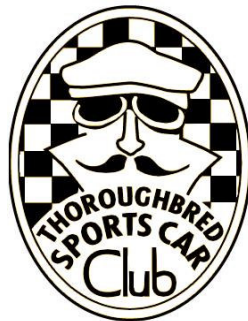


top *gear*



Lionel Walker's MK 2 Jaguar at Bathurst Easter 2008



2008 COMMITTEE

President	Vern Kelly	9651 2770 (H)
Vice President / Social Director	Malcolm Ireland	9416 3031 (H)
Secretary	Vicki Bell	9958 8721 (H)
Treasurer	Wendy Kelly	9651 2770 (H)
Editor / Webmaster	Ian Norman	9674 2717 (H)
Club Shop / Raffles / Club Property	Peter & Sue Smart	9630 1050 (H)
Point Score Keeper/CAMS & CMC Delegate	Lester Gough	9799 3209 (H/F)
Sporting Secretary	Malcolm Stephen	9543 2951 (H)
Club Plate Registrar	Roland Clark	9653 2866 (H)
		9653 2867 (F)
Public Officer	Graham Olliffe	9630 3971 (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 (except January and December)
at The Carlingford Bowling Club
Corner Pennant Hills Rd. & Evans Rd., Carlingford commencing at 7.30pm

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, TSCC

P.O. Box 4152

Castlecrag NSW 2068

Email: secretary@thoroughbredsportscarclub.asn.au

Web: www.thoroughbredsportscarclub.asn.au

PRESIDENT VERN'S

VERNACULAR



As many in the Club know, we are just back from several weeks overseas – most of the time away being enjoyably spent in the company of several other members of our Club. In our case, we did our best to bolster the economies of several countries while away.

Many thanks particularly to Vice President Malcolm & Editor Ian who covered the necessary Committee bases while we were away.

Well, it's again HO HO HO!! time, with our Christmas In July luncheon approaching on the coming weekend as I write this. We are again at the very popular & iconic Carrington Hotel at Katoomba, and this year a very large number of 48 people are booked for lunch, with 26 souls staying overnight. *Many thanks to active members Peter & Eve Stefan for taking on the organisation of this year's event.*

As usual, there are a number of forthcoming events to which to look forward in our annual calendar. In August, we have both the All British Display Day at the Kings School, and the huge Shannons Eastern Creek Display Day.

In September, we have the Thoroughbreds & Fillies weekend in the Hunter Valley & the Orange Blossom Festival Display Day (which fall on the same weekend due to the latter date not being announcable by Baulkham Hills Council until later in the year). We also have the Shed Crawl being organised by Roland Clark – one primarily for the blokes.

Please try to attend as many of these events as possible to both enjoy yourselves in the company of fellow Club members, & to support your Club.

That's it for now. I look forward to catching up with many of you at the Christmas in July lunch.

Happy Motoring,
President Vern

CALENDAR 2008

	DATE		EVENT	ORGANISER	PHONE
JAN.	Sat 26	S	NRMA Motorfest		
FEB.	Wed 13 Wed 20	M F	Monthly Meeting Wednesday Run	Vicki Bell Peter & Sue Smart	9958 8721 9630 1050
MAR	Sat 8 Wed 12 Wed 19 Sun 30	S M F R	Tea Gardens Hawkes Nest Motor Club Motorfest Monthly Meeting Wednesday Run Round 1 CAMS Supersprint	Malcolm Ireland Vicki Bell Roland & Stephanie Clark Oran Park GP - NSWRRRC	9416 3031 9958 8721 9653 2866
APRIL	Fri 4/7 Wed 9 Wed 16 Sun 27	S M F R	Orange Rally Monthly Meeting Wednesday Run Round 2 CAMS Supersprint	Terry & Robyn Daly Vicki Bell Keith & Carol Reynolds Wakefield Park – Mini Car Club	9488 9590 9958 8721 9634 6342
MAY	Sun 4 Wed 14 Sun 18 Wed 21	S M R F	Joint Breakfast Run MB Club Monthly Meeting Round 3 CAMS Supersprint Wednesday Run	Vince Thompson Vicki Bell Eastern Creek - TBA Colin Watts	9874 7745 9958 8721 9624 8202
JUNE	Sun 1 Wed 11 Wed 18	R M F	Round 4 CAMS Supersprint Monthly Meeting Wednesday Run	Oran Park GP - NSWRRRC Vicki Bell Jack & Jennifer Jones	9958 8721 9654 1129
JULY	Sun 6 Wed 9 Wed 16 Sun 20 Sun 27	S M F R S	Xmas in July Monthly Meeting Wednesday Run Round 5 CAMS Supersprint AHOC “Brass Monkey” Run & O’night Stay	TBA Vicki Bell Paul & Jan Goddard Wakefield Park – MX-5 Club TBA	9958 8721 9481 9715
AUG.	Sun 10 Wed 13 Sat 16 Wed 20 Sun 17 Sun 24	R M R F S S	Round 6 CAMS Supersprint Monthly Meeting Round 7 CAMS Supersprint Wednesday Run All British Day, Kings Schl Shannons Eastern Crk	Eastern Creek - ARDC Vicki Bell Oran Park GP – Mini Car Club John & Karma Watson Ian Norman Adrian Walker	9958 8721 9875 3080 9674 2717 9987 4299
SEP.	Wed 10 Sun 14 Sun 14 Wed 17 Sat 20 Fri 12 to Sun 14	M S R F S S	Monthly Meeting Orange Blossom Festival Round 8 CAMS Supersprint Wednesday Run Shed Crawl Thoroughbreds & Fillies Weekend	Vicki Bell Malcolm Ireland Oran Park South - NSWRRRC Brian & Barbara Marshall Roland Clark Graham & Marilyn Olliffe	9958 8721 9416 3031 9651 2821 9653 2866 9630 3971
OCT.	Wed 8 Wed 15 Sun 26	M F S	Monthly Meeting Wednesday Run (MB Club Invited) Pride Of Ownership Day	Vicki Bell Ian Norman Vern & Wendy Kelly	9958 8721 9674 2717 9651 2770
NOV.	Wed 12 Wed 19	M F	Monthly Meeting/AGM Wednesday Run	Vicki Bell John & Val Dixon	9958 8721 9403 6905
DEC.	Sat 6	S	Christmas Dinner & Presentation Night	Vern Kelly & Malcolm Ireland	9651 2770 9416 3031

NOTES:

- The events above are club sanctioned for the purposes of using club plates. Other events listed elsewhere may be sanctioned upon application at a monthly meeting of the Club.

LEGEND:

M = Club Meeting (3 Points)

S = Social Events (2 Points)

R = Racing Event (1 Point)

F = Fun Run (No Points)

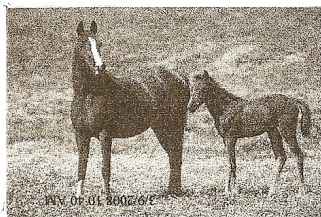
CLUB MEMBER OF THE YEAR: The above points are awarded to members for participation in the events specified in the TSCC Calendar as printed, and any later amendments. With racing events, one point is awarded either for racing or attending as a spectator. Also, you will be awarded two points for contributing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

In addition to the events listed on the previous page the following events are authorised TSCC events for the purpose of Conditional Registration (“Club Plates”) and have been extracted from the Council Of Motor Clubs (CMC) Website.

CALENDAR OF KNOWN EVENTS 2008

2008	Event	Venue
21 - 23 MARCH	FoSC ON THE MOUNTAIN	MT PANORAMA - BATHURST
21- 23 MARCH	(ROCC) RENAULT RENDEZVOUS	CANBERRA
21 - 24 MARCH	LAND ROVER OWNERS CLUB 60 TH ANNIVERSARY	COOMA
30 MARCH	AUTO ITALIA	CANBERRA, LAWNS OF OLD PARLIAMENT HOUSE
1 APRIL	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
5 APRIL	MID COAST FORD MOTORFEST	JOHN WRIGHT PARK , TUNCURRY
6 APRIL	MERCEDES-BENZ CLUB NSW SHOW 'N' SHINE DAY	CANADA BAY CLUB CARPARK, FIVE DOCK
16 APRIL	GEAR MOTORSPORT (50 TH MEETING)	WAKEFIELD PARK, GOULBURN
19 & 20 APRIL	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
24 -27 APRIL	WINGS, WHEELS & WINE	MUDGE
27 APR - MAY 2	VCCA NATIONAL 1 & 2 CYLINDER RALLY	FORBES
2-5 MAY	CMC THREDBO JAZZ FESTIVAL TOUR	THREDBO & SNOWY MNTS
18 MAY	NATIONAL MOTORING HERITAGE DAY	VARIOUS LOCATIONS - TBA
18 MAY	EARLY FORD V8 STATE CONCOURS DAY	WINFORD MOTORS, McGRATH'S HILL
24 MAY	70 TH BIRTHDAY OF THE VOLKWAGON BEETLE	FORECOURT, DARLING HARBOUR
25 MAY	3 RD ACT EJ-EH HOLDEN CAR SHOW	PARK NEXT TO BUNNINGS AT TUGGRANONG
25 MAY	VW NATIONALS	FAIRFIELD CITY SHOWGROUND
10 JUNE	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
11 JUNE	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
14 & 15 JUNE	FoSC FESTIVAL of SPORTING CARS	ORAN PARK GP CIRCUIT
15 JUNE	CCHCC CENTRAL COAST SWAP	GOSFORD SHOWGROUNDS
22 JUNE	SOUTH COAST HOLDNE OWNERS CLUB CAHRITY SHOW'N' SHINE	KEMBLA GRANGE RACECOURSE
22 JUNE	VCCA / VMCC ALL VETERAN RALLY	MARAYLA
28 & 29 JUNE	HSRCA HISTORIC RACING	ORAN PARK GRAND PRIX
13 AUGUST	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN

17 AUGUST	ALL BRITISH DAY	KINGS SCHOOL – NTH PARRAMATTA
23 & 24 AUGUST	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
26 AUGUST	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
6 & 7 SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK RACEWAY
21 SEPTMBER	BURWOOD SPRING FESTIVAL CLASSIC CAR SHOW 'N' SHINE	BURWOOD PARK
27 & 28 SEPTEMBER	HSRCA – HISTORIC RACING	WAKEFIELD PARK - GOULBURN
7 OCTOBER	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
8 OCTOBER	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
26 OCT – 2 NOV	VCCA / SHANNONS NATIONAL RALLY	CANBERRA
2 NOVEMBER	ALL CHRYSLER DAY	FAIRFIELD CITY SHOWGROUND
9 NOVEMBER	TLCAC "10TH ANNIVERSARY SPECIAL" SHOW N SHINE	WYONG RACECOURSE - WYONG
22 & 23 NOVEMBER	FoSC FESTIVAL of SPORTING CARS	WAKEFIELD PARK - GOULBURN
23 NOVEMBER	MARQUES IN THE PARK	JOHN KNIGHT MEMORIAL PARK, BELCONNEN
28 - 30 NOVEMBER	HSRCA – TASMAN REVIVAL MEETING	EASTERN CREEK RACEWAY
3 DECEMBER	GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN
9 DECEMBER	SECOND GEAR MOTORSPORT	WAKEFIELD PARK, GOULBURN



12-13 SEPTEMBER 2008
**THOROUGHBRED & FILLIES
WEEKEND**

FRIDAY 12. MEET 10-00 AM MCDONALDS MT COLAH
10-30 DEPARTURE.

VISIT THE **HUNTER VALLEY GARDENS**
ADULT \$19.50 CONCESSION \$15.50
LUNCH AT OWN COST (BISTRO MENU).

ARRIVE IN SCONE (AIRLIE HOUSE MOTEL)
\$95.00 PER NIGHT DOUBLE ROOM

DINNER AT LOCAL RESTAURANT

SATURDAY 13. BREAKFAST OWN ARRANGEMENTS OR
ROOM SERVICE AVAILABLE.

MORNING : VISIT TO **THOROUGHBRED RACE HORSE STUD**
\$17.00 P/H INC. GUIDE AND BUS

AFTERNOON : VISIT THE **HISTORIC BELLTREES PROPERTY**
WITH TOUR AND LUNCH (INC.)

see (www.belltrees.com)

\$35 P/H

DINNER AT LOCAL RESTAURANT

Numbers will be limited to 30 people

Bookings will open on the 11th. June 2008

To confirm: contact Graham Olliffe at www.golliffe@optusnet.com.au or
Phone on 9630 3971 a \$17.00 p/h deposit is require

SPORTING REPORT

A PB for Lindsay Day at Eastern Creek – his report follows:

I finally had my first run for 2008. CSCA round 3 at Eastern Creek run by the Jag club on 3 May 08. It was a good day. I had missed the first round because I had not received my overhauled rear hubs back in time. Then the second CSCA round was on the same weekend as the TSCC Orange trip which Jill and I attended, so I was well and truly itching to have a good day which I did. I took a third of a second off my PB in the end and it was the last lap of the day rather than my usual stunt of the first set of laps being the fastest.

*It's not easy to shave tenths off ones PB. Great result Lindsay.
Malcolm*

Malcolm's run at Oran Park GP

I had my first run for the year at the Oran Park GP circuit on the 2nd March with the WRX Club. We ran a slightly different format giving 4 sessions of 4 timed laps (instead of the usual 3) which has its advantages and disadvantages. I think I would prefer more sessions of 3 laps with a greater chance of a clean run, as it seems to be so difficult to get into groups where one doesn't need to pass or be passed – both of which knock lap times around. With obstacles in every session, I was a second off my best in contrast to Lindsay. Those race tyres of mine are 3 years old now and I think they might have something to do with it too, but they've still got a few more runs in them before I can justify replacing them. Until then, I've got an excuse.

I look forward to hearing from any others in the club who are out there competing in motor sport.

If you would like to discuss any aspect of competing in the Sporting Championship, please feel free to contact me.

Malcolm Stephen
TSCC Sporting Secretary
T 02 9717 3273 (h) 02 9543 2951
M 0413 171 806
E malcolm.stephen@ansto.gov.au
8 Breeza Place,
BANGOR, 2234.

ADDITIONAL PHOTOS OF LIONEL WALKER'S MK 2 JAGUAR AT BATHURST EASTER 2008



JOINT BREAKFAST RUN WITH M-B CLUB 4th May 2008







WEDNESDAY RUN
21 May 2008

This month's run was one with a difference, one without the bends and bumps of our usual Wednesday outings and, given the escalating fuels costs, one that was economical and environmentally friendly. Colin Watts was the organiser on this occasion and the day was planned around an organised tour of the Powerhouse Discovery Centre Store at Castle Hill followed by lunch at Geranium Cottage at Middle Dural.

The day began with tour group comprising:

Colin Watts	Bruce Griffiths (guest and now a new member of the club)
Ian Norman	Vern Kelly
Malcolm and Toni Ireland	John Moody
Jack Jones	Roland Clark
Greg Menzies	John and Karma Watson
Paul and Jan Goddard	

meeting at the Museum at 10.00am for the usual morning heart starter before embarking upon our tour of the museum. A number of our lady members (Jennifer Jones, Margaret Moody and Stephanie Clark) elected to forego this leg, deciding instead to join the group at Geranium Cottage for lunch. Stephanie actually walked from home to the restaurant which would have been some 6 or 7 kilometers and, to prove just how fit she is, showed no signs of wear or tear after such a long trek. You've got a good model here, Roland.

Briefly, by way of background, The Powerhouse has been collecting items for 125 years and its main facility is the museum located at Ultimo. The Castle Hill facility is basically a storage and collection facility and houses approximately 50,000 items which are periodically rotated for showing at the museum in Ultimo. It has only opened its doors to the public in recent times.



We were provided with a "professional" guide to show us the way through the museum and to explain the nature and historical background of the display items on show. The centerpiece of the experience is the Display Store which is over two levels and houses thousands of items ranging from objects relating to the country's transport history, from a double-decker bus and steam engines to ultra light aircraft and to shelves and drawers full of hundreds of items spanning decorative arts, design, science, technology Indigenous cultures and Australian history. It was this latter area that particularly attracted the attention of Toni, Karma and Jan, especially the displays of dolls, laces and artworks of bygone eras which captured their interest and kept them amused for hours. For their own personal interests, Toni makes exquisite replicas of antique dolls, Karma is very involved with antiques and embroidery and Jan just likes to look at everything. When left to explore at their own leisure and in peace, the girls were absolutely fascinated by the magic of the place. Every drawer held another treasure. Toni discovered an antique doll by a French maker who was not known to her but a friendly staff member obligingly provided her with all the background and necessary detail for her information. There was everything and anything, from shoes for bound feet from China (got Jan's interest), a vast display of exquisite Royal Doulton ceramics, to the Olympic torch carried by Kathy Freeman and costumes and props from the Opening Ceremony. Even the old posters used to entice "The Ten Pound Poms" to Australia....(could just make out Chris Johnson and John Dixon in the background of one of these). All very, very interesting.

At this point the "boys" were privileged to be taken to another storage hangar which is rarely opened to the public and which contained an extensive range of transport vehicles comprising horse drawn vehicles, many varieties of motor vehicles spanning the decades and historical significances. All the items in this hangar were stored in a controlled environment of constant temperature and humidity levels to ensure that deterioration is minimized as far as possible. The "boys" found this part of the tour to be particularly interesting and rekindled a

lot of good memories of yesteryear. From my own perspective, I found the old Cobb & Co coach of interest as my great grand father used to guide one of these contraptions from Hay to Booligal in his “hay” day.



The tour of the museum concluded at around midday when we made our way to Geranium Cottage for a very enjoyable lunch in a pleasant and peaceful atmosphere.

A very pleasant and interesting day out which was thoroughly enjoyed by all, and our thanks to Colin Watts for making it so.



Jan and Paul Goddard

The following article was suggested by Malcolm Stephen and is reproduced here with kind permission of Polished Bliss. There are a number of other articles on their website, the address of which is listed below, which may be of interest to Members.

Ian Norman

Editor



<http://www.polishedbliss.co.uk>

How to clean your paint in preparation for polishing or protection

Cleaning is the process of exfoliating firmly bonded surface contaminants, such as tar spots, bug remains, and old wax or sealant residues, which cannot be removed from your paint by normal washing. By far the most common types of bonded surface contaminants are tar spots and baked on bug remains. However, brake dust and industrial fallout can also become bonded to exterior surfaces over time. It is important to remove such contaminants periodically, because if they are allowed to remain in place for a long period of time they can etch and discolour underlying surfaces.



Removing such contaminants requires a special technique. Normal washing doesn't remove them. All purpose cleaners may partially remove them when used full strength, but are often unable to fully dissolve larger particles. Aggressive polishing would almost certainly remove such contamination, but isn't the best solution for two reasons. Firstly, such contaminants often need to be removed 2-3 times a year, and aggressive polishing shouldn't be done as often as this, as it results in the removal of some of the clear coat covering the paint, and

damaging the underlying or surrounding surfaces. Such a product exists, and is known as a clay bar.

The clay used in a clay bar isn't really clay at all, but a mixture of a soft plastic resin (polybutene) and various grades of abrasive particles. Think of it in this way - the soft plastic resin is effectively an applicator pad, which enables you to move abrasive particles over your paint using consistent force and pressure. Because bonded surface contaminants sit above the surface of the paint, they are subject to greater abrasive forces than the surrounding surfaces when a clay bar is rubbed over them. As a result, they are exfoliated and removed by the clay bar. You may be questioning at this point why the abrasives in the clay don't affect the surrounding paint? The answer is they would, if they were allowed to. You have to stop them from doing so, by using a suitable lubricant.



Clay lubricants come in a variety of guises, but most are effectively quick detailing products. These spray on wipe off products contain lubricating oils (which enable dust and grime to be wiped off exterior surfaces safely without inflicting damage to the underlying surfaces) and are well suited to use with a clay bar. In addition, heavier duty waterless wash products are also ideal in this respect, as they contain an even greater concentration of lubricating oils. If you do not have any of these products, a very rich suds mixture made up using a normal shampoo can suffice, but extra care should be taken to keep the work area well lubricated.

To determine whether your paint has firmly bonded surface contaminants, and thus requires claying, you should wash and dry your car thoroughly, and then run your fingertips over the major panels. Clean paint should feel as smooth as glass. If your fingertips aren't very sensitive you can magnify your sense of touch by putting your hand inside a plastic sandwich bag first. If you can feel rough spots or a gritty texture, you need to clay your paint. If you have a light coloured car, you may also be able to see such contaminants, particularly tar spots.

When it actually comes to claying your paint, the first thing you should do is check that the clay bar you intend to use is soft enough to work with. This is a bit of a judgement call, but ideally you should be able to mould the clay into a ball and roll it into a sausage shape with only a little effort. If it feels harder than this, you should place it in a tub of warm water for 5 minutes and then try it again (it is okay to get clay wet). In the summer months, clay bars are usually okay to use straight out of the wrapper, but in the winter months they nearly always need to go into warm water for 5 minutes first. Using a clay bar that is too hard is the number one reason why many people have a bad experience with clay and end up damaging their paint.

Once soft enough to work with, the next thing you should do is give the clay bar a quick spray with the lubricant you have chosen, in order to help prevent it sticking to your hands.

then using moderate pressure and pace rub the clay backwards and forwards across the surface of the panel, following the lines of the car. Using insufficient lubricant is the second reason why many people have a bad experience with clay and end up damaging their paint - be generous with it, it doesn't matter if it runs everywhere, it won't do anything any harm.



If the paint is relatively clean the clay will glide across very easily; if it is heavily contaminated the clay will be much harder to move around. Usually, between 10-20 passes will be enough to clean the work area, but in time you will become able to judge whether all of the contaminants have been removed by the way the clay moves over the surface. Another way to tell is to run your fingertips over the panel when you think you are done - it should be as smooth as glass. If it isn't, repeat the process. Once the work area is clean, wipe up any residual lubricant using a heavyweight waffle weave microfibre towel, and then move on to the next area or panel.



As you progress, remould the clay bar into a new bar shape after every panel. This helps to keep the face of the bar in contact with the paint relatively clean. If after doing the first area you realise you are working on a heavily contaminated surface, remould the clay more frequently. Some people prefer to mould the clay into a round shape to work with. We say do whatever feels most natural to you, just ensure that it is an even thickness (in order to ensure you apply even force and pressure). As your confidence grows, you will find that it is often easier to work on really stubborn tar spots using a thinner piece of clay and more pressure, but don't rush this - get some experience first. The final golden rule for using clay safely and effectively is always throw it away if you accidentally drop it on the floor. Continuing to use it after doing so is a recipe for disaster and major damage.

According to clay bar manufacturers, claying should completely strip existing wax or sealant protection. However, in our experience, some of the latest sealants on the market seem to be able to withstand claying. Thus, if your intention was to completely remove your existing

strength all purpose cleaner to the exterior surfaces of your car, leave it to work for 10-15 minutes, then rinse and dry off thoroughly before applying an alternative last step product. The second option is to polish your paint by hand or machine - this will also remove all traces of existing wax or sealant protection.

The final step in the cleaning process is to pack away all of the tools you have used, making sure everything is clean and ready for the next use. Check the condition of the clay bar - if it is totally soiled discard it, if it is only partially soiled place it in a zip lock freezer bag and save it for future use on your wheels or your windows (we recommend that you always use a brand new clay bar on your paint). Finally, wash any towels you have used in a washing machine at a low temperature using a gentle non-biological liquid detergent (avoid soap powders and detergents containing bleach or fabric softeners), before allowing them to dry out naturally.

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< Read the next guide >

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T.S.C.C. JUNE WEDNESDAY RUN TO THE ZIG ZAG RAILWAY



Jack had arranged for everyone to meet at the coffee shop opposite the Richmond Air force Base. The first to arrive was Vic Andrews and Margaret Matthews in the Volvo 1800S (made famous in the sixties by 'The Saint'.) Roselee and I (driving her Subaru) enjoyed a coffee with Vic and Margaret whilst waiting for more members to arrive. We were entertained by a few Air force planes practising their take offs and landings. Vic and Margaret left home at around 7.30 am and we decided that there was no excuse for any late-comers. Jack and Jennifer Jones were the next to arrive in their six seater Land cruiser, accompanied by Ross and Dale Lithgow [Corvette Owners] and John and Margaret Moody. Bob Walsh, travelling solo, arrived driving his V12 Jaguar XJS HE. Bob commented that he had to keep a closer eye on the fuel gauge these days because of the ever escalating fuel prices. Ian Norman was the last to arrive in his smart BMW 330CI convertible (we can't remember if, at any time, he put the top down because it was a very brisk drive into the Blue Mountains).

We all then made our way up to the Clarence Railway station driving over massive potholes in the station car park, which could have swallowed us up if we were not vigilant. Then it was "all aboard" in our reserved carriage to start our journey down the mountain. Our carriage was cosy and we did, however, manage to overcome the problem of exiting the carriage at our first stop, because there were no visible door handles for us to use to exit the carriage. Once we discovered that we needed to lower the window and then open the carriage from the outside (where the handle was located) we all alighted looking a little stupid.



Ian, Vic, Ross and Jack



Dale, Jennifer and Ross

The Lithgow Zig Zag is an historic railway that lowered the Great Western Railway of NSW down the western escarpment of the Blue Mountains via a series of reversals, or 'Zig Zags'. Opened in 1869, it was a major civil engineering feat for its day, but steam locomotives had to work to climb its steep grades. In time, the Zig Zag became an operational bottleneck, and it was replaced by a new railway route in 1910.

From 1910 to 1974 the upper levels of the Zig Zag lay abandoned. Railway activity was confined to the Bottom Road, which was retained in the new railway route.

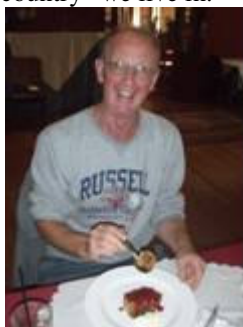
The Zig Zag was reborn in 1974 as a preserved steam railway for all to enjoy.



We stopped twice to get out and stroll along the stations, buy a coffee, pie, lollies, chips, etc. We walked up over the tracks onto a bridge and watched as the locomotive changed ends at each Zig Zag. On one such change and when we standing on a bridge we were engulfed in steam as the train chuffed under our feet. It was exciting and smelly. (This smell was very reminiscent of our child-hood.)



It always amazes me to see how much natural beauty we have so close to Sydney. We passed many wonders and crossed magnificent hand hewn sandstone viaducts along our journey. These sights, including some beautiful birds made me remember what a “lucky country” we live in.



Once we alighted we traversed the pot-holed car park again and made a quick trip to The Imperial Hotel at Mount Victoria for lunch in the main dining room which was reserved exclusively for TSCC members. Bob Smith (driving his newly purchased Maserati convertible) joined us for lunch telling us about his imminent trip to South America. We dined on good food and wine in front of an open log fire-place.

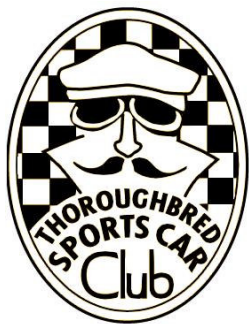
After looking through a model car shop and antique shop (I was in search of a brass oil can) we then said our goodbye's and headed back to Sydney.

A special thanks on behalf of all of us to Jack and Jennifer Jones for organising a great day right down to the weather.

Les Johnson



Margaret, John, Roselee, Les, Jennifer, Bob, Jack, Margaret, Vic, Dale, Ross
Along with Ian Norman taking the photo



Thoroughbred Sports Car Club

2008 Membership Form

Membership Year: 1 March 2008 to 28 February 2009

Mail form and cheque to the Treasurer,

Mrs Wendy Kelly, 76 Ravensbourne Circuit, DURAL NSW 2158

<input type="checkbox"/> Renewal <input type="checkbox"/> New Member	Surname	OFFICE USE ONLY																																																							
	Given Names																																																								
Address																																																									
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I agree to abide by the rules of the Club	x
MEMBER/APPLICANT'S SIGNATURE	

MEMBERSHIP CATEGORY	ANNUAL FEE	ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES
<input type="checkbox"/> Single	\$50	(i) Eligible to attend and/or compete in all listed TSCC calendar events (ii) Receive all printed matter issued by the Club
<input type="checkbox"/> Family	\$60	This category covers ONE ADDITIONAL person (ie Member plus one) Spouse / partner is eligible for (i) above

This Newsletter is published by:
THE THOROUGHBRED SPORTS CAR CLUB INC

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