and thanks to all those who competed.

Barrie & Sharon Jones

SPORTING REPORT

By Lester Gough, Sporting Secretary

The club's first sporting event was held on Sunday 18 February at the Oran Park South circuit and was run by the NSW Road Racing Club.

Theo Balafas, one of our newest members, entered his very well engineered LJ GTR Torana 5 litre V8 which is fully road registered.

As this was Theo's first drive in anger with this car on a race circuit, his times were a bit off the pace, and as Theo put it, there is a lot of room for improvement. Theo's performance improved over the day with his best time for one standing plus two flying laps being 3:05.21.

The sport event on the club calendar is scheduled for Sunday 13 May at Wakefield Park and if any other club members are interested in having a run please contact me on 0411 117 370.

POINTSCORE

The table below contains the current point score of each club member at 18 March 2001.

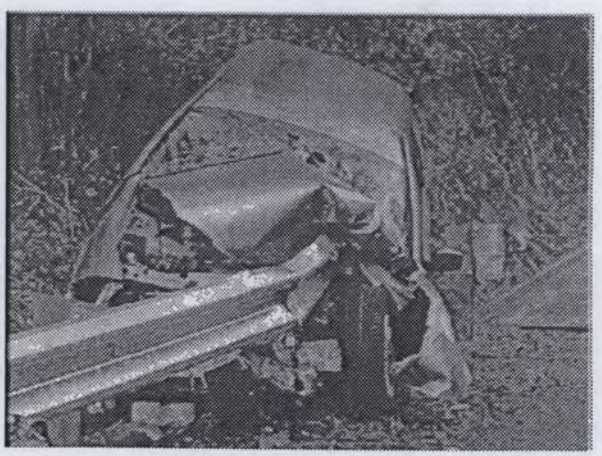
Ray Ross	10	David Muir	5	Lindsay Day	10
Margaret Ross	10	Barbara Muir	8	Jill Day	2
Roland Clark	7	Wayne Watkins	7	Theo Balafas	1
Stephanie Clark	10	Vernon Kelly	10	Grant Liddell	3
Lester Gough	11	Wendy Kelly	8	Peter Mackey	2
Pam Gough	2	Tony Chapman	6	Di Mackey	2
Norm Johnson	4	Pauline Chapman	6	Barry Jones	2
Pam Johnson	4	Chris Johnson	6	Sharyn Jones	2
Les Johnson	5	Joan Johnson	6	Lionel Walker	2
Roselee Johnson	5	John Dixon	8	Gael Walker	2
Peter Smart	10	Val Dixon	8	Graham Webster	2
Sue Smart	10	Elias Eid	5	Nola Webster	2
Adrian Walker	10	Sandra Eid	5		
Lorraine Walker	7	Neville Floyd	5		
Vic Andrews	5	Pam Floyd	5		
Judy Andrews	5	Bob Smith	5		

ONE LUCKY FALCON DRIVER!

The car was only three weeks old when it hit this guard rail on the upper section of the Toowoomba range.

As you can see from the photos, the rail came through the front of the car, through the fire wall, through the front passenger seat, through the left hand rear passenger seat and stopped short of coming out the back.

The guy driving walked away totally unharmed.



ALFA ROMEO

This article is the first of (hopefully) a series by Wayne Watkins on the history of various marques.

A company called A.Darracq made cars in France where all of the world's top cars were made in this era. In 1907, after a depression, they began operations in Naples, Italy, selling out to a Milan banking firm, which formed **Anonima Lombarda Fabbrica Automobile (ALFA)**. Soon they were making 350 cars a year then the Germans stuffed it all up by having a war (W.W.I). After the war, the company was rescued by Nicolo Romeo, a Milan industrialist. The Alfa emblem includes the cross of the city of Milan and the crowned serpent of the house of Sforza. By 1917 they produced an in-line, overhead camshaft aircraft engine, used extensively in Italy.

The French Grand Prix of 1924 was the company's first major race win. In 1925 Mussolini dissolved the original corporation and put it under the control of the Italian Ministry of Finance. The dictator wanted to show the world that fascist Italy could produce "bigger and better" everything. They started to dominate all forms of motor sport, frequently beating Bugatti, Mercedes and Bentley. In 1930, Jano designed the type P3 Monza which had a straight eight, twin overhead cam, 2,650cc, twin supercharged, twin drive shaft engine, and a straight cut, four speed gearbox. In one year it won seven Grand Prix races, upsetting Bugatti immensely. Unlike Bugatti, the Alfa had superb brakes.

Alfa won the Le Mans 24 Hour race four times straight from 1931 to 1934 equaling Bentley's record. After 1934, Hitler poured heaps of government money into Mercedes and Auto Union to knock Alfa off its pedestal. He supplied 50 full time mechanics at race meetings backed by a racing division of 220 full time personnel. Alfa's type B and type 308 both with 2.9 litre straight eight engines still dominated their class, but the Benzs and Auto Unions took many outright victories. In 1939, Alfa Romeo built a four litre, twelve cylinder car, but even with Nuvolari at the wheel the German monster cars were faster. The Auto Union 520 HP, 6.1 litre V12 was quick but the Mercedes W125 580 HP, 5.7 litre, supercharged silver arrow remained a race car with the most powerful engine for almost the next forty years, but that is another story.

The Americans totally bombed the Alfa Romeo factory off the map and out of production after Hitler decided to have another World War. After the finish of the war, Alfa Romeo lost no time in rebuilding and producing cars that have amazed the world for performance, beauty and construction. Ironically, the American manufacturers have often copied their style in a subtle and not-too-subtle way.

Strangely, today in Naples, in the south of Italy, where Alfa commenced its operations, the standards of workmanship are not as high as those from their northern factory at Arese, although FIAT's ownership and quality control will see some great Alfa's in the 21st Century.

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REGISTRATION DETAILS

Plate No.	Vehicle	Owner	Renewal Date
001	Jaguar Mark II	Roland Clark	28 April 2001
003	E-Type Jaguar	Ray Ross	27 March 2002
006	Jaguar Mark II	Adrian Walker	30 December 2001
007	Aston Martin DB4	Roland Clark	28 April 2001
008	E-Type Jaguar	Chris Johnson	
009	E-Type Jaguar	Les Johnson	
010	Ford Cortina	Lester Gough	January 2002
011	Ford Cortina	Lester Gough	January 2002
012	Aston Martin DB4	Les Johnson	
013	Jaguar Mark II	Lionel Walker	
014	MGB Roadster	Stephanie Clark	
015	MGB Roadster	Lorraine Walker	3 March 2002
016	Nissan Silvia	Wayne Watkins	February 2002

Remember: RTA does not issue reminders or papers when permits expire.
It is up to the owner to ensure that the permit is renewed.