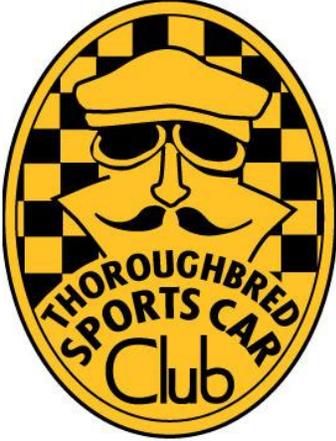


top  **gear**



Vince Thompson with his MB 350SL – Refer article



2007 COMMITTEE

President	Vern Kelly	9651 2770 (H)
Vice President / Social Director	Malcolm Ireland	9416 3031 (H)
Secretary	Val Dixon	9403 6905 (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)
Sporting Secretary & Point Score Keeper	Lester Gough	9799 3209 (H/F)
Club Plate Registrar	Roland Clark	9653 2866 (H) 9653 2867 (F)
Committee Member	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

14 Lobelia St.

West Chatswood NSW 2067

Email: secretary@thoroughbredsportscarclub.asn.au

Web: www.thoroughbredsportscarclub.asn.au

PRESIDENT VERN'S VERNACULAR



Hello to you all, and I hope that you are all well.

Well, we now have only three Club events to go this year – The November General Meeting/AGM, Wednesday Run & the Presentation Night/Christmas Party. Your Committee will also meet in December, as usual, to plan our calendar of events for 2008 – about which more later.

In the recent past, the Temora Airshow Weekend was an outstanding success for the big group of 38 of us who attended the event. Great arrangements, perfect weather & an airshow, which had been considerably developed since our previous attendance 4 years earlier, made it a memorable occasion. *Many, many thanks to Graham & Marilyn Olliffe for so capably organising this event.*

The Pride of Ownership Day was again a great day this year, with 56 people attending – down a little from the record 63 people last year, but a slightly easier number to work with at the current venue. The weather was again perfect, & the sight of our display of such a diverse range of cars, & the ladies walking around with champagnes doing their “Ladies’ Choice” voting, was a great sight in the Oatlands House grounds. Many people expressed to me their pleasure with the Day.

Prior to convening the above 2008 calendar-planning meeting, I have had very informal discussions with the Mercedes-Benz Club's President, Mike Fleming, & Social & Events Committee Member, Vince Thompson (who has also recently joined our Club) concerning the possible concept of running two joint runs between our two Clubs next year. Early thinking is for them to join us on one of our Wednesday Runs, & for us to join them on one of their Sunday Runs. Something new, something different.

Our AGM approaches, & Secretary Val has circulated the names of nominees for all Committee positions. Such nominations are now being done in advance of our AGM, strictly in line with our Constitution. Nominations are now closed & there has been only one name nominated for each Committee position, so there will be no need for ballots. Nominations cannot therefore be sought or made from the floor on the night. So, please come along to the AGM & enjoy the night – under the revised method for nominations, you cannot be persuaded or coerced to accept a Committee position on the night!!

Lastly, trophies are being engraved, balloons are being ordered, music is being selected – yes, plans for the annual Presentation Night/Christmas Party on Sat 1st December are well in hand. Vice President Malcolm has sent out the notices for what will be another great night at Castle Hill RSL – hope to see you there.

With best wishes to all.

Happy motoring.

President Vern

CLUB SHOP PRICE LIST

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GIVE ORDER TO US AT THE NEXT CLUB MEETING.

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Bust	88	93	98	103	108	113
Length	60	62.5	65	67.5	70	72.5

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Peter & Sue Smart
204 Bettington Road, CARLINGFORD. 2118

OR Give it to us at the next club meeting.

TEMORA AIR SHOW WEEKEND

14th-16th SEPTEMBER 2007

After a four year break since the Club previously attended this event, the Committee decided to include it again on this year's calendar. The previous time was a fantastic experience and, with a further-developed program this year, it was even bigger and better this time.

This year, 37 Members attended the event. They were:

Peter & Sue Smart	Paul & Jan Goddard
Chris Johnson & George Findley	Keith & Carol Reynolds
Les & Roselee Johnson	Norm & Pam Johnson
Rick Johnson & Lisa Dwyer	Malcolm & Toni Ireland
Ian Norman	Terry & Robyn Daly
Peter & Eve Stefan	John & Barb Lewis
John & Sue Burton	Rob & Kay Finney
Roland & Stephanie Clark	Malcolm & Margaret Stephen
Graham & Marilyn Olliffe	John & Val Dixon
Vern & Wendy Kelly	

This year's event was extremely well organised by Graham & Marilyn Olliffe. They arranged for us to muster on the Friday at the Pheasants Nest truck stop on the Hume Highway for a caffeine and nibble, following which we convoyed down the Highway to the Yass service centre for lunch. After lunch, we headed to Temora, meeting a little light rain on the way.

At Temora, we needed to split ourselves between three separate motels, such was the size of our group & the great popularity of this event, which must add greatly to the town's economy.

After the usual pre-dinner drinks in one of our rooms (at our motel anyway, & I'm sure others did the same as it's a TSCC tradition), we all headed for our dinner booking at the Terminus Hotel. Despite holding our firm booking reservation for the 37 people, and despite the hotel contacting Graham during the afternoon to confirm the booking, the hotel let us down by allowing other people to take over our reserved tables. Very bad management by the hotel.

Graham moved very quickly to make another booking at the nearby RSL Club, so we quickly departed the hotel for the RSL, a short 50 meter walk away.. The RSL looked after us extremely well, providing a separate private area for us to sit, and providing excellent food & service.

The Saturday flying day dawned bright & blue, with low wind – excellent flying conditions & great for spectators. The weather remained beautiful all day – some people even got a little sunburnt.

On arrival at the airport parking area, Les was pleased to see that the Aston Martin Club was also attending the event. He parked his DBR2 with their Club, for which they were no doubt very pleased to have some Aston Martin exotica to add to their group.

The crowd of spectators was probably four times the size of the crowd on our previous visit four years earlier. The flying program was extremely interesting – even for us ladies. There was a great variety of planes, from an early twin wing Tiger Moth to the latest RAAF F/A-18 Hornet jet fighter. We had a fabulous viewing position, being seated right next to the apron on which the display planes were parked. There was expert commentary throughout the display, and each of the pilots was interviewed immediately after their flying display to talk about their planes' history, performance and flying characteristics.

While each of the planes was interesting in its own way, among the highlights were the Spitfire, with its World War 2 history, and the Cessna A37B "Dragonfly". The "Dragonfly" was a small, extremely nimble plane with tremendous performance & maneuverability. It was excellently piloted on a very high speed, twisting run by pilot David Lowy, of the wealthy Lowy (Westfield Group) family. David Lowy is a keen aviator and is the patron of the Temora Aviation Museum which sits at the airport. It is understood that he has provided significant financial support to the museum.

The highlight had to be, however, the RAAF F/A-18 Hornet jet fighter. Words can't do justice to the sight and sound of this latest jet fighter – extremely fast & maneuverable, and very noisy!! There were three F/A-18's present. One was on static display in a hangar, while another was a backup for the display plane in case something went wrong with the latter. It is understood that David Lowy met the RAAF's costs to bring the planes to the display.

After a wonderful day's entertainment, Saturday night saw us at the Temora Bowling Club, where we enjoyed an excellent dinner in a private room. It was Toni Ireland's birthday and, after Malcolm suggesting that we arrange a cake, I rang the Club and the chef produced a wonderful birthday cake. This was presented to Toni with a rousing rendition of the Happy Birthday song. Another wonderful TSCC night!!

On Sunday, after a leisurely breakfast, most of us headed straight home, while some stayed a little longer, some stayed a further night in Canberra, and John & Val returned via Griffith to catch up with Val's Dad.

In all, a fabulous event – many thanks on everyone’s behalf to Graham & Marilyn for their excellent organisational arrangements.

Wendy Kelly





OLD CLUB PLATES

The Club owns 2 sets of old obsolete Club Plates Nos 002 & 004 and the Committee has decided to offer these to Members to purchase – refer to minutes of the General Meeting 12/09/2007. We have received a written offer from an outside Collector/Trader to purchase these for \$50.00 per set although it is believed the original cost was around \$60.00. If any members are interested in purchasing these plates please submit your bid to Roland Clark by the end of November 2007.

Bids should be submitted by Email to: rolandclark@bigpond.com.

Any questions should be directed to Roland telephone 9653 2866

Ian Norman
Editor

Wednesday Run. 19th September 2007.

- Organized by Paul
- Because a large number of members attending today's run had participated in the Temora Trip (to the Air Show), which involved a fair amount of driving, (with some coming home via other places, eg. Canberra for the Floriade (Irelands, Burtons, Reynolds, Goddards), and Boorowa (the Smarts), this run was deliberately made easy (local for some!!), finishing with lunch at Gallery Two Café –which is a little local Art Gallery / Café in Kenthurst, - always very pleasant on a nice day, (and even on a not-so-nice day too !)
The bellbirds are rather noisy though!!
- Cars :
Les and Roselee Johnson in the DBR2.
Its green with large white dots and always gathers admirers wherever parked- even at MacDonalds Dural where we all met initially!
BMWs-
2 dark blues - Chris and Joan Johnson 's The New, and
The Ex, now proudly Ian Norman's, with Colin Watts riding in comfort as his co-pilot.
Peter and Sue Smart in their red, (with Graham Olliffe in the back seat, now that he has sent Marilyn back to work just to get her out of the house!)
JAGS-
1. Metallic shade of red - Terri Harris and Richard Crawshay –
2. Green -Bob Walsh (this was Bob's first run with us)
And the single entities-
MGB
Jack Jones (on his first Wednesday fun run too) – a nice red one.
FORDS
Toni and Malcolm Ireland – not the CAT today but the other Ford (Mondeo I think) but white.
MERCEDES
Vern and Wendy Kelly in their very smart black one
TRIUMPH STAG
Keith and Carol Reynolds. It's a yellow/mustardy colour. (I had a Datsun120Y that shade -the sons called it baby-s..t yellow!!)
MX5.
Goddards – the usual green one
- The Run-
A very pleasant run, on a beautiful sunny day.
We travelled in a loop, firstly towards Wiseman's Ferry to Hawkin's Lookout for a view over the Hawksbury River. Then back to Maroota and onto Wiseman's Ferry Rd, past Riverside Oaks Golf Club towards Pitt Town. On reaching the outskirts of Pitt Town we

then turned on to Pitt Town-Dural Road, past Scheyville National Park and on through to Kenthurst, and Porters' Road, where the Café is situated. In all, it was an easy and enjoyable 1 ½ hour scenic trip.

Everyone seemed to enjoy their lunch, and the company, and the birdlife (the sounds of the bellbirds are a feature of the place.)

A few of the group took the opportunity to take in the artworks on display in the gallery although I don't think anyone parted with the requisite thousands of \$\$s to purchase any of the masterpieces! They were a little over my credit card limit.

- And as you now can tell, - with cars, -for me, - its all in **-The Colour !**



Jan Goddard



WEDNESDAY RUN 17TH OCTOBER 2007

Colin Watts was our organiser for this run, and he greeted all of us enjoying a cup of coffee at the McDonalds Restoration Restaurant on the corner of New Line Rd. and Old Northern Rd., Dural. Greg Menzies gave us a great insight into his most recent adventure safari in deepest Africa. He was chased by lions, elephants etc. and swam with crocodiles and hippos. He has now decided to have a more relaxing holiday, and, as I write this article, he is currently taking a camel journey in Egypt before boating down the Nile.

Colin blew the whistle for our departure (not quite as adventurous as Greg's) and we headed toward Wisemans Ferry along The Northern Road and then did a left going toward Windsor Road. We crossed the mighty Hawkesbury River in Windsor and passed through Wilberforce, taking in the fresh country air. As we headed West on those twisty little back roads and on to North Richmond, those with open-top cars got even closer to the fresh air and a better view of the new housing being constructed along the way.

Vern and Wendy in the Mercedes came across a small section of dirt road-works and I could only imagine what his thoughts were "You wouldn't be dead for quids." You would like to think that in this 21st century all our roads would be sealed.

Ian Norman in his trusty Mk 11 Jaguar then accelerated through with the backend twitching a bit as he powered on.

As we turned into Grose Vale Road, Greg and Kaye Menzies flashed past in the MX5 and we plodded on to our lunch stop at the "Toque Restaurant" in Kurrajong Village.

We all selected food and wine from a great menu. Over lunch Malcolm and Toni explained the later model Jaguars to Roselee, but I still prefer Aston Martins.



After a fantastic meal washed down by a glass or two of wine we all departed for our various homes. Some were considering a browse in the antique shop but unfortunately (or fortunately) it was closed.

There were just ten of us for lunch, so it was a small intimate group of T.S.C.C members who had a very nice Wednesday run.

Thank you Colin, we will remember the run well and would recommend the restaurant to other members. It was a very pleasant day!

Les Johnson

“MY MERCEDES AND I”

BY VINCE THOMPSON

In my boyhood years in North London during the sixties, my father was a Taxi driver and drove the old black FX3 versions (with no door or seat where the front passenger would normally sit, only luggage space). This was great when we went on our holidays, as we would put all the luggage up front with Dad and put our feet up in the back!

In those days the diesel engines were notoriously bad starters in cold weather and my Dad would often wake me at 6am to help him push-start the cab, (which would often be covered in snow!) dressed in only my dressing gown and slippers, he would give me a cheery wave as he set off down the street, leaving me to return to bed and try to nurse some life back into my frozen toes!

In those days in London, all manner of Mercedes Benz were swanning about town, new versions just arrived from Europe and some classic old models, mainly seen out on Sunday afternoon drives etc.

When I was about 12 years old I decided to earn some pocket money by cleaning cars. I picked the biggest house I could find and knocked on the door. A man named John answered the door and said he would allow me to clean his cars, as long as I did “inside and out”, I am glad I agreed, when he opened the garage door, there stood 2 gleaming cars, a beautiful bright red powerful looking Triumph Stag and a dazzling blue Mercedes Benz 250!

I was immediately drawn to the 3 pointed star on the front of the Mercedes. I was in seventh heaven, I could sit in them and pretend I was driving them, push all the buttons and dials etc and also get paid for cleaning them!

After a couple of years I became really good friends with the family and I actually got to drive the cars in and out of the garage, in order to give me access to clean them, as John was often at golf on a Saturday morning.

By this time, the Stag had been replaced by a magnificent new Rolls Royce Silver Shadow and one day I parked the Roller too close to the front of the garage, (it was a double garage, end to end, not side by side) and as I had about a foot or so behind it where I had parked the Merc after polishing it, I got into the Roller and attempted to inch it back, just enough to move it away from the lawn mower that was touching its radiator.

Now, you must remember, I was only 15 at the time and I knew nothing about automatic chokes or sensitive accelerators etc. To my absolute horror the Rolls Royce lurched back into the Merc with an ominous thud, so, with the engine revving high, I did what any 15 year old boy would do in a panic, I put the Roller into drive in order to edge it forward an inch or two and get it off the Mercedes radiator.

The awful noise of the beautiful Rolls Royce radiator hitting the Victor mower with an almighty clang still haunts me to this day!

I couldn't believe what had happened, I nearly passed out, all the blood drained from the surface of my skin, I felt sick to the stomach and my legs went to jelly.

I staggered into the house and Kim (his lovely wife) asked me what was wrong, but all I could do was cry!

After several minutes of blubbering, Kim calmed me down and we went out to the garage so I could show her what had happened..... all the blood drained from the surface of HER skin!.....

About this time I was sent to the penal colony...

Actually, she was very good about it and told me to go home, have lunch and come back and see John when he got back from golf. I went home, but I couldn't eat my lunch or do anything, so I went back to see John. I still can't believe how he handled it. Did he fly off the handle? Did he take me to the Police Station? No, none of the above, he just put his arms around my (heaving, sobbing) shoulders and said "it's just metal Vince, it can be fixed, don't worry about it"

Can you imagine doing that today, to some kid who had just smashed up 2 of the best cars in the world? I was dumbfounded and eternally grateful at the same time. I was too ashamed and scared to tell my parents, my Dad would have been mortified and I never told any of my family until recent visits to London, 30 years later!

Kim and John continued to let me clean the cars and house-sit their home whilst they went to Spain on their holidays. I still visit them when I go back home and John still has a Mercedes.

So, fast forward some 30 years later and here I am in Sydney, driving around with the family looking for a car for my eldest daughter. We spot a bunch of exotic cars in a showroom and pull in to have a look, and there is a magnificent MB350SL, bright red, soft top down, what a stunning car. "Please Dad, this is the one I want" says my eldest (all of 17 years of age!) Sorry love, not possible, can't get insurance on V8's for P platers etc, then the wife changed my whole world by saying "but this car would be perfect for you, Vince!"

I almost fainted on the spot, but managed to regain my composure quick enough to refuse weakly once or twice, before rushing off to seek out the proprietor so he could talk numbers with the wife. My wife Debbie has a built in calculator in her brain, (don't all devoted shoppers?) they started to discuss finance, but the purchase fell through because of the rust riddled boot etc.

I then spotted a red 350 SL on the internet in August '05, flew down to Melbourne to inspect and fell in love with "DELILAH" the moment I set eyes on her!

What a stunning car, fantastic flowing lines (well, for 1973!) brilliant Signal Red colour and shiny chrome highlights and the fantastic 3.5 litre V8 rumble of her silky smooth, finely tuned engine, do not be fooled gentlemen, she is deceptively quick off the mark, very pacy on the long stretches and holds the road on tight bends like I've never experienced before (well, certainly not in our old green Tarago!)

When I got her home the name "DELILAH" just seemed to fit her perfectly and it has stuck ever since.

"DELILAH" is such a classic car, everywhere I go people are commenting on her, enthusiasts stick their head out of the window at traffic lights and ask me how old she is etc, just the other day a lady came up to me in the petrol station and said "do you realize you are driving my dream car, she's just beautiful", I replied "Madam, I'm driving MY dream car"!

It seems that "DELILAH" is deemed to be forever the bridesmaid, never the bride, as she will not win Concours events because she is not original, too much chrome, posh steering wheel etc said the judges, but I just don't have the heart to strip her bare just to win a trophy, so, as a member of the Mercedes Club I was happy to just go along to the events and meetings, until someone suggested I put her in the "Modified" category, which I did and Hey Presto!, not 1 but 3 Concours trophies and it was a one of these Concours where I spotted what I think is a most superb car, the sublime MB E320 Cabriolet!

What a marvellous design, superb finishing and powerful engine to drive the majestic vehicle on wonderful cruising afternoons.

I had heard stories of people searching for up to 3 years to find one of these cars, Debbie and I had discussed that when the kids left home, we would definitely look at purchasing one.

In February '06, whilst attending a General Meeting, it was mentioned that a member had an E320 Cabriolet for sale, I spoke to him and set up a meeting at Lingane Motors, so that Derek could give it a good look over and went home to work on the boss. After much number crunching and the sale of our Honda Odyssey and 2 of our 3 children (only kidding, about the kids I mean) we decided to purchase this majestic looking dark blue Mercedes E320 Cabriolet.

When I arrived home with it, the family asked what we could call this car, they didn't much like "THE MAJOR" at first, but it has grown on them since, as it is truly a majestic car!

Now, this car is a previous Concours winner and is in complete original order, I would love to install chrome on the wheel arches and on the door handle inserts and an after market steering wheel with polished wooden spokes, similar to others I have seen around, but I am holding off, as I would dearly love to win a trophy at Concours myself with this car!

Everything about "THE MAJOR" reeks of class and sophistication. The seats are probably the most comfortable I have ever sat in, the electric roof is just marvellous and its manoeuvrability is excellent.

So there we have it Ladies and Gentlemen, a brief history of how I came to own not one, but two of the best models MB have produced, a long and rocky path to our union, but I got there in the end, God bless you Kim and John! (and Debbie)

Happy motoring!

Vince Thompson
Thoroughbred Sports Car Club
MBCNSW



The following article was provided by Colin Allerdice from "Hemmings Weekly Vol 3 Issue 18"

WORLDS FASTEST PRODUCTION CAR

The "Guinness Book of World Records" has verified that Shelby Supercars' Ultimate Aero is officially the "Fastest Production Car" in the world. This is the first time the production speed record has been held by a US auto manufacturer in 40 years.

In 1967, the Ford GT40 held the record.

The new record was set by driver Chuck Bigelow, 71 years old, who drove SSC's Ultimate Aero on a stretch of Highway 221 in Washington State, clocking 414.31 kph (257.45 mph) on the first run and 254.92 mph on the second run to record an official record speed of 256.19 mph.

This broke the former official record held by the Koenigsegg CCR at 388 kph and the Bugatti Veyron's unofficial speed of 408.47 kph.

The Ultimate Aero is powered by a 1,183 hp engine with 1,094-lbs of torque.

YOU CAN'T FIX STUPIDITY

These people prove it is a terminal condition. As always, competition this year has been keen and the candidates are...

Eighth Place

In Detroit, a 41-year-old man got stuck and drowned in two feet of water after squeezing head first through an 18-inch-wide sewer grate to retrieve his car keys.

Seventh Place

A 49-year-old San Francisco stockbroker, who was 'totally focussed when he ran, "accidentally" jogged off a 100-foot high cliff on his daily run.

Sixth Place

While at the beach, Daniel Jones, 21, dug an 8 foot hole for protection from the wind and had been sitting at the bottom in a beach chair when it collapsed, burying him beneath 5 feet of sand.

People on the beach used their hands and shovels trying to get him out but could not reach him. It took rescue workers using heavy equipment almost an hour to free him.

Jones was pronounced dead at a hospital.

Fifth Place

Santiago Alvarado, 24, was killed as he fell through the ceiling of a bicycle shop he was burglarizing.

Death was caused when the long flashlight he had placed in his mouth to keep his hands free rammed into the base of his skull as he hit the floor.

Fourth Place

Sylvester Briddell, Jr., 26, was killed as he won a bet with friends who said he would not put a revolver loaded with four bullets into his mouth and pull the trigger.

Third Place

After stepping around a marked police patrol car parked at the front door, a man walked into H&J Leather & Firearms intent on robbing the store.

The shop was full of customers and a uniformed officer was standing at the counter.

Upon seeing the officer, the would-be robber announced a hold-up, and fired a few wild shots from a target pistol.

The officer and a clerk promptly returned fire, and several customers also drew their guns and fired.

The robber was pronounced dead at the scene by Paramedics.

Crime scene investigators located 47 expended cartridge cases in the shop. The subsequent autopsy revealed 23 gunshot wounds. Ballistics identified rounds from 7 different weapons. No one else was hurt.

HONORABLE MENTION

Paul Stiller, 47, and his wife Bonnie were bored just driving around at 2 A.M. so they lit a quarter stick of dynamite to toss out the window to see what would happen. Apparently they failed to notice the window was closed.

RUNNER UP

Kerry Bingham had been drinking with several friends when one of them said they knew a person who had bungee-jumped from a local bridge in the middle of traffic. The conversation grew more heated and at least 10 men trooped along the walkway of the bridge at 4:30 AM.

Upon arrival at the midpoint of the bridge they discovered that no one had brought a bungee rope.

Bingham, who had continued drinking, volunteered and pointed out that a coil of lineman's cable, lay near by. They secured one end around Bingham's leg and the tied the other to the bridge.

His fall lasted 40 feet before the cable tightened and tore his foot off at the ankle.

He miraculously survived his fall into the icy water and was rescued by two nearby fishermen.

Bingham's foot was never located.

AND THE WINNER IS...

Zookeeper Friedrich Riesfeldt (Paderborn , Germany) fed his constipated elephant 22 doses of animal laxative and more than a bushel of berries, figs and prunes before the plugged-up pachyderm finally got relief.

Investigators say ill-fated Friedrich, 46, was attempting to give the ailing elephant an olive oil enema when the relieved beast unloaded.

The sheer force of the elephant's unexpected defecation knocked Mr. Riesfeldt to the ground where he struck his head on a rock as the elephant continued to evacuate 200 pounds of dung on top of him.

It seems to be just one of those freak accidents that proves...

“Shit happens”

AMAZING MOTORING FACTS

Recently I was reading a book with the rather lengthy title of "Facts and Feats - the Ultimate Guide – Everything You Ever Wanted to Know About the Automobile but Were Afraid to Ask" and came across a few interesting and rather quirky facts which I thought I would share with readers of "Top Gear".

Firstly if you ever thought you had bought a lemon I think you would have a hard job topping this experience. I quote – "The most horrendously bad design of the early days of motoring was unquestionably the Pennington 'Raft' of 1899. It flew in the face of reason with a degree of foolhardiness that deserved a medal. Where every other car on the road steered with the front wheels, the Raft steered with the back. Needless to say, it drove with the front – by a twisted rope belt. Its engine had no form of cooling, was mounted in the centre of the chassis well away from any current of air, and its crankshaft was vertical, so that the primary drive was perpetually tempted, by gravity, to fall off the sprockets – which it frequently did. Tightening the chain (of course) loosened the belt and vice versa. It had neither steering wheel or tiller, just a vertical lever like a handbrake moving fore and aft, a totally unnatural motion for steering. Nor was there a carburetor, just a simple drip valve which let neat petrol trickle into the immensely long cylinder. And if that wasn't enough sheer enjoyment for the most dedicated of sado-masochists, it got through spark plugs at a rate that beggars belief. In 1899 a brave soul named Hubert Egerton – the first man to ride from Lands End to John O'Groats on a motorcycle, set out to drive a Pennington from Manchester to London. He gave up after having covered 16 miles in 9 hours; he had used up all the spares on board and burnt out no fewer than 48 spark plugs. That, gentle readers must have been the biggest heap of automotive s*#t of all time!!

Interesting fact Number Two. You won't believe what some manufacturers came up with as a name for their cars in the early days. Try these for size - Hazard (1914), Luck utility (1911), Average man's Runabout (1906), Duck Jackson (1913), Bugmobile (1909) and Crock (1920). Needless to say all these marques were remarkably unsuccessful and long forgotten!!

Have you ever wondered about the origin of the words motor car, automobile and petrol? Read on! "One of the big problems faced by pioneers was what to call their vehicles. Among the terms proposed were horseless carriage, autobain, automobile carriage, automatic carriage, self-propelled carriage, motorcycle and autocar. The British finally chose motor car as the most appropriate name for the new invention. The name had been coined by consulting engineer Frederick R. Simms in a letter he wrote to his partner as early as 1891. France and America chose a name of a more classical derivation – Automobile. The Scots-born pioneer car maker Alexander Winton is said to have introduced the term 'Automobile' into the American vocabulary. Frederick Simms also gave the English language the word 'petrol' which he coined in 1890 when people were beginning to worry about storing flammable motor spirit. Simm's logic was that since 'petrol' was a meaningless word, it would allay these fears. It was registered as a trade name by (the somewhat improbably named firm [the writer's comment]!) Carless, Capel and Leonard of London, but eventually came to describe motor fuel in general in Britain, In America the universal term has always been gasoline." (the origin of which is not mentioned in the book).

What a monster this one must have been! "Probably the only car to possess eight wheels was the Reeves Octoauto built in Columbus in Indiana in 1911 based on a 1910 Oldsmobile chassis. Milton O. Reeves thought that the more wheels a car had, the more comfortable it would be, but though he offered Octoautos for sale, it is doubtful whether any were sold. Probably the thought of parking a car with a 20 ft 8 in/6.30m overall length and a 15 ft/ 4.57m wheelbase deterred any potential customers in those pre-power steering days. Undeterred, Milton Reeves then offered a six-wheeled Sextoauto, but only two were ever completed." Remember the six-wheeled Tyrell Racing car? Maybe Milton O. Reeves was a man of vision after all!!

Finally how's this for a piece of automotive hoodwinking? "One of the largest confidence tricks played on the technical press was the '16 cylinder' Buciali Double-Hiut exhibited at the 1931 Paris salon. Its V16 power unit was described in detail by journalists as being made up of two straight-eights mounted side by side and driving the front wheels but when, after eight years of immobility in France, this grandiose Bucciali chassis was acquired by an American collection and dismantled for restoration, it was found that

the magnificent engine was just a hollow shell stuffed with old French newspapers. Presumably the Bucciali brothers would only have developed this bold design further had someone actually paid the enormous asking price of 187,000 francs.” I’ll save some of the other gems in this book for a future Top Gear

Colin Watts

Just for Laughs

A couple of Irish jokes to make your day

An Irishman and an Australian were flying to Dublin from Australia. The take off was uneventful but one hour into the flight the Captain announced that one engine had failed. He said that there was no need to panic but it would delay their arrival in Dublin by 30 minutes. A few hours later the Captain announced that a second engine had failed and it would delay their arrival by 1 hour but there was no need to worry – the aircraft would fly quite satisfactorily on 2 engines. Several hours later an announcement came from the Captain saying that a third engine had failed. He said due to the wonders of modern technology the aircraft was still capable of flying but their arrival in Dublin would be delayed by several hours. Whereupon the Irish man turned to the Australian and said “I hope that the fourth engine doesn’t fail or we’ll be up here all night!!!

Two Irishmen were visiting Rome. One said to the other “you know they say, when in Rome do as the Romans do”. On entering a local hotel they asked what the Pope’s favourite drink was. “Crème de Menthe came the answer. “Give us two schooners of that please”. Needless to say they awoke the next day with a massive hangover. One said to the other “I now understand why the Pope has to be driven everywhere!!!”

CALENDAR 2007

	DATE		EVENT	ORGANISER	PHONE
JAN.	Fri 26	S	NRMA Motorfest	Roland Clark	9653 2866
FEB.	Wed 14 Wed 21	M F	Monthly Meeting Wednesday Run	Val Dixon Peter & Sue Smart	9403 6905 9630 1050
MAR	Sun 4 Sat 10 Wed 14 Wed 21	R S M F	Oran Park GP Tea Gardens Hawkes Nest Motor Club Motorfest Monthly Meeting Wednesday Run	Lester Gough John Burton Val Dixon Roland & Stephanie Clark	9799 3209 4997 1859 9403 6905 9653 2866
APRIL	Wed 11 Wed 18 Sun 22	M F R	Monthly Meeting Wednesday Run Eastern Creek	Val Dixon Kevin & Robyn Leggott Lester Gough	9403 6905 4959 5771 9799 3209
MAY	Wed 9 Wed 16 Sun 20 Sun 20 25 - 28	M F S R S	Monthly Meeting Wednesday Run Hunter Valley Bus Tour Wakefield Park Bingara Bash	Val Dixon Greg & Kayelene Menzies Keith & Carolyn Reynolds Lester Gough Terry & Robyn Daly	9403 6905 9871 7352 9634 6342 9799 3209 9488 9590
JUNE	Sat 2 Wed 13 Wed 20 Sat 30	S M F R	Restaurant Night Monthly Meeting Wednesday Run Oran Park GP	Peter & Evelyn Stefan Val Dixon Chris & Joan Johnson Lester Gough	9624 8331 9403 6905 9875 3691 9799 3209
JULY	Sun 1 Wed 11 Wed 18 Sat 28 Sun 29	S M F R S	Ladies Day/Xmas in July Monthly Meeting Wednesday Run Oran Park GP AHOC "Brass Monkey" Run & O'night Stay	Paul & Jan Goddard Val Dixon Keith & Carolyn Reynolds Lester Gough Les & Roselee Johnson	9481 9715 9403 6905 9634 6342 9799 3209 9412 1838
AUG.	Sun 5 Wed 8 Wed 15 Sun 19 Sun 26	R M F S S	Eastern Creek Monthly Meeting Wednesday Run All British Day, Kings Schl Shannons Eastern Crk	Lester Gough Val Dixon John & Karma Watson Ian Norman Adrian Walker	9799 3209 9403 6905 9980 8981 9674 2717 9987 4299
SEP.	TBA Wed 12 14 - 16 Sun 16 Wed 19	S M S R F	Orange Blossom Festival Monthly Meeting Temora Air Show Weekend Wakefield Park Wednesday Run	Malcolm Ireland Val Dixon Graham & Marilyn Olliffe Lester Gough Paul & Jan Goddard	9416 3031 9403 6905 9630 3971 9799 3209 9481 9715
OCT.	Wed 10 Wed 17 Sat 20 Sun 28	M F R S	Monthly Meeting Wednesday Run Oran Park South Pride Of Ownership Day	Val Dixon Peter & Kathy Eaton Lester Gough Vern & Wendy Kelly	9403 6905 4360 1700 9799 3209 9651 2770
NOV.	Wed 14 Sat 17 Wed 21	M S F	Monthly Meeting/AGM Mystery Activity Wednesday Run	Val Dixon Keith & Carolyn Reynolds Colin Watts	9403 6905 9634 6342 9624 8202
DEC.	Sat 1	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)



Thoroughbred Sports Car Club

2007 Membership Form

Membership Year: 1 March 2007 to 28 February 2008

Mail form and cheque to the Treasurer,
Mrs Wendy Kelly, 76 Ravensbourne Circuit, DURAL NSW 2158

<input type="checkbox"/>	Surname	OFFICE USE ONLY
	Given Names	
<input type="checkbox"/>	Address	
	Post Code	
<input type="checkbox"/>	Birth Date / DAY / MONTH (Year not required)	
	Telephone (Home) (Work)	
	Fax (Home or Work)	
	Mobile Phone	
	E-Mail	
FILL OUT THE FOLLOWING IF JOINING UNDER FAMILY MEMBERSHIP		
Spouse/Partners Surname		
Given Names		
Birth Date / DAY / MONTH (Year not required)		

CAR(S)						
	MAKE	MODEL	YEAR	REGO. NO.	COLOUR	MAN./AUTO
1						
2						
3						
4						
5						
6						

I agree to abide by the rules of the Club
MEMBER/APPLICANT'S SIGNATURE _____ x

MEMBERSHIP CATEGORY	ANNUAL FEE
<input type="checkbox"/> Single	\$50
<input type="checkbox"/> Family	\$60

ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES
(i) Eligible to attend and/or compete in all listed TSCC calendar events (ii) Receive all printed matter issued by the Club
This category covers ONE ADDITIONAL person (ie Member plus one) Spouse / partner is eligible for (i) above

This Newsletter is published by:
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Articles are invited and should be sent, faxed or emailed to the Editor for publication, showing the name and address of the author.