QUARTERLY NEWLETTER OCTOBER 2001

top gear

THOROUGHBRED SPORTS CAR Club

SHANNON'S DISPLAY DAY

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 September 2001 and subject to amendment

MONTH	DATE	TYPE	EVENT	ORGANISER
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).

SPORTING REPORT

By Lester Gough, Sporting Secretary

Two sporting events have been run since the last Sporting Report. The first of these was Eastern Creek on 4th August. There were no entries from our club, however, two of our members competed – Ken Parsons through the Jaguar Club and Lindsay Day through the Triumph club. Jaguar and Triumph are head to head to win the CSCA Supersprint series for 2001. Triumph was 12 points ahead going into the Eastern Creek round but Jaguar is pulling back the gap. There are two further rounds of the CSCA series to run.

The second event was at Oran Park on 30th September and was well attended by six members, although without any entries from our club. New members Jim and John Sarigiannis attended with Jim driving his Plum Crazy 1970 model Plymouth Barracuda 440 coupe, which was duly appreciated by onlookers.

Tony Chapman and Dave Muir attended as part of Tony's build up to entering competition. Lindsay Day also attended in the first outing of the Triumph 2500PI he has been working on as a club car. While I attended as Chief Steward for the meeting.

The competition pointscore continues with Malcolm Stephen on 3 points, Theo Balafas on 2 points, and Adrian Walker on one point. The next sporting event is scheduled for Sunday 2nd December at Oran Park. If any member is interested in competing at that this or any other event, please contact me on 0411 117 370 or 9799 3209.

THOROUGHBRED SPORTS CAR CLUB
MEETING HELD 11TH JULY 2001

Meeting commenced at 8:15pm.

PRESENT

Ray & Margaret Ross, Les & Roselee Johnson, Chris & Joan Johnson, Lindsay Day, Lester Gough, Adrian Walker, Lionel Walker, Barbara & David Muir, Jim Peters, Grant Liddell, Stephanie & Roland Clark, Tony & Pauline Chapman, Wayne Watkins, Vernon & Wendy Kelly, Sue & Peter Smart.

APOLOGIES

Malcolm Stephen, Louie Eid, John Burton, Val & John Dixon

MINUTES OF PREVIOUS MEETING

Moved that the minutes of the meeting held 13/6/2001 be accepted: David Muir
Seconded: Chris Johnson

CORRESPONDENCE

- Letter from David Fryer, Qld. Re. Sale of Rolls Royce / Bentley mudguards.
- CMC meeting minutes
- CAMS newsletter
- CAMS Public Liability Insurance certificate

TREASURER'S REPORT

Bank Balance $1,948.62 at 30.6.01
Term Deposit $ 746.07 Total $2,694.69

EDITOR'S REPORT

July newsletter has been posted. Lindsay thanked members for their support. Articles have been received for the next newsletter.

SPORTING REPORT

The event on 4/8/01 was fully booked within days of opening.
Driver Training – there are not many opportunities available at the moment (due to public liability concerns).

SOCIAL SECRETARY'S REPORT

Mudgee weekend was very successful. Organised by John & Val Dixon who did a great job - everyone enjoyed the trip very much, our thanks to John & Val for their hard work.
Brass Monkey Run – to Bathurst on 22/7/01 – 18 Sydney members plus four from Forbes (Gordon Lennox).
Eastern Creek Display Day 5/8/01 – Ladies lunch to be organised same as last year.
Les suggested a possible week away in 2002 – spring time in the north of the state.

CLUB SHOP

Tony & Pauline Chapman displayed samples of two different jackets. Longer style black one was the most popular. Several sizes were available for trying on. Orders taken and other members to be contacted by phone as minimum order is fifty jackets.

BIRTHDAYS

Grant Liddell, Roland Clark, Lindsay Day, John Dixon

CLUB PLATE REGISTRAR

There has been little change regarding the new system, and no-one has requested plates.

WEDNESDAY RUNS

Sixteen people went on the Berry run – best roll up so far. Next run to Kurrajong for breakfast on Wednesday 18/7/01 – contact Roland and Stephanie for bookings.

SHANNON'S EASTERN CREEK CLASSIC

President Ray asked that members attend in their club shirts on 5/8/01, to support the display. Flags, banners, also needed. Committee will meet in one week to finalise the arrangements.

GENERAL BUSINESS

Grant Liddell mentioned that ex-member Gary McDonald is racing a Holden Ute I competition – sponsored by an Auto Paint supplier. Products available through Grant – so contact him if you want to purchase auto paints at the right price.

NEW MEMBER

Terry Daley – who is known to Les Johnson. Terry joined our club after seeing our display at Motorex01.

Meeting closed at 8:55pm

PRESIDENTS REPORT

This report is written at a time when chaos seemingly reigns supreme with that horrific event in America and the talk of war, two large companies going belly-up in Australia, the share markets in a tail spin, people bobbing up and down off our shores, and the forthcoming election – It reminds me of that comedians line "stop the world, I want to get off!"

However, in the safe haven of our organisation we are still managing to keep our spirits up. Our editor will ensure that the usual reports of events are in this edition but I must make mention of our appreciation for all of your support at the Eastern Creek Club Display Day in August. I thank all of you who attended, especially the hard working committee for putting it all together and the members who presented their vehicles for display. Namely, there were –

John Burton – Clubman
Roland Clark – Aston Martin DB4
Sid Davenport – Maserati Shamal
Louis Eid – Daimler
Norm Johnson – Jaguar XK120
Vern Kelly – Jaguar E Type
Kim Ketelby – Ferrari Dino
Neil Mason – MGB
Jim Peters – Maserati Mistral
Sue Smart – BMW
Lionel Walker – Aston Martin DB6

Although we didn't win the trophy this year, it was won by the Ex-Military Collectors Society who certainly put in a big effort, our display and profile was outstanding.

If you have missed out attending over the last three months, don't despair – look at what is coming!

Our normal meeting on October 10th at Ryde, Wednesday run on the 17th (contact Roland Clark), and on Sunday 28th October our "Royal Oaks Day". This day commences at Norm & Pam Johnson's home at Oakdale for breakfast and we will then proceed to Jim Cuthel's home at The Oaks for lunch. Jim has great workshop facilities and some interesting vehicles to inspect. More details to follow.

On Sunday 11th November our annual Pride of Ownership Day will be held at Stephanie & Roland Clark's home at Galston. One of our most popular events lasat year and we look forward to seeing you all again this year. Wednesday, November 14th at Ryde for our Annual General Meeting, election of Officers etc and, although I personally will not be standing for re-election, many of your current committee will be and they need you support, so please attend. Then on the 21st our Wednesday run (again contact Roland). Sunday 25th November will be a surprise day run organised by Dave Muir.

December 1st is our annual Presentation and Christmas Dinner to be held at Artarmon Motor Inn. What a finish to a great year of events and we look forward to seeing you there somewhere.

Here's looking at your wheels, Ray

A very warm welcome is extended to the following new members:

Terry Daly of St Ives
Graham & Nola Webster of Queenscliff – Red 86 Corvette
John Sarigiannis of Roselands – Met. Green 69 Mercury Cougar
Jim Sarigiannis of Kingsgrove – Yellow 69 Chev Camaro
and a Plum Crazy 70 Plymouth Barracuda

THOROUGHBRED SPORTS CAR CLUB
MEETING HELD 8TH AUGUST 2001

Meeting commenced 8.15 p.m.

PRESENT

Ray & Margaret Ross, Les & Roselee Johnson, Chris Johnson, Lindsay Day, Adrian Walker, Malcolm Stephen, Vernon & Wendy Kelly, Lionel Walker, Tony & Pauline Chapman, Bob Smith, Roland & Stephanie Clark, Lester Gough, Louie Eid, Peter & Susan Smart.

APOLOGIES

Judy & Vic Andrews, Pam & Neville Floyd, Val & John Dixon, Joan Johnson.

MINUTES OF PREVIOUS MEETING

Moved that minutes of the meeting held 11/7/01 be accepted: Chris Johnson, Seconded: Lionel Walker.

CORRESPONDENCE

- C A M S Newsletter – July
- Rotary Club of Kariong/Somersby re. Display Day Feb. 2001
- Sydney Motor Show – brochures
- MG Car Club Newcastle Inc.
- Peter L Smith Engineering

BUSINESS ARISING FROM CORRESPONDENCE

Rotary Club Display Day will raise funds for Careflight – most people present thought it would be a good club outing and we will respond to their letter.

TREASURER'S REPORT

Bank Balance 1.7.01		$1,948.62
Income		
Membership Fees	$ 40.00	
Club Shop Sales	$ 75.00	
Brass Monkey Run	$165.00	$ 280.00
		$2,228.62
Outgo		
AHOC Brass Monkey Run	$255.00	
FID	$ 1.11	$ 256.11
		$1,972.51
Plus Term Deposit		$ 746.07
TOTAL		$2,718.58

EDITOR'S REPORT

Closing date for October Newsletter is last week in September. Three articles already received, more needed. Votes for Citizen Kane Award collected – Jan. Apr. & July.

SPORTING REPORT

TSCC not represented at Eastern Creek Super Spring on 4/8 although 2 members – Lindsay Day (Triumph) and Ken Parsons (Jaguar) – were able to compete through other clubs. Next event – 30.9.01 Oran Park G.P. Ken Parsons will compete and maybe Lionel Walker. Lester will attend as a steward. More info. on Driver Training at next meeting.

Grant Liddell won Hill Climb on Sat. 4/8/01 in 1600 cc category, & can't be beaten now in the Championship.

SOCIAL SECRETARY'S REPORT

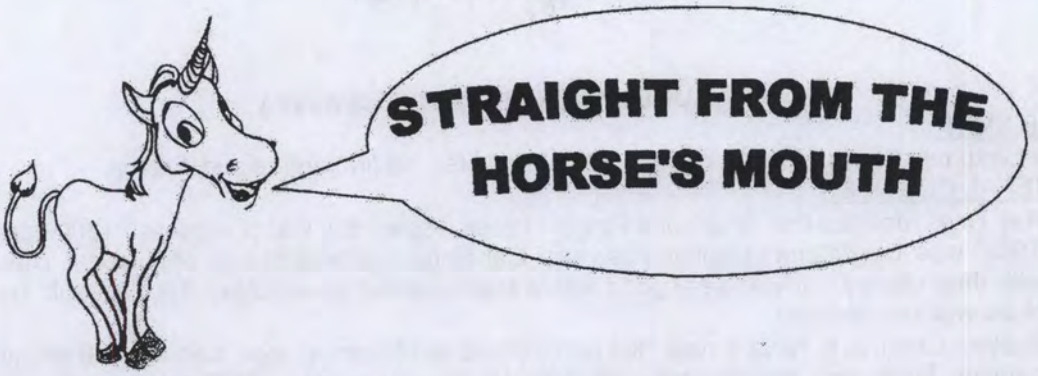
- Wednesday run to Megalong Valley 15/8 – depart 10 a.m. from Richmond. Lunch at Megalong Valley Tea Rooms (Roland & Stephanie Clark organizers).
- Restaurant Night Saturday 1/9 at Oatlands House – Seafood Buffet (Tony & Pauline Chapman organizers).
- Wednesday run for September – Roland Clark will be away and asked for volunteers to organize – Vernon & Wendy Kelly to do.
- Brass Monkey Run to Bathurst with Austin Healey on 22/7 was attended by a large group from our club – very cold west of Mt. Victoria but an excellent breakfast was enjoyed at Bathurst RSL Club.

CLUB PLATES – REGISTRAR'S REPORT

The Rules for Issue of plates have been revised – copies from Roland Clark. New members must attend at least 3 events to be eligible and cars must be over 30 years old.

Lester Gough reported from CMC meeting re. New rego. System – it is bogged down in red tape, all preparations have been made but the bureaucracy is slow to move.

Ray Ross reported from President's Meeting at Eastern Creek 5/8/01 – President Terry Thomas indicated that change-over is imminent. ... ...Continued on page 8.



Occasional jottings since the last edition of Top Gear:

Recent events have reinforced the vital role of fire extinguishers in all vehicles. Certainly there would be many who consider that you only need an extinguisher to meet CAMS regulations for competition events. What follows are two cautionary tales demonstrating that all cars need a fire extinguisher.

- **Roland** Clark's Mark 2 Jaguar experienced an engine bay fire on return from the Mudgee weekend. The fire occurred when the car was restarted so that it could be put away in the garage after arriving home and being unloaded. The starting carburetor had apparently overflowed onto the starter motor, which ignited the fuel when the engine was restarted. Fortunately, the fire was readily extinguished with a nearby hose with only some paint damage to the bonnet.

- The following day **Les Johnson** was driving his red Fairlane, pictured in the last edition of Top Gear, home from work when it experienced an engine bay fire. The car had been serviced that day. It appears that there was a leaking hose in the vicinity of the fuel pump, which led to fuel spraying over the engine bay and firewall, ultimately igniting. Fortunately, Les was ok. Unfortunately, the car was written off. Les has the wreck and intends rebuilding it.

Roland & Stephanie Clark have just returned from a SE Asian holiday. As part of the trip they had a ride on the Orient Express which takes three luxurious days to run from Singapore to Bangkok. Several other countries were also visited on the trip.

Grant Liddell has won his class in the 2001 NSW Hill Climb Championship. Grant amassed enough points to be in an unbeatable position with one round still to be run. An excellent performance. Our congratulations to Grant!

Joan Johnson has had problems with her back recently. We all wish Joan well for a speedy recovery.

Peter & Sue Smart have been on the rellie trail with a leisurely road trip through northern NSW and Queensland staying a few days here and there with relatives. Followed by a decadent stay at a resort in Noosa.

John & Val Dixon are having a holiday at home while they undergo house renovations including new french door and window frames.

Vic & Judy Andrews are planning a two-week working holiday in a refugee camp in Sulawese. Judy considered three camps before settling on one where she knows some of the staff.

Lionel Walker recently proved the pulling power of a bloke in a red sports car during the Kurrajong breakfast run. There was no shortage of volunteers to go for a ride among the ladies working at the café where we had breakfast.

AUGUST MEETING MINUTES (cont.)

CLUB SHOP

Tony Chapman has ordered 50 of the new club jackets – 46 firm orders and 4 stock.

GENERAL BUSINESS

- Ray Ross reported that Shannons Eastern Creek display day was a success. 1500 cars on show. TSCC was in a different position this year. Our display generated a lot of interest. The Army won with their display – it was very good with a large number of vehicles. The "assault" by other car clubs was non-existent.
- Eastern Creek is to have a new skid pan (behind scrutineering area) and figure 8 circuit for driver training. These new facilities may affect display area next year. CMC pay a nominal amount for use of the area.
- Ray commented that our CAMS membership fee of $500 odd includes insurance cover for events such as this.
- The Quattro Giornate Per Auto Classiche – a 4 day rally in September – will have several Thoroughbred participants and will be a club-sanctioned event. Some members will be using cars with club plates and will advise the Club Plate Registrar of their proposed journeys prior to departure.
- LRP v. ULP - Adrian Walker recommended a product from Repco, Flashlube Valve Saver, which is added to ULP for an alternative to LRP.

MEETING CLOSED at 9.25 p.m.

TSCC FINANCIAL STATEMENT 1.1.2001 TO 31.8.2001

Bank Balance 1.1.01			$2,102.66
INCOME	Membership Fees	$2,410.00	
	Lunch Run 2000	$ 30.00	
	Club Shop Sales	$ 135.00	
	Interest	$ 1.04	
	Trust Funds (Outings)	$1,165.00	$3,741.04
			$5,843.70
OUTGO	Bank Fees	$ 23.80	
	FID & BAD Tax	$ 19.95	
	Trust Funds (Outings)	$2,205.00	
	Refunds P.O. Day	$ 64.00	
	CMC Affiliation Fee	$ 25.00	
	Motorex Stand Fee	$ 198.00	
	CAMS Affilitation Fee	$ 583.00	
	Hospital Gift	$ 65.00	
	Meeting Room Hire	$ 110.00	
	Magazine Expenses	$ 101.44	
	Deposit Catering P.O.Day	$ 220.00	
	Eastern Creek Classic Fee	$ 96.00	
	Annual Return Fee	$ 59.00	$3,770.19
BANK BALANCE 31.8.01			$2,073.51
Plus Term Deposit			$ 746.07
TOTAL			$2,819.58
			=======

THOROUGHBRED SPORTS CAR CLUB
MEETING HELD 12/09/2001

Meeting commenced 8.15 p.m.

PRESENT

Ray & Margaret Ross, Les & Roselee Johnson, Lindsay Day, Vernon & Wendy Kelly, Tony & Pauline Chapman, Bob Smith, Roland & Stephanie Clark, Lester Gough, Val & John Dixon, Neville &Pam Floyd, Barbara & David Muir, Vic Andrews, Grant Liddell, Wayne Watkins.

APOLOGIES

Judy Andrews, Chris & Joan Johnson, Sue & Peter Smart, Sandra & Louis Eid

MINUTES OF PREVIOUS MEETING

Moved that minutes of the meeting held 11/8/01 be accepted: Vern Kelly,
Seconded: Barbara Muir.

CORRESPONDENCE

- Cooper & Knights (motor care memorabilia)
- Burnouts (model cars)
- Cal Custom Swap Meet
- Peter L Smith

BUSINESS ARISING FROM CORRESPONDENCE

Rotary Club Display Day to raise funds for Careflight - Ray has requested date of 17 February 2002 .

TREASURER'S REPORT

Figures were read out from Treasurer's Financial Statement at 31.8.01 [Refer page 8 for details]

EDITOR'S REPORT

All is in hand for next magazine.

SPORTING REPORT

Oran Park GP Circuit.....Lester, Tony, Lindsay, Adrian to participate.
Lester advised that all Rallies have been cancelled (ie Canberra) where they are running on public roads due to the requirements for concrete barricades to be on both side of the road.....this information TBC.

SOCIAL SECRETARY'S REPORT

Thanks to Pauline & Tony Chapman for the great night out at Oatlands House.
Sunday 16th September,2001. Vic's Day run to the South coast and Berry. Details have been circulated to members.

WEDNESDAY RUNS

Wedesday 19th September, 2001 Vern's mid week run . This run will go down the old Hume Highway to a lunch stop in Berrima. Meet at 10am at the Crossroads Hotel.

CLUB PLATES - REGISTRAR'S REPORT

Referred to General Business.

CLUB SHOP

Tony Chapman has now taken delivery of the jackets. Those who have ordered can collect from Tony.All money to be paid at time of collection (to Tony).

GENERAL BUSINESS

- 1.Club Plates....Ray distributed the new CMC notice to Club Registrars re the Proposal/Discussion Paper from the RTA re the new concessional registration scheme. All members were requested to read the paper and give any comments or feedback to Ray /Rowland who would prepare a response from the TSCC Club. The response was required before the next TSCC meeting.
- 2. The 'judges' from the TSCC who would be attending the Gosford Concourse on 15 October 2001 were discussed. Roland & Ray would follow up members who put forward their names.
- 3. Dave Muir has a friend (in Foster) who is moving overseas to live and is selling off his car collection! Included in the sale are a 1970 E Type Coupe and an MGB Coupe. Contact Dave for further details.

MEETING CLOSED at 9.10 p.m.

THE STORY OF THE LITTLE RED SPEED BUMP

By Kim Ketelby

Once upon a time, a young girl at her first day of "real work" set her eyes on her one true love for the first time. No, it wasn't the boss or the copy boy. It was the boss's DINO 246. Dark green with tan leather interior, it was an immaculately kept car and driven every day by her boss.

In years to come, the girl got married and had a couple of kids. Although Hubbie was a "car man" he and the kids soon got sick of the girl going into fits of excitement every time she saw a Ferrari, especially a DINO. I know a lot of people don't consider the DINO a real Ferrari, but hey, it is from the same stable. Some call it the Little Ferrari. Named after Enzo Ferrari's son, the first Dino 1.5 litre 6-cylinder competition car hit Maranello in the 1950s. Designed for the 1957 Formula 2 season, it took Luigi Musso to victory in its first race. The V6 Formula 1 model took Mike Hawthorn to a World Drivers Championship title in 1958, the first such title for a British driver. The later F1 2.5 litre model, the first DINO 246, took Phil Hill to victory in the World Championship Grand Prix, the last to be won by a front engine car, due to the new regulations.

Production cars under the DINO badge made their debut at the Paris Salon in the mid 1960s, developed on the V6 engine for 2-litre class sports car racing. In 1965 a partnership was forged between Fiat, looking for a high performance road car, and Ferrari, requiring a production-based car for the Formula 2 season. The Ferrari Dino 246GT was born in 1969, a time when the Porsche 911s was its greatest rival. A V8 variant, the 246GTS appeared at the Geneva Salon in 1972. Meanwhile the DINO 206GT Speciale road car with mid-mounted V6 engine, racing chassis and Pininfarina styling was launched at the Paris Salon in 1965. The 206GT with the engine turned 90 degrees and mounted behind the passenger compartment appeared in 1967. To compete with the Porsche 911 it was decided to increase the power of the DINO. In 1969 the 246GT, a racing car for the road with 2418cc displacement, steel body and iron block was launched as a production car. Several models followed including the "Daytona package" which qualified the 246GT for Group 4 racing and which competed in the Le Mans 24 Hours in 1972. The road car 246GT was produced from 1970 until 1974 but in 1972 the 246GTS with lift-out roof panel was introduced and Ferrari was already developing the next model.

Back to the story.....The young girl dreamed on. On the morning of her 29th birthday (this IS a fairy tale remember) the girl awoke and looked out the window. There, parked in the driveway, was the most beautiful sight she had ever seen.....a bright red DINO 246, complete with a giant white ribbon. It had been delivered by the car fairy (aka Les Johnson) during the night.....a fantastic and generous present from Hubbie.

And so the story goes on. Hubbie doesn't have to listen to squeals of delight anymore and the girl spends her days happily polishing, driving and paying her long suffering mechanic.

EPILOGUE

I have had the car now for nearly 5 years and she has brought me great pleasure. I don't get to drive her as much as I would like (doesn't fit in two kids, dog and friends) but every time I go for a drive I fall in love again.

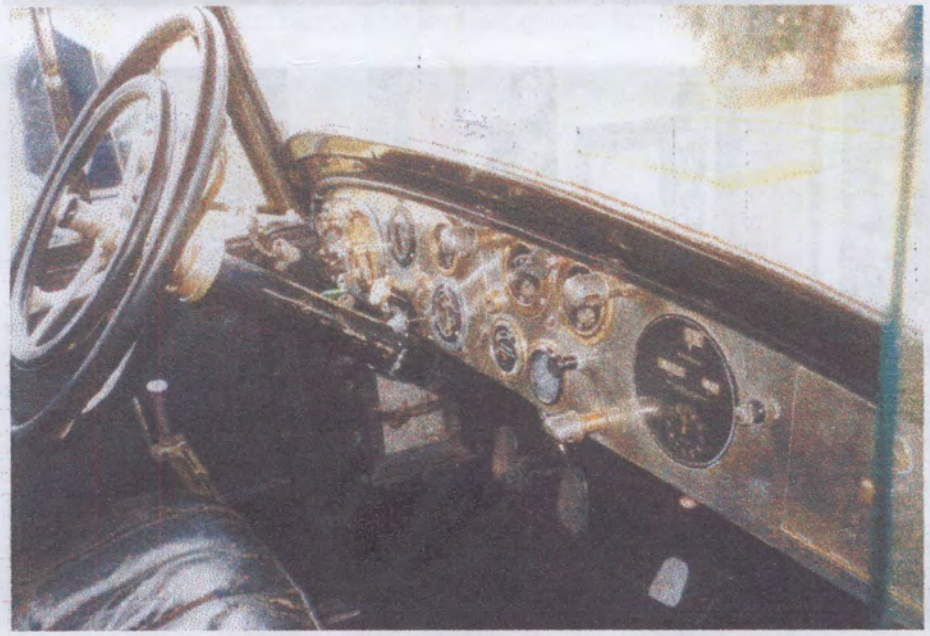
The car won the V6 Best Engine/interior/Paint and the Best Overall V6 Class 2a at the NSW Ferrari Club Concourse in 1998. I have done a few MMCA club days at Eastern Creek and am hoping to find the time soon to do a lunch or breakfast run with the Thoroughbred Sporting Car Club.

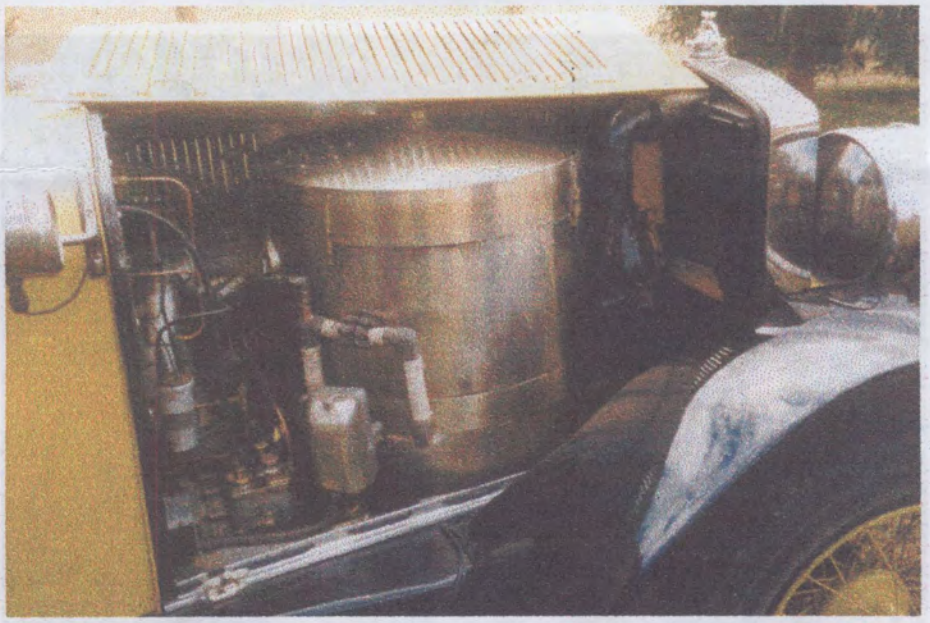
Fancy that, calling this beauty a speed bump!

The record roll up for the lunch in Berry

Some of the crew (and some of the lollies) at the Kurrajong Breakfast

QMA-568





A RIDE IN A RARE MACHINE

By Roland Clark

During the recent '2001 Federation Rally' in Canberra, I was conversing with the owner of a 'Stanley Steam Car', and asked him if he knew the whereabouts of the 'Dobel Steam Car' which I had seen previously at the Motorfest in Sydney a few years ago.

He told me the car was owned by a gentleman in Sydney called Bill Lloyd, who owns several steam cars, but as he had limited garage space, the car was on permanent loan to a steam enthusiast who lives at Porters Retreat, near Oberon. He uses the car regularly and it is on full registration. Coincidentally, our farm is only a few kilometres from his.

His name is Milton Shaw, and I made contact the next week, and we had a long discussion about the car and the merits of steam. He invited Stephanie and I the next week for afternoon tea, to view the car. It was a wet day when we arrived at his one acre farm, in amongst many large holdings. He has a very extensive workshop, where he is in the process of restoring another steam car, called a 'Brooks', made originally in Canada. However, the greatest interest was the 'Dobel'.

It is similar to a 'Rolls Royce Ghost' in size and appearance, but is fitted with a Californian body, with sliding glass windows. It is beautifully made in every detail, and appears to be light years ahead of any other steam vehicle. Milton turned on the burner, and within one minute, we had enough steam to drive off. We didn't drive that day because of the wet and muddy conditions, but we were promised a ride in the not too distant future.

On our next visit to Black Springs, it was arranged that he would come for morning tea in the 'Dobel'. At the appointed time the big car glided down our driveway, without any noise whatsoever, and turned around again without any noise.

After morning tea, accompanied by two visitors we had staying at the time, we all piled into the 'Dobel' for a run. After less than a minute, the steam pressure was ready to go, and with only the effort of taking off the brake and pressing the accelerator, it glided away. It has no gears, the clutch pedal being for reverse gear.

It was a sensation that was quite incredible for a car manufactured in 1923.

There was a slight beat that is reminiscent of a locomtive, but very, very smooth as it accelerated briskly to its cruising speed of about 45 miles per hour. It sat on the road firmly, as it weighs two tonnes, but appeared to be no effort for Milton to drive.

I feel the performance would be similar to a large touring car, a Packard or a Rolls Royce of the same era, only much smoother and quieter. The boiler is in the front under the bonnet, and the engine which has four cylinders, is mounted directly on the back axle in front of the differential.

There were only thirty of these cars made , from 1915 – 1929, (with a break in production during the War years), and there are only two in the southern hemisphere, one in New Zealand, and the other residing you know where.

It certainly was a privilege to have a ride in this magnificent vehicle.

LUNCH AT BERRY

By Joan Johnson

6:30 am is not usually on my clock, but when you are invited out for a drive to Berry is a lovely Rolls Royce Silver Cloud III, followed by lunch, it's amazing what I can do! Leaving home at 7:30 am, in perfect weather, I met Les and Roselee at their house for an 8:30 departure. Roselee and I were instructed not to talk about anything medical, but we both found it hard because as you get older that subject is about the only thing we seem to talk about!! We kept Les occupied with conversations about children, grand children and patchwork, with just the odd little medical problem.

We arrived at Waterfall station car park as instructed and waited for the others to arrive. Syd and Ann were next on the scene in their Maserati, but no sign of anyone else. Les got on the bat phone and called Roland only to find that they were all waiting on the highway close by. Off we all went in convoy with Roland, Stephanie, Margaret in their Lexus LS400, Peter and Sue in their red BMW convertible, Vern and Wendy in their E type convertible, Judy and her friend Lyn in a Magna GT Special. We picked up Norm and Pam in their XKSS at Mt Keira lookout and went on to Bulli Heights for a coffee and a comfort stop.

Once in Berry, the ladies wandered around the shops while the men refuelled the cars and got together for a chat. Lunch was at the Postman's Ghost Café; Wendy and Vern were last to arrive as they had been doing some serious shopping – two pieces of antique furniture. They had a major problem, an E type roadster is not built for carrying furniture around as well as two people. A kind friend took it home for them. Fish and Chips were popular for lunch and the Lemon Meringue pie looked delicious; some members indulged themselves! After lunch we had another look around the shops and after saying our goodbyes to everyone we were on our way home. Conversation was almost non existent as both Roselee and I slept most of the way back. I got home at 6:30 pm having had a lovely day out. Thank you to Les and Roselee for inviting me and also to Roland and Stephanie for your organisation. I can't wait until Chris retires and then I can go to all the runs!!!

BREAKFAST AT KURRAJONG

By Lindsay Day and Roland Clark

A recent news item on the radio to do with hours of work mentioned that in the European Union it is illegal for employees to work more than 48 hours a week including overtime. I was owed a couple of days leave after being called back to work during a recent holiday and Jill was at home for the school holidays, so it was time to "smell the roses" by attending our first mid week run to Kurrajong for breakfast. Even if I had to go to work after the run, I could readily get used to this!.

We met at the café opposite Richmond air force base for a coffee and watched the display put on by our armed forces while waiting for everyone to arrive....good to see our tax dollars at work. The full crew which consisted of Roland & Stephanie Clark, Chris & Joan Johnson, Peter & Sue Smart, Ken & Gay Parsons, Vern & Wendy Kelly, Lionel Walker, and Jill and myself, then enjoyed a leisurely trip through some very scenic and at times windy roads to the village of Kurrajong. Followed by a slap up breakfast at a combined café and lolly shop.

Roland has also provided some recollections of growing up in picturesque Kurrajong in the 1940s which those who have recently been to Kurrajong will be able to contrast against conditions today.

"When I lived in Kurrajong, and went to the Kurrajong School, the whole country was on a war footing and everything was rationed and hard to get. All the supplies came on a little train called "Pansy", which came from Richmond to Kurrajong on a steep and curving track. The goods yard was a bustling place, where fruit and produce were sent away, and everything required by the general store ("Woodhills") arrived.

Kurrajong was a bustling little village, with a picture show that ran at weekends. On occasion, all the chairs were removed and dances and balls were held, with card games being played in the adjoining supper room. When the pictures were on, people would come from far and wide, but I particularly remember the 'picture truck' coming from Bilpin. It was a standard truck during the day; it had a canvas canopy with open back and seats along either side. People came all the way from Bilpin (a distance of 30 kilometres) in the middle of winter to view the latest picture being shown. It was not until the end of the war that two returned soldiers started a bus service throughout the district.

One of the industries in the area that gave cash flow was stripping the wattle bark. This was then dispatched to the Windsor Tannery, adjacent to the Court House in Windsor, where hides were tanned to be used in the

adjacent boot factory. The main road went through Kurrajong in the forties, but a new road was constructed bypassing the little village in the sixties.

'Pansy would arrive on Friday night, loaded with weekend visitors, who would be transported to the fifteen or twenty guest houses, that were in the district. The proprietors would sing the praises of the septic tank for modern comfort, and a radio for evening entertainment. Some of these guest houses were very primitive, and some were quite good. Many of the service personnel on leave would visit them in great numbers."

Thank you Roland & Stephanie for organising a very enjoyable run. We are looking forward to the next one, this could readily become habit forming!

BRASS MONKEY RUN

This event was well supported by the motoring fraternity and by our club. After getting slightly bushed in Bathurst, to turn into the street with the RSL and see it lined on both sides by a continuous display of every type of sports car you can think of as well as a Rolls Royce glimmering in the clear early morning sunlight. A magnificent sight.

Out of home at 0430 in order to get to the M4 starting point at Prospect ahead of the 0600 departure time. Top down on the Stag as this is "de rigeur" for Brass Monkey participants. There were a few drops of rain on the way to Prospect and after we arrived but not enough to force us to put up the soft top.

Austin Healy officials at Prospect declared that it was officially 'wet' thereby allowing soft tops to be erected but only a couple did. The Clubman guys, including John Burton & Lionel Walker just pulled their flying helmets a bit tighter and put their goggles on. Some, like Vern & Wendy had brought their tin tops as a concession to the weather. Off we went.....a long snake of lights along the M4 in what were very warm and mild conditions which prevailed until we got to the bottom of Victoria Pass.

The frost was inches long and covered everything....animals, buildings, fences, even the leaves on the trees. It was very crisp all the way to Bathurst but thankfully warm enough that the black ice sign posted prior to Lithgow and at a couple of other locations had melted before we got there. Louie's mate mentioned that Louie wouldn't even let him put the heater on in the TR6.....a full Brass Monkey.

What followed was a slap up breakfast at the Bathurst RSL for 140 people. There was also a second contingent who had started near Windsor and traveled via Bell's Line of Road and joined up at Lithgow. Breakfast was just about done when Wayne Watkins arrived and then was provided with his own specially cooked breakfast. Les and Peter were discussing high finance at the time.

A well organised run by the Austin Healy club who joked that by the time the mob got to Blackheath they were worried about having to give the money back because it was not cold enough!

SHANNON'S DISPLAY DAY

Our display at the Shannon's Display day was again a triumph for the club and our organising committee. The display was in a different location to last year and was rearranged to suit a different site shape.

Significantly, there was only one car in the display this year that was also in last year's display. This year providing another succulent display of thoroughbred machinery that shows the depth and variety that is a hallmark of our membership.

Even though we did not win 'Best Display' as we had last year, we were the only serious display among the car clubs....that is serious in the sense of providing a display that goes well beyond the standard format of parking a few cars together.

This is the second public display that our club has participated in this year, both very successful in raising our profile and attracting new members. Thanks to all involved in the hard work of the committees organising the displays.

LUNCH AT MEGALONG VALLEY

A crisp morning saw a number of attendees arrive at the coffee spot opposite the Richmond Air Force base with soft tops in place. By the time coffee had been consumed the morning was turning into a sparkling August morning. Consensus was that it was now a topless morning so away went the soft tops and on went the hats, coats and scarves.

Roland & Stephanie led the run away toward the mountains in their Maserati, followed by Vern & Wendy in their E type convertible, Ken Parson's in his V12 E type convertible, Lindsay & Jill in their Stag convertible, Norm and Pam in the XKSS, Peter & Sue in their BMW convertible, and Vic and Judy in their Volvo Amazon.

The Jaguar flag was flying during the run....literally.....by Ken up through Bilpin. Then Ken waved us onward past the entrance to Mount Annan Botanic Garden and we continued our blast through the Bell's Line of Road to Mount Victoria for a comfort and bric-a-brac shop stop.

Then on to Blackheath and the descent through the cool greenery to the floor of Megalong Valley. A home cooked lunch followed by home cooked deserts at the Megalong Valley Tea Rooms continued the relaxed mood of the day. About three o'clock we started to wend our way homeward, invigorated after a top day out. Thanks to Roland & Stephanie for organising this run.

RESTAURANT NIGHT

An excellent and well attended night out at Oatlands House was organised by Tony and Pauline Chapman. The fare for the night consisted of a seafood buffet. A number of members took the challenge that a flat charge rate per hour for drinks including wine provided. The only drawback being the rate at which refills could be obtained later in the night. Thanks to Tony and Pauline for organising the night.

MUDGEE WEEKEND

An excellent weekend trip to Mudgee was organised by John and Val Dixon for the last weekend in June. The weekend included visits to numerous attractions in the Mudgee area including a private horse stud. We have some good photos, which may appear with a story in a future edition of Top Gear.

CMC LIST OF KNOWN MAJOR EVENTS FOR 2001 AND 2002

13-14/10/2001	Alpine Classic Rally	Lithgow – Orange
13-14/10/2001	Illawarra Vintage CC – Rally 2001	Kiama
14/10/2001	MG Club Concours	Henley Bowling Club
20-28/10/2001	40 Years of Minis Down Under	Penrith Panthers
20-21/10/2001	JDCA Sir William Lyons Centenary Rally	Southern Highlands
21/10/2001	All British Display Day	Liverpool Catholic Club
21/10/2001	All Chrysler Day	Fairfield Showground
21/10/2001	Austin Healy Concours	Darling Harbour
28/10/2001	Small Ford CC Display Day	Deepwater MBC – Milperra
4-5/11/2001	AROCA Six Hour Relay Race	Eastern Creek Raceway
11/11/2001	TSOA Concours	McIlwaine Park - Concord
24-25/11/2001	HSRCA Historic Racing	Wakefield Park – Goulburn
2002		
26/1/2002	NRMA Motorfest	Hyde Park Environs
24/2/2002	CMC President's Run	To Dolls Point
14-17/3/2002	East Coast Classic Rally	Sydney – Bathurst - Sydney
2-12/6/2002	Outback Car Trek to aid RFDS	Coffs Harbour to Perth

A BLAST FROM THE PAST

By Wayne Watkins (new mobile number 0401 610 864)

I have just read some amazing articles in the November 1955 "Cars Today" magazine, cost 2/6 (25c). Jack Brabham had narrowly won the Australian Grand Prix at Port Wakefield driving a Cooper Bristol. Reg Hunt in a Maserati was three seconds behind in second, closely followed by Doug Whiteford in a Lago Talbot.

- The Ford motor company are thought to release a radical small vehicle late in 1956 called the Edsel to perpetuate the three Ford brother's father!!
- The feature article by Eugene Jaderquist is boldly titled "GOODBYE PISTON ENGINE" and I quote some of his comments:-

"That the automobile engine as we know it is already in the initial stages of obsolescence to those who can recognise the symptoms. Today any research scientist in Coventry of Detroit will tell you privately that your car is on its way to the same dim graveyard where the old horse buggy is buried.

Most experts believe that the next ten years will bring us to the limit of efficiency that can be derived from pistons and crankshafts. The twin problems of detonation and internal friction should stand out as the reasons for the death of the piston engine. You can move the tight fitting pistons only so fast before you reach a practical ceiling. Some sports cars have been known to blow up their engines completely by revving to 8,000 rpm.

Beginning, perhaps as early as 1964, the automobile company without a turbine-powered mass production car may be completely out of the competitive picture. Detroit is saying that the turbine engines of the future will make the average car on the highway a true jetmobile. In 1980, perhaps earlier, a turbine engine weighing as much as a Cadillac engine will produce 1,000 horsepower. When you drive it all you'll do is step in, press the starter, move the lever to drive, and go. You'll take off with smoothness only advertised, not delivered today. And you'll go all day without repairs, oil changes, water supply (the turbine has no cooling system), or transmission problems.

If 1980 sounds a long time from now, remember, at the rate we've been solving problems of this kind lately, we may not have to wait much longer for the ideal automotive turbines."

It seems amazing to me today that none of these predictions of the future ever became a reality. The next article in the magazine spoke of the new "dashing" XK140 Jaguar coupe that had such mod cons as a self-releasing cigarette lighter and an unusual feature of two-speed windscreen wipers. The writer Ian Fraser commented that not many people would be prepared to pay £2,126 (incl. tax) for a vehicle with such limited accommodation.

As you know, we are still driving piston engined cars and the poor suckers who bought XK140s are today looking at over 1,000% increase on their purchase price!

POINTSCORE

The pointscore will be recalculated and presented to the October club meeting at Ryde. The table below contains the leading points scorers at 30 June, 2001.

Peter Smart	23	Lester Gough	18
Adrian Walker	22	Stephanie Clark	17
		Joan Johnson	17
Margaret Ross	21	Chris Johnson	17
Ray Ross	21	Vern Kelly	17
Sue Smart	21		
		Louis Eid	15
Roland Clark	20	Wendy Kelly	15
		Barbara Muir	15
Pauline Chapman	19	David Muir	15
Tony Chapman	19		
		Vic Andrews	12
Lindsay Day	18	Sandra Eid	12
Val Dixon	18	Les Johnson	12
John Dixon	18	Roselee Johnson	12

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Disclaimer:
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Articles are invited and should be sent or faxed to the Editor for publication, showing the name and address of the author.

CLUB SHOP

FLEECY JACKETS WITH CLUB INSIGNIA $65.00

Sizes – Small, Medium, Large & X Large

CLOTH BADGES **$5.00**

STICKERS **$0.50**

Enquiries: **Tony & Pauline Chapman**
9412 1801

CLUB PLATE 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.