

GAMES NIGHT

25th AUGUST

ONLY 100 TICKETS TO BE SOLD, AT \$12.50 PER HEAD

PRICE INCLUDES :

- \$2.50 WORTH OF PLAYING CHIPS
- A TICKET IN THE DOOR PRIZE
- A CHANCE TO BEAT THE BANK
- MUSIC & ENTERTAINMENT
- SUPPER AND CHEAP DRINKS


MEMBERS ONLY UNTIL JULY 15, THEN OPEN TO GUESTS

DRESS - FLAMBOYANTLY FORMAL

SEND CHEQUE NOW

TO : CHRISTINE McKAY
6 CORANTO STREET
FIVEDOCK 2046

PHONE : 713.8042
(after hours)



top gear

JULY 1984 — VOL. II No.3



REGISTERED BY AUSTRALIA POST — PUBLICATION No. NBH6791
NEWSLETTER OF THE THOROUGHbred SPORTS CAR CLUB



OBJECTS OF THE CLUB

"Fostering better acquaintance and social spirit between the various owners of thoroughbred sports cars in Australia".

"To help and advance thoroughbred sports car owners and ownership".

"To establish and maintain by example a high standard of conduct and a respect of the laws of the road".

GENERAL MEETINGS OF THE CLUB

The General Meetings of the club are held on the second Wednesday of each month, commencing at 8.00 p.m. at the Sydney Rowing Club, Great North Rd., Abbotsford.

EDITOR: Leonard Madar, Lot 3 Old Northern Rd., Glenorie. 2157.
Phone: 652-2061 (h) 651-1812 (w).

PRODUCER & DISTRIBUTOR: Zig Kyzelis, 8 Prestige Ave., Lakemba, 2195.
Phone: 758-1438 (h) 759-7094 (w).

PUBLISHED BY: The Thoroughbred Sports Car Club,
G.P.O. Box 1963, Sydney, N.S.W. 2001.

DISCLAIMER: Any opinions published in this journal should not be regarded as being the opinion of the club or the committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor. Articles and or photographs are invited and should be forwarded to the editor for publication bearing the name and address of the writer.

ADVERTISING POLICY AND COST

Advertisements are accepted subject at all times to the discretion of the committee. Display and Advertising: Full page \$30 per issue, half page \$20 per issue, ¼ page \$11 per issue, 1/8 page \$5 per issue. Advertisements are on a monthly continuing basis unless the advertiser notifies the Editor.

Classified Advertising:— Financial members of the club receive the first four lines at no charge. Rates are \$1 per line of ten words with a minimum charge of five lines (\$5.00). Non members should send payment when lodging their advertisement.

COPY DUE 24th OF THE MONTH



COMMITTEE

President: JIM PETERS, G.P.O. Box 1963, Sydney, N.S.W. 2001.
Phone: 922-6807 (h) 669-5311 (w)

Vice President: TREVOR LARKEY, 13 Grace St., Lane Cove. 2066.
Phone: 427-3411 (h) 92-8029 (w)

Secretary: VAL PETERS, G.P.O. Box 1963, Sydney, N.S.W. 2001.
Phone: 922-6807 (h) 669-5311 (w)

Treasurer: JOHN WILLIAMS, 16 English Ave., Castle Hill. 2154
Phone: 634-5281 (h)

Competition Secretary: LIONEL WALKER, 31 Evans Rd., Hornsby Heights. 2077
Phone: 477-1464 (h) 693-1788 (w)

Social Secretary: GARRY BRUCE, P.O. Box 154, Crows Nest. 2065.
Phone: 438 3088 (w)

Editor/Advertising: LEONARD MADAR (as advised)

Producer/Distributor: ZIG KYZELIS (as advised)

Regalia Officer: JOHN HALL, Balmain T.B.A.
Phone: 637-9482 (w)

New Members Officer: ROLAND CLARK, 44 Longheat Rd., Kurmond. 2757.
Phone: (045) 73-1367 (h) (045) 77-2219 (w)

Board Members: CHRIS JOHNSON, 22 Queens Rd., Hurstville, 2220.
Phone: 570-4095 (h) 887-0426 (w)

BRUCE MACBRYDE, 11 York St., Condell Park, 2200.
Phone: 708-1648 (h) 727-3311 (w)

CONTENTS:

- 2 Presidents Page
- 3 Editorial
- 4 Calendar
- 6 Secretary's Slice
- 7 Games Night
- 8 Comp. Sec. Report
- 10 Letters to the Editor

- 12 Presidents Breakfast Run
- 16 Training Day
- 17 Our Cars
- 18 Oran Park Super Sprint
- 19 Observation Run 27 May
- 20 Ode to a Car
- 22 La Lancia
- 25 A Classy Car is a Man's Best Friend
- Classifieds

Presidents Page

Well, that time has come again - "The Games Night". This is our biggest event in terms of organisation and we feel sure members will once again thoroughly enjoy it.

Following the generous offer from Ray and Margaret Ross for the use of their home for the evening, planning is now moving quickly.

Our co-ordinator is Garry Bruce, who is seeking volunteers to assist. Anything you can do, e.g. card sharp, food assistant, roulette wheel croupier etc. or, most importantly help with Sunday clean up will be of great assistance, so please telephone Garry or myself.

Remember, only 100 tickets are available. Club members have first preference, by paying for their tickets. After July 15th, any not purchased by members will then be sold to member's guests.

You will read elsewhere about the details of the "Presidents Breakfast Run". Please support your local Sheriff!!! I don't wish to eat alone. Bring club cars if possible.

I have organised a "Driver Training Day" at Oran Park on Saturday July 28th with a commitment of 22 entrants. (Full details elsewhere).

Ring me on 922-6807 A.H. (1) Breakfast Bookings
(2) Oran Park Training Day.

Finally - good news and bad news.

The bad news is that a Porsche broke Trevor Larkey's 2001 - 3000 cc Class Record at the Canberra Hillclimb last week (looks like another trip to Canberra).

The good news is Mark Anthony managed to keep the Corvette on the track at Oran Park and recorded a 55.2 lap. Well done Mark.

JIM PETERS.

When his new patient was settled comfortably on the couch, the psychiatrist began his therapy session.

"I'm not aware of your problem", the doctor said, "so perhaps you should start at the beginning".

"All right" the man agreed. "In the beginning, I created the heaven and the earth".

Editorial

Reading the May issue of Top Gear you would notice President (Keen as Mustard) Jim leading the Club and Sporting Point-score at the halfway mark of the year - good on you Jim. But wait! Just to give everyone else a chance he is selling his trusty steed - check our classified. I understand second placer Bill Gretton is eager to assist in the sale.

An otherwise perfect race day was held at Oran Park on the 10th June, spoiled only by a complete catastrophe in car classification. Fair enough T.S.C.C. members are confused with their own classes but the N.S.W.R.R.C.'s scrutineers should make sure we are in the correct class. We have for example, under "Production Touring" the following starters:- Scimitar, Lancia Coupe, Holden sedan, Maxda RX7, Monteverdi and Jaguar 3.8 sedan. Under "Production Sports Cars" we had:- Corvette, 3 Ferraris, Jaguar E type, Alfa Romeo GTV and Jaguar 3.8 sedan. Out of 50 competing cars T.S.C.C. provided 14 entries with eight invited clubs participating - so if they invite our type of cars to their events they should take some interest in them. The N.S.W.R.R.C. was lamenting the small response to their invitation and it is obvious that lack of professionalism is their problem. We still have two more events with them this year, so hopefully Lionel Walker will buzz in their ear before then. I also hope Lionel will educate T.S.C.C. members re classification at our next club meeting. The next speed event is being run by the Alfa Romeo Club, and THAT IS a professional club.

Speaking of professionalism, Val Peters has been doing a great job as Secretary and it would be encouraging to see more ladies in our administration team - after all the fairer sex have been responsible for running Club Lotus, India & Israel.

To help our limping Ziggy out, if you are lucky enough to type your contribution to the magazine, make sure you type it to the page size of our magazine, then Zig can put it straight in without having to re-type it. Hope his knee recovers quickly - he fractured it playing cricket (no, not driving his Mog).

As you can see Top Gear is now registered with Australia Post and Zig is the proud possessor of a "Rules and Regulations Procedural Manual" about as thick as a phone book. There is a 5 year course at Sydney Uni. leading to a Dr. of A.P. manual interpretation.

LEONARD MADAR.

Calendar

JULY

- 8 - LAP DASH - Alfa Club/TSCC Oran Pk. GP Circuit.
Bookings Lionel Walker 477-1464 (h).
- 11 - CLUB MEETING - (Movies) Sydney Rowing Club.
- 15 - PRESIDENTS BREAKFAST RUN - TSCC (inc. bacon and eggs with tennis) - Brroklands.
Bookings - Jim Peters 922-6807 (h).
- 28 - DRIVER TRAINING DAY - SEE PAGE 16 FOR DETAILS.
- 29 - FLYING FIFTH ON CONROD - BLCC/TSCC Mt. Panorama Bathurst. Bookings Lionel Walker 477-1464 (h).

AUGUST

- 5 - MOTORKHANA/BARBECUE PICNIC - TSCC, Fiat Club Grounds, Richmond. L. Walker 477-1464 (h).
- 8 - CLUB MEETING - Sydney Rowing Club.
- 12 - FISHING TRIP - TSCC - Perin Steamship.
Bookings Laurie Perin 522-4003 (h).
- 19 - LAP DASH - Alfa Club/TSCC - Amaroo Park.
Bookings Lionel Walker 477-1464 (h).
- 25 - GAMES NIGHT - TSCC.
Bookings Garry Bruce 438-3088 (w)

SEPTEMBER

- 2 - SUPER SPRINT - NSWRRRC/TSCC, Oran Pk. Sth. Crct.
Bookings Lionel Walker 477-1464 (h).
- 12 - CLUB MEETING (Movies) Sydney Rowing Club.
- 23 - HILLCLIMB - TSCC - Silverdale.
Bookings Lionel Walker 477-1464 (h).

OCTOBER

- 10 - CLUB MEETING - Sydney Rowing Club.
- 27 - HUNTER VALLEY WEEKEND - TSCC.
- 28 - Grape View Lodge - Pokolbin.
Bookings Garry Bruce 438-3088 (w)

NOVEMBER

- 4 - SIX HOUR RACE - ARDC - Amaroo Park.
Bookings Lionel Walker 477-1464 (h).
- 14 - CLUB MEETING - Sydney Rowing Club.
- 18 - MOTORKHANA/BARBECUE PICNIC - TSCC.
Fiat Grounds. Richmond.
Bookings Lionel Walker 477-1464 (h).

DECEMBER

- 9 - SUPER SPRINT - NSWRRRC/TSCC Oran Pk. Sth. Crct.
Bookings Lionel Walker 477-1464 (h).
- 12 - CLUB MEETING - Sydney Rowing Club.
- 15 - XMAS DINNER - Camperdown Travelodge.
Bookings Garry Bruce 438-3088 (w)



WELCOME



We welcome the below members to our club and and hope their participation in our events is a pleasant affair.

ROB McLOUGHLIN who owns a Jaguar XK120 & Jaguar MkIV.

ALAN HUNTER with a TR7.

TOM COOPER who drives an RX7 Mazda and an MGB.



**FINEST QUALITY ALUMINIUM & TIMBER DOORS
AND WINDOWS FOR THE 1980's**

WINDSOR
62 DRUMMOND ST.,
SOUTH WINDSOR.
Postal Address:
P.O. BOX 124, WINDSOR,
N.S.W. 2756.
Phone: (045) 77 4577

CARLINGFORD
Shop 12, VILLAGE
CENTRE.
Phone: (02) 872 2322

TAREE
67 WHITBREAD ST.
Phone: (065) 52 2047
(065) 52 2755

Secretary's Slice

Your Acting Secretary got off to a somewhat abysmal start at the monthly club meeting on 13.6.84 by being unable to decipher the Minutes from the last meeting. The thirty-odd members in attendance displayed their usual good humour and forgave me for this aberration.

Two new members joined at the meeting and we all extend a warm welcome to Alan Hunter with his TR7, Rob McLoughlin with his Jaguar XK120 and Tom Cooper with the Mazda RX7 and MGB.

"Beginners Luck" must hold true - Alan won our monthly raffle which, this month, carried a "Taxation" theme. We trust his son enjoys the miniature car and Alan enjoys the champagne!

Our Racing Secretary, Lionel Walker gave us his detailed reports on the last two events and it has been noted that a very determined competitive spirit is under way for club points.

Garry Bruce outlined the forthcoming social events, then promptly delegated responsibilities to cover the period he will be overseas. Have no fear Garry, we will continue to fly the flag whilst you search Europe for a replacement for the Monteverdi - trust you're not put off the Monteverdi because some people have been heard to refer to it as an "Italian Valiant".

We thank Trevor Larkey for two brilliant suggestions made at the meeting:-

1. Garry Bruce to move house before the 24th of each month so that we can finally get a current address listed in the magazine.

2. The breakfasts at the forthcoming President's Breakfast Run be paid for by our President as it's his Breakfast Run.

With suggestions like this, we deny the rumour that Trevor has been "tippling" on the rum essence he uses in his cake shop!

Two exciting films were screened at the meeting - "Weekend at Le Mans" and "Melbourne Grand Prix". Some members who couldn't cope with such excitement were spotted in close cahoots with a one-armed bandit. Our club does aim to provide something for everyone you know.

Our Secretary, at the time of going to print, was heard to be in Basle, Switzerland, exclaiming that there were no Scimitars to be seen. Nice to know Dave hasn't been perverted from true car enthusiasm by the scenic wonders of Europe.

Look forward to seeing you all at the next event.

VAL PETERS.

GAMES NIGHT - AUGUST 25, 1984

25 TALYORS ROAD, DURAL

Meeting : June 18, 1984

In Attendance : Margaret & Ray Ross
Val & Jim Peters
John Hall

John Williams
Chris Johnson
Garry Bruce

Organising Responsibilities :

Garry Bruce - Co-ordination and publicity
Trevor Larkey - Catering
Vicky Larkey - Food preparation
Ray Ross - House, Music, Bar
John Hall - Treasury
John Williams - Treasury & supply of booze & glasses
Bruce MacBryde - Rental of equipment, tickets

Val & Jim Peters -)
Anne Peters -) Blackjack
(D Muir, G Bruce)-)

Roland Clark -)
Albert Ralph -) Crown & Anchor

Chris Johnson -)
Geoff Belshaw -) Roulette
Charles MacKay -)

Lional Walker - Ice and containers for bar

- Only 100 tickets to be issued 'GAMES NIGHT', \$12.50 per head. (Includes \$2.50 worth of chips per person).
- Tickets to include map to Ray's house.
- Starting time 8 pm - Dress flamboyantly formal.
- Chip denominations - 10c, 25c, 50c.
- Close off date for Club Members - President's Breakfast Run on July 15, 1984, then open to friends.
- Publicity to appear in magazine, end June.
- Minimum bet, Blackjack, 50c.
- All drinks 50c each.
- Jim Peters at July meeting to co-opt assistants for Saturday afternoon set-up and Sunday morning clean-up.
- Wives not already having responsibilities to be asked to assist with selling drinks at the tables.
- Drinks to include Scotch, Brandy, Gin, Beer, Wine, Orange drink and mixers (soda ginger ale, mineral water, bitter lemon etc).
- Christine MacKay to be point of contact on organisation and bookings during Garry's absence - (phone 713-8042).

GARRY BRUCE.

Comp. Sec. Report

I have a correction to the results of the last Motorkhana. Ray Ross in his Commodore Waggon won Class C at 163.42 with Nick Ross second with 164.49. Next time Nick won't let me ride with him.

The last event we attended was the super sprint at Oran Park run by the N.S.W.R.R.C. We had 14 starters - a great roll up and well appreciated by the organisers. A write up on the meeting appears elsewhere in the magazine.

Congratulations to Jim Peters in winning his "Sedan Car Class". We had a number of new members running which was good to see. Results attached.

Our next event is on the 8th July - the G8 circuit at Oran Park run by the Alfa Romeo Club.

Following this event we have arranged a Drivers Training Day to which we must raise 22 starters. It is to be held on Saturday, 28th July. If you or any of your friends would like to do the course please contact either me or Jim Peters so we can write out a priority list. It is a thoroughly recommended day and it teaches you heaps of car control.

The next event is the following day on the 29th July - the Bathurst Run to Conrod Straight for the flying 1/5 klm. So bring out your machines and put them to the test - Trevor is organising some Ferraris to come so we would like to put up a good showing against these. It is a worthwhile trip even if you just want to look at some of the local registered machines - they are really quick.

Please contact me about entries and the contact and meeting point for our convoy to Bathurst.

There has been some confusion about classes and categories in these events. If you are in doubt please contact me.

GOLDEN ERA CLASSIC AUTOS

PROCURER & DISPOSAL OF CLASSIC SPORTS & RACING CARS.

New Ferrari Interiors.

423a CHURCH STREET,
NORTH PARRAMATTA.
Phone: 683 3953

Bill
Marshall



LEONARD P. MADAR

D.C., D.O., M.U.C.A.

Chiropractor

Opposite Somerset Cottage
552a Old Northern Road,
Round Corner, Dural. 2158
Phone: 651 1812

ORAN PARK - 10.6.84 SUPER SPRINT - PROVISIONAL RESULTS

<u>Entrant</u>	<u>Car</u>	<u>Fastest Lap</u>		<u>Super Sprint</u>	
		Time	Club Class Position	Times	Class Pos.
Mark Anthony	Corvette	55.2	1	61.2/55.2=116.4	2
Gary Bruce	Monteverdi	58.1	1	64.4/58.5=122.9	5
Trevor Larkey	Ferrari 308 GT4	58.5	2	63.4/59.8=123.2	4
Jim Peters	Scimitar	59.4	1	65.6/59.4=125.0	1
Len Madar	Alfa Romeo 2000	60.1	2	67.8/60.1=127.9	4
Bill Gretton	Jaguar E type	60.2	3	64.3/60.3=124.6	6
Adrian Walker	Jag 3.8 turbo	60.6	1	67.1/60.8=127.9	7
Brian Love	Lancia Beta	62.5	3	68.6/62.1=132.1	4
Peter Coleman	Holden Sedan	63.2	4	72.9/63.2=136.1	5
Roy Connaughton	Lotus Escort TC	63.6	1	68.1/64.5=132.6	3
Tom Cooper	Mazda RX7	66.2	5	71.4/67.4=138.8	6

Visitors

Ron Hodgson	Ferrari Mondial	56.8	62.6/56.8=119.4
Ziggy Schuler	Ferrari 308 GTB	58.6	64.3/58.6=122.9
Ron Hodgson	Jaguar 3.8 MkII	60.6	66.5/60.6=127.1

LIONEL WALKER.



J.A. Gilmour & Sons (Dural)
536 Old Northern Rd., Dural

651 1555

GLENHAVEN

\$137,000



PERFECTION

Outstanding better-than-new 2 storey ultra mod family home, truly faultless in design, decor and presentation. With comf. family rm, adjacent to gorgeous gleaming kitchen, stately lng and sep dining rm, large bedrms with B.I.W. ensuite, huge grounds with well estab landscaping. If you are thinking of building, please see this OUR EXCLUSIVE. (L4524)

DURAL

\$96,000

EXCLUSIVE NEW LISTING. ROUND CORNER

Appealing mod. triple front 3 b.r. brick home in beautiful quiet st., yet only 5 mins walk shops, schools, trans. Absolutely immaculate inside, brand new glam. kitchen, sunny sunrm, priv. rear garden. Be sure to see (L6011)

Letters to the Editor

THE GREAT POINTS DEBATE

"Club Champion of the Year" - just as the title suggests this trophy is awarded to the member who has competed and/or won, or who has participated in any outing or event, or who has attended General Meetings. Points are awarded for just turning up at any event and points (extra) are awarded if you compete and/or win any competition event.

Until recently I was unaware of how this trophy was decided upon, but agitation of some members for the points scores to be made available for viewing brought understanding and also a little doubt that maybe it is time for a review or discussion ready for 1985 on a few aspects which need to be looked at.

For instance, Bruce and Sandra MacBryde have on two occasions organised timed observation runs - I know just how much work and time this takes - but I'm told that the winners will receive points for entering and winning, all other entrants will receive points also but Sandra and Bruce who can't be entrants are not rewarded in any way for all their effort.

Simon is organising and setting up our breakfast run, he can't attend, but for all his work and effort he also is not able to achieve points.

Our run to Jenolan Caves and back, no entry, no points, Ray and Margaret Ross magnanimously presenting their house to the club for its Games Night. They deserve heaps, Len setting up and producing the magazine after Bruce and Sandra couldn't keep it up any more, Rowland Clark and John Hall making the boat available for our river outing - did they obtain extra points?

These people are all contributing time and effort which deserves to be recognised just as much as those who enter and win competition events.

Committee members must attend general and special meetings and should accept this as part of the job their members have entrusted them to do. It is an honour to be charged with the responsibility of leadership and points for attending to that responsibility should not be necessary.

How do other clubs do it? Should we seek to make changes by discussing this subject further in preparation for 1985?

I enjoy our club it's great but let's make sure our Club Champion is selected in the best and most equitable manner.

VICKI LARKEY.

P.S. Congratulations to Val Peters for becoming (however temporarily) our first lady committee member.

EDITORIAL COMMENT: You are entirely right Vicki and I hope this sparks some suggestions and replies before the 1985 competition starts. After sitting up at the finishing line and pressing the all clear button at the Silverdale Hillclimb for a few hours - whilst I don't want medals - on reflection I should at least be worth a point. In the interests of good clubmanship and thus a better club, things like non-competing race officials and the article researched and written by Brian Love in this issue should be awarded maximum points. I hope this causes interest, and let's see your suggestion here.

The organisers of the First Annual Cannonball Cup wish to state that they are in no way connected with a "certain event" "between the Gold Coast and Perth". For more information contact the organisers on (03) 337 5394.

They also add something about \$10,000 prize money, but to tell people that would only encourage them.

AUTO ACTION, JUNE 15. - L.M.

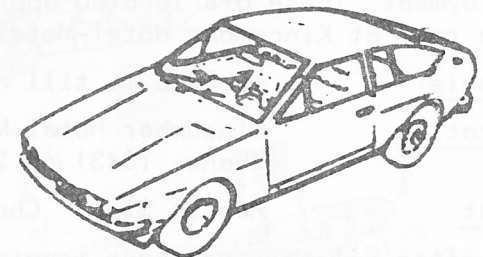


Classic Car Insurance Pty Ltd.

Insurance Specialists in all Classic and Modern types of motor vehicles at the most competitive rates.

Clive Sanderson

SUITE 402
PROVERB HOUSE
71 ARCHER STREET
CHATSWOOD. 2067



**WE INSURE WITH CITY GENERAL
AND OTHER MAJOR INSURANCE
COMPANIES.**

*For an obligation free quotation
at agreed values ring.* 411-4788
960-3480 (h)

Presidents Breakfast Run 15.7.84



Starting Time: 7.00 a.m. Sunday

Place: Pizza Hut Car Park, Cnr. Pacific Highway and Jersey Street, Mt. Colah.

Race, "Oops" proceed at possibly a rapid pace up the old Pacific Highway (more corners !!) towards Gosford. Once you arrive at Gosford, refer to the map (Green Point is on the main road to Avoca Beach). Kantara House is arrowed! Total distance from Pizza Hut to Kantara is 66 km - one easy hours driving.

Breakfast: 8.15 a.m. - Fruit Juice, Cereals, Bacon, Eggs, Sausages, Grilled Tomato, lots of toast, marmalade etc. Tea, coffee.

Cost: Adults \$7.00 Children \$3.50

Location: Kantara House, Avoca Drive, Green Point, 2250
Phone: (043) 69 1528.

After breakfast, we have arranged 3 tennis courts for members enjoyment. These are located approximately 1 km further along the road at Kincumber Hotel-Motel.

Tennis: 10.00 a.m. till noon - 3 courts.

Location: Kincumber Hotel-Motel, Avoca Drive, Kincumber
Phone: (043) 69 2166

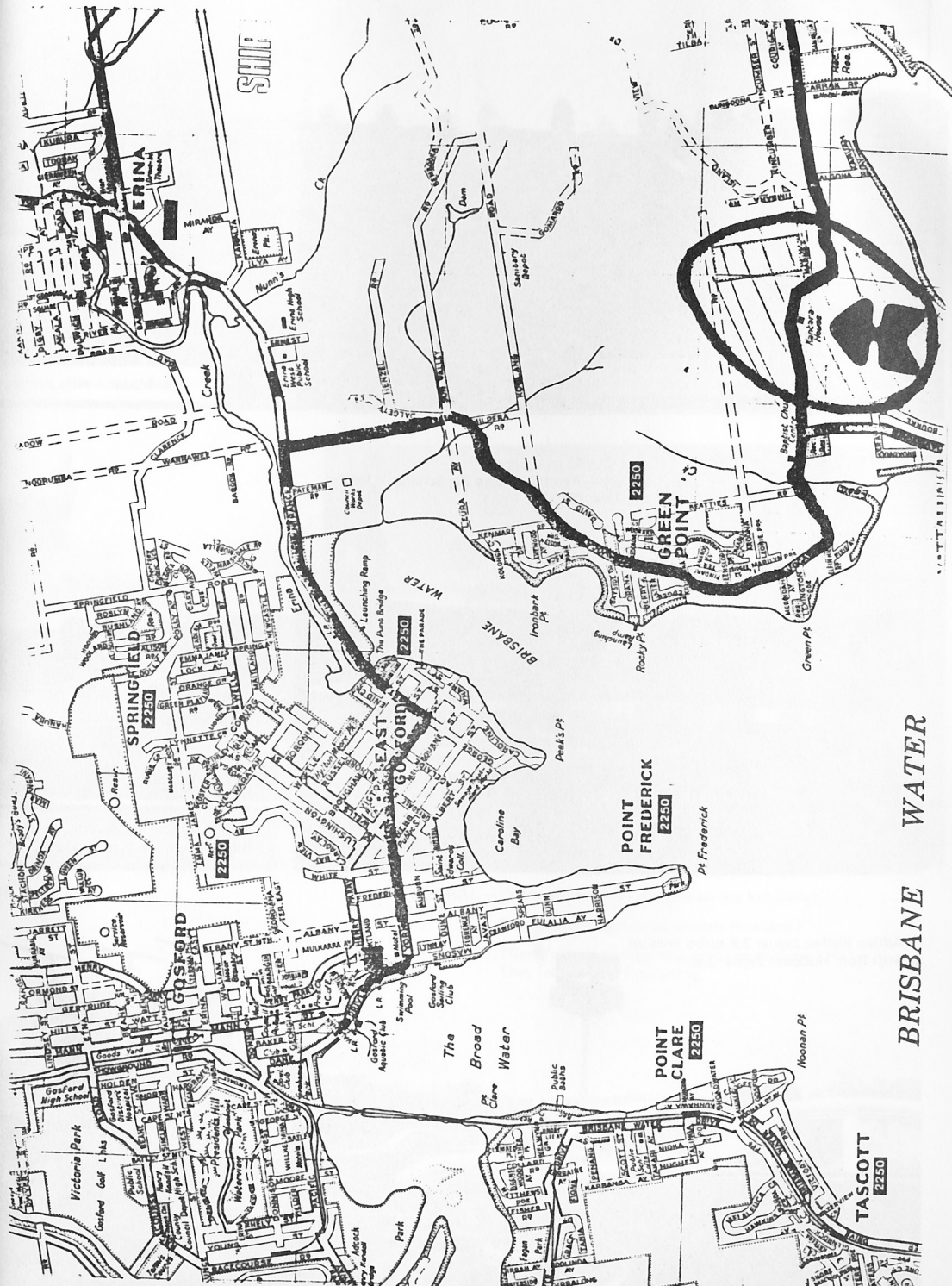
Cost: Adults \$2.00 Children \$1.00

If after all this you have regained your appetite, a-la-carte luncheon is available at the Kincumber Hotel.

Note: Bookings are a MUST Please phone NOW 922 6807.

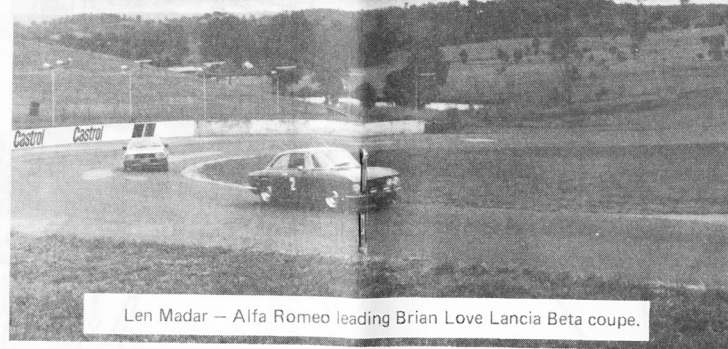
Remember, each section after breakfast is optional
1. Breakfast 2. Tennis 3. Lunch

MAP →





Val Peters at the last Motorkhana driving the "Works Hertz" Peters Special.



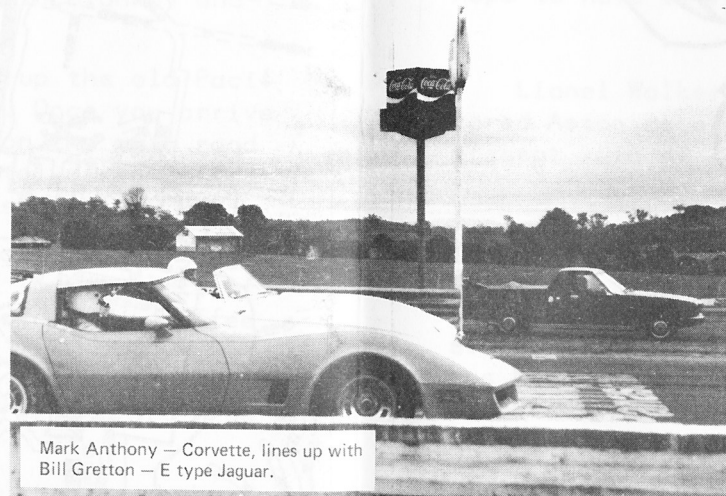
Len Madar — Alfa Romeo leading Brian Love Lancia Beta coupe.



Lionel and Gael cut the turf in their Mini Cooper.



Trevor Larkey — Ferrari, leading Zig Schuler — Ferrari Oran Park, June 10.



Mark Anthony — Corvette, lines up with Bill Gretton — E type Jaguar.



BOWRAL — "I am really sorry I didn't wear my kilt Clive!"

"I told you its got its advantages Rowland!"

"Gee Yvonne, can you make me one of those kilts? They look verrrry interesting".



Adrian Walker Jaguar 3.8 turbo lines up with Ron Hodgson Jaguar 3.8.



Garry Bruce — Monteverdi leads



JIM MURCOTT'S SCHOOL OF ADVANCED DRIVING WILL
CONDUCT A TRAINING DAY EXCLUSIVELY FOR T.S.C.C.

FULL DAY PROGRAM

PRICE \$90 PER PERSON

WE ARE COMMITTED TO PROVIDE 22 ENTRANTS

PLEASE COME !!!!

BOOKINGS PHONE 922 6807 (JIM PETERS)

Our Cars

Bill Marshall's Elfin had stuck accelerator problems at the Amaroo, July 24th meeting, but was presented the prize for the best prepared car of the day. Backing up Bill is Peter Simms as head mechanic and Lionel Walker as pitt manager.

Derek and Sally Smith, who were spectators at the T.S.C.C. Canberra Hillclimb were participants last weekend at the Club Lotus day. Their times were 47.05 for him and 49.01 for her. Who needs wings when you have a Mini Cooper!

Peter and Marg Simms are preparing their Lotus Europa and hope to have it ready by August.

Lionel Walker was hoping to give himself his newly restored Aston as a present this Christmas, but he reckons at the present rate of restoration it will be the following Xmas.

At the Oran Park Super Sprint, 10.6.84 there were a few firsts:-

- Mark Anthony - first time back (I think) in a club event since his Clubman smash and also the first time his Corvette has been seen on the track.
- Adrian Walker - just finished building his Jaguar 3.8 turbo and this was its first outing.
- Roy Connoughton, Lotus Escort - his first time at Oran Park.
- Brian Love, Peter Coleman and Tom Cooper, new faces to the track scene. Tom Cooper is a brand new member.
- Ron Hodgson, Jaguar 3.8 and Ferrari Mondial, had his first run with the T.S.C.C.
- Len Madar - the Alfa Romeo GTV's first run and first time over 3000 rpm since its complete restoration. Loved it!

Apologies if any "firsts" were omitted, but you do have to tell me.

- Rob Anderson - a monster Chev backed out of its garage and smashed into the side of Rob's Scimitar.

LEONARD MADAR.

ORAN PARK SUPER SPRINT

A Super-Sprint was held at Oran Park on Sunday, 10th June. Our club was invited to participate in this event by the New South Wales Road Racing Club. Other clubs also invited included the Fisher's Ghost, Chrysler and Bathurst Light Car Clubs.

The day started out fairly cloudy and cold. I arrived at about 8.45 a.m. - some of the other club members were already there and ready to race having passed the scrutineering. I joined the queue for the inspection and didn't have any trouble getting through.

After this was finished, there was a drivers' meeting which explained to us the meaning of flags, lap timing and various rules etc. In a Super-Sprint two cars are started together (side by side) and timing commences at the drop of a white flag. When the two cars are about halfway around the circuit another two cars are set racing - thus there are four cars on the circuit at the same time, but usually well separated. Two laps are completed, the second lap being a 'flying' one and in most cases, quicker than the first.

We had quite a good attendance from our club, with 14 members participating, including Ron Hodgson (an invited associate member). Ron entered 2 cars - a Jaguar 3.8 sedan and a Ferrari Mondial. On one quick lap the Ferrari spun off the circuit but luckily no damage was done.

Interesting to note that Adrian Walkers' Jaguar 3.8 (turbo charged) was timed to equal Ron Hodgson's best time in the Jag (60.6). Adrians' has only 2xS.U. carburettors whilst Rons' uses triple Webers!

Congratulations to Mark Anthony for doing the fastest lap in our club (55.2 sec). That Corvette V8 really sounded sweet as it powered down the long straight at Oran Park. Congratulations also to the next three place-getters - Gary Bruce, Trevor Larkey and Jim Peters (58.1, 58.5, 59.4 respectively).

These three had very close lap times even though their cars are vastly different (Monteverdi, Ferrari and Scimitar).

We were a little disappointed in the Class allocation by the N.S.W.R.R.C. as they only had 2 classes - either under or over 3 litres.

Most competitors were able to have at least 6 two-lap sessions giving them ample opportunities to improve their times. Queuing for the event was no problem - in fact quite often there were not enough cars in the line-up and announcements had to be made to attract more.

There was some fairly stiff competition from other clubs including a super-charged Mini, several rotary engined Mazdas and a very quick Torana Sports Sedan. It was possible to compete against any car you wished by just pre-arranging it and lining up together. The day was fairly accident-free with only a few minor spin-outs. In fact, one unfortunate chap did more damage to his Mini off the circuit than he did when on it. He ran into one of the guide posts on the way to line up for the start!

My own car (the Escort) ran smoothly without any mishaps but I was a little disappointed with my lap times. However, since it was my first time around Oran Park, I ought to do better next time.

All in all, an enjoyable day despite a noticeable lack of female competitors.

ROY CONNOUGHTON.

OBSERVATION RUN 27th MAY

The run was held on 27th May. Fortunately the day was mainly fine if not a little chilly.

Rick Van den Bosch was first home and eventually declared the winner. John and Sue Williams also competed as did Jim and Val. They had difficulty early in the run and were not impressed with the grid. The other team included Vicki and Trevor Larkey.

BRUCE MAC BRYDE.

If its music or musical instruments you, your family or friends require contact

RAY & MARGARET ROSS

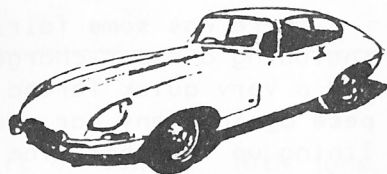
We have two conveniently located stores at Liverpool and Carlingford selling records, tapes, accessories and all things musical from guitar picks to grand pianos. We have access to most brands and we will not be undersold on genuine deals and if we can't help you, we will put you on to someone that can. After sale service Sydney's best or I will help you let my tyres down.



Phone: 872 3439

ODE TO A CAR

(with apologies to Banjo Patterson)



Once a jolly JAGUAR camped by an ELFIN stream
Under the shade of a LOTUS tree
And it revved and rumbled as it waited for the STINGRAY
You'll come a racing CLUBMAN with me.

Down came a COBRA to drink at the waterhole
Up reared the ASTON and grabbed it with glee
And the LANCIA sang as the MUSTANG reared helplessly
You'll come a racing DINO with me.

Down came the ROVER mounted on a THOROUGHbred
Down came the SCIMITARS, one, two, three
Where's that jolly MONTEVERDI you've got in your M.G.
You'll come a racing MONDIAL with me.

Up jumped the DOLOMITE and jumped in the waterhole
Drowning itself by the ALFA tree
And the ROLLS ROYCE GHOST can be heard as it
sings by the SAAB tree
Who'll come a racing CLUB MEMBERS with me.

ANONYMOUS.

(Well, would you own up to it?)



COSTUME CORNER HIRE

- Fancy Dress
- Period Costume
- Wigs and Accessories

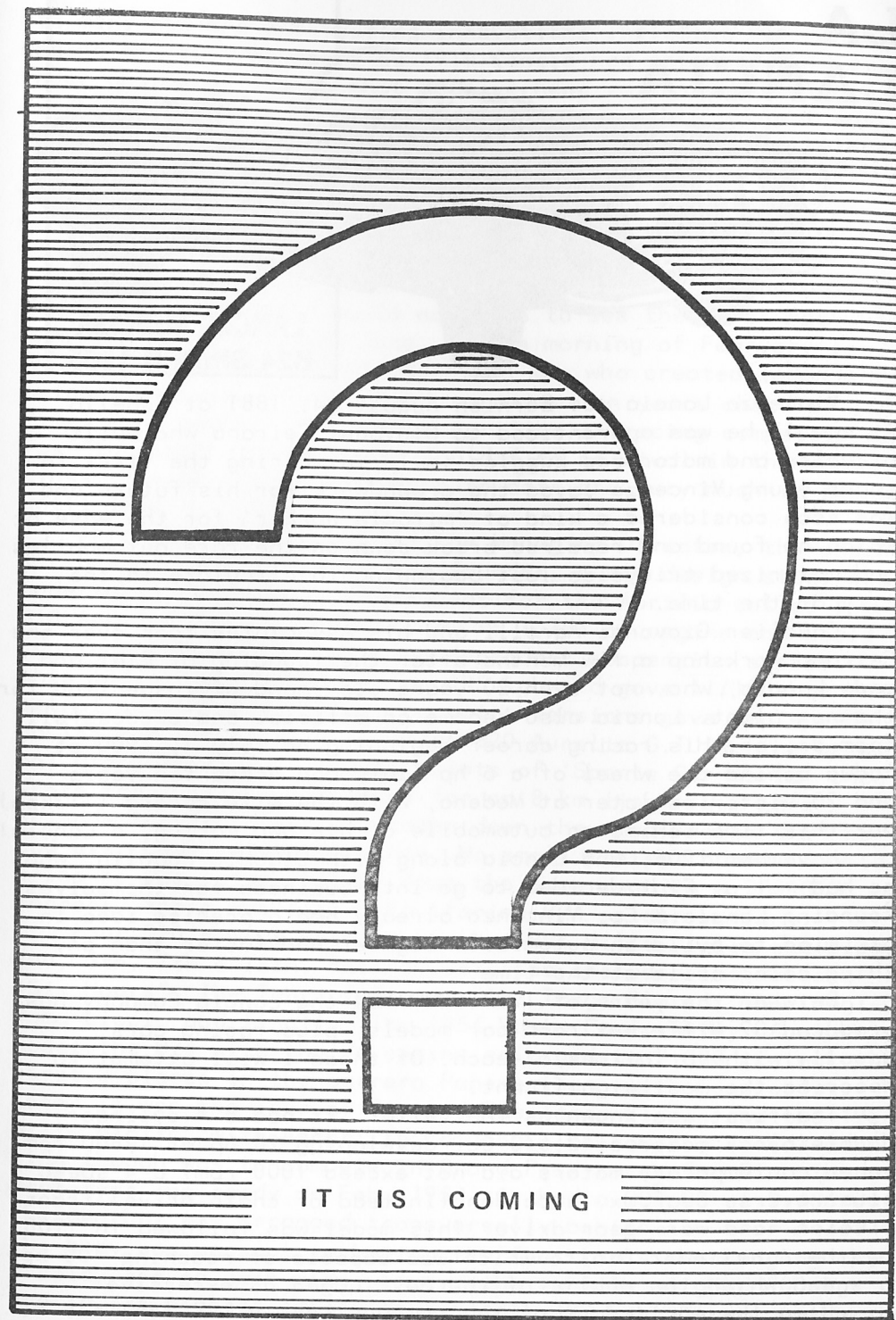


282 Willoughby Rd., Naremburn
Phone: 439 3908
18 Kenthurst Rd., Dural
Phone: 651 2313

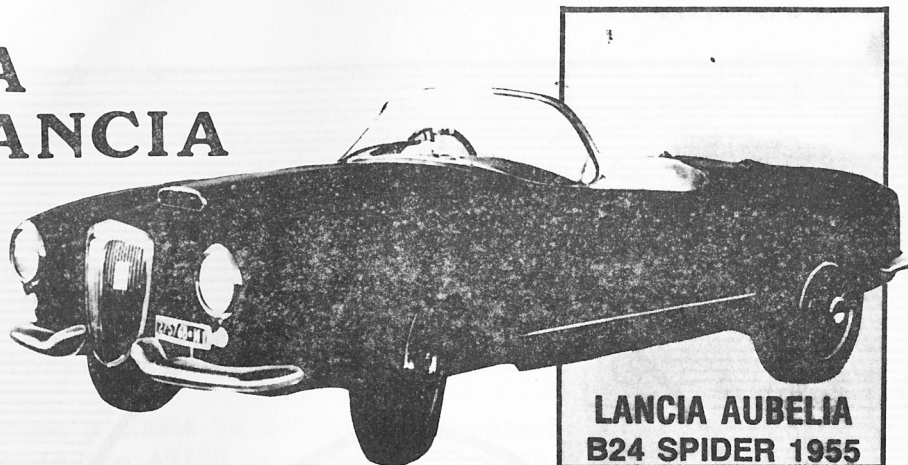
ROBERT ANDERSON
D.C., D.O., M.U.C.A.

Chiropractor

27 Highclere Ave., Punchbowl
Phone: 759-6908



LA LANCIA



**LANCIA AURELIA
B24 SPIDER 1955**

Vincenzo Lancia was born on August 24, 1881 at Fobello. At age 17 he was apprenticed to Giovanni Ceirano who built bicycles and motorized buggies in Turin. During the first few years young Vincenzo laid the groundwork for his future and was soon considered a kind of 'miracle worker' for the ease at which he found and repaired break-down on the rare automobiles and motorized tricycles just beginning to circulate in the city at the time.

Cavalier Giovanni Agrelli and his Associates took over the Ceirano workshop a few months after the founding of Fiat and made Lancia, who, not even 20 years old, head of inspection for the new plant. Lancia also became an official and successful team driver. His racing career beginning on July 1, 1900 at Padua behind the wheel of a 6 hp Fiat, and ended ten years and 20 victories later at Medena, with the mile record (113kph) but this time behind an automobile of his own making, a Lancia!

November 1906, and Lancia along with Claudio Fogolin, who he had met at Fiat decided to go into business for themselves, founding Lancia & Co. Vincenzo already had a precise idea in his mind to build an automobile lighter and faster than anything being built at the time.

Between the years of 1907 and 1984 the Lancia Company has produced 32 different road car models, plus racing cars, usually with variations of each. Of these I will attempt to describe the most significant.

The first was known as the 'Alfa'. It had a 4 cylinder double block motor of 2,543 cc, developing 28 hp at 1,800 rpm (when contemporary motors did not exceed 1000 rpm) a 4 speed plus reverse gearbox, a cardon (instead of chain drive) transmission, and worm gear drive. This model was followed in 1908 by the 6 cylinder Dialfa which was capable of reaching 100 kph a speed which the public of the day judged as excessive.

From the early days of the company Lancia was renowned for

his many new and interesting innovations including his monobloc engine of 1909. As early as 1919 Lancia had patented a 12 cylinder engine of 150 hp that had overhead valves and a single overhead camshaft. Due to financial reasons this project was dropped. 1922 was the year of birth of Vincenzo's Masterpiece, the car known as Lamda. It was the first automobile in the world with a leading body, independent front suspension and contained the first V4 engine. This made it one of the fundamental landmarks of automobile technology.

In 1936 Lancia went to 4 wheel independent suspension with the Aprilia. Vincenzo would not live to see the first Aprilia come off the production line. On the morning of February 15, 1937, he died aged 56, an ingenious man who created legendary automobiles and an industrial organisation years ahead of its time. Many owners tried their Aprilias in racing competitions for "touring" cars and they could find no rival in the 1500 cc class. The Aprilia remained up-to-date and very much in demand until 1950.

Through the direction of the Managing Director, the engineer Gianni Lancia, son of the founder, a new design study was undertaken to build a replacement for the Aprilia called the B10 Aurelia. It would use a new V6 1,754 cc engine and would continue with a revised all-independent suspension system. This model had a top speed of 135 kph and gave 11/100 kms in petrol consumption. Larger capacity versions gave top speeds to 185 kph. These were known as B20 Aurelia G.T.'s, the original Grand Tourismos. Romsey Quints of 'Sports Car World' once wrote that while being taken for an 8 km (joy ride) in a friends Aurelia GT he was taken down the road faster than he had ever been before or since. No small praise indeed, considering he was later "flown" down the same road in a 275 GTB Ferrari. There was also a Pinifarina B24 spider variant.

Four B20's were entered in the 1951 Mille Miglia and placed 2nd, 5th, 7th & 16th. Racing victories included the Pescara "Six Hours", The Tour of Sicily, The Targa Florio, The Liegi-Roma Liegi, and finally, The 1954 Monte Carlo Rally. Another model the B24 with the V6 engine enlarged to 3,300 cc took the first 3 places in the Carrera Panamericana with Fangio 1st. Later it won the Tour of Sicily, The Targa Florio and the 1954 Mille Miglia, with Ascari in command. The company's real ambition though was to compete in Grand Prix races for F1. The prototype was ready in Feb. 1954. It had a 90° V8 of 2,486 cc. The gearbox was arranged transversally behind the rear axle. The body was unusual in having the fuel tanks overhanging the wheels, one on each side. Empty, the vehicle weighed 500 kg and in its highest ratios gave nearly 300 kph. Known as the

D50 it made its debut in the Spanish GP of 1954. In 1955 Alberto Ascari won 2 GP's and ended up in the sea during the Monaco GP.

Due to financial and other reasons, Lancia abandoned racing competition and donated its F1 cars and all related equipment to Ferrari. These cars won the World Championship in 1956.

During the 1950's Lancia produced 2 other models the small V4 engined Appia, and, in the later part of that decade, a new Luxury model known as the Flaminia to replace the Aurelia. These cars were bodied originally by Pininfarina in 2 & 4 doors, some had disc brakes on all four wheels. Special versions were done by Touring; and the beautiful Zagato Sports Coupe with light weight body was capable of 190 kph.

In 1960 the Flavia saloon was presented showing a different technical conception by the company. This car had a flat "Boxer" four cylinder engine of 1500 cc and front wheel drive. This was followed by coupe versions and larger capacity engines. Next came the Fulvia sedans and coupes with twin cam V4 engines of 1,091 - 1600 cc capacities. A sporting version of the 1600 coupe 'HF' giving up to 160 hp had no rival in international competition, culminating in Sandro Munari's win in the 1972 Monte Carlo Rally.

In 1969 Lancia passed into the hands of the Fiat group. The first new models to be presented by Lancia after the passage to Fiat were the 'Beta' range of cars. With engine sizes varying from 1400 cc to the present day 2 ltr. supercharged cars, they came in coupe estate and sedan bodies. All have 4 wheel disc brakes, all independent suspension, 5 speed gear-boxes, twin cam engines and front wheel drive. There was also the mid-engined Beta Monte Carlo.

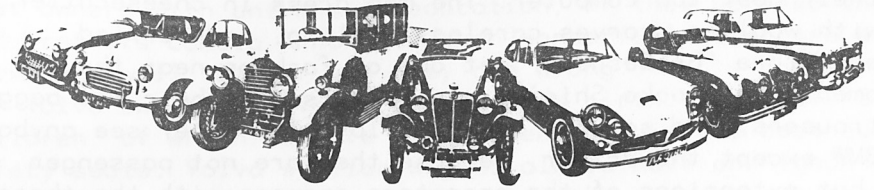
In the mid-seventies the world was shown the most magnificent and successful rally car of all time, the mighty Lancia Stratos. Incredible styling by Bertone capped off this Ferrari Dino mid-engined projectile. Almost unbeatable, the Stratos won four Monte Carlo Rallies, three European Rally Championships and the European Rallycross Championship.

During the eighties Lancia continues with the Beta coupes and HPE's, the Trevi and Gamma models and the 1980 "Automobile of the Year" the Lancia Delta. Competition successes include the 1980 World Championship of Makes and the 1983 World Rally Championship with the Lancia Rallye.

Lancia has always been renowned for highly individualistic products automobiles for the knowledgeable enthusiast who appreciates the finer points of motoring enough to invest in a thoroughbred of engineering. May the tradition continue.

BRIAN LOVE.

A CLASSY CAR IS A MAN'S BEST FRIEND



Of course people look like their dogs. It's futile to pretend otherwise. We all have an old Aunt who closely resembles the bad-tempered foul-breathed bulgy-eyed Pekingese she owns, the one that looks like a badly made bed and eats hand made continental rum chocolates.

If you don't believe me, have a look at the people running Afghans in the park. They're all long and loping, with blonde hair flying. And I've never seen a bulldog owner who didn't look like Winston Churchill, or a bloodhound owner who wasn't a Clement Freud look-alike.

Equally you can tell a lot about people from their cars. For a start, you must assume that every Mercedes, Jaguar or Porsche you see is either a company car perk, or is on lease with a dodgy entrepreneur involved in marginally legal tax schemes.

All Ferrari's fall into one of several immutable categories:

1. They are being driven by a very rich, cash operating dealer who has sold that car seven times and owns it for three days between deals.

2. They are driven by people who have trampled over the bodies of three mother-in-laws and white-anted five managing directors to achieve their life-long ambition of owning a Ferrari - any Ferrari.

2. They are owned by silly people who believe all that rubbish about the prancing horse insignia. You'll never meet an Italian in Australia who owns a Ferrari; they all drive Valiants and Benzes.

Mercedes owners are among the most revolting people on earth, because they are teutonically and smugly correct in their choice of automobile, and they are right. Once you have joined the three-pointed star club you Have Arrived, and people jostle to get close to you at parties. The owners are like their cars; efficient, slightly boring, very much into navel-gazing and confidently conservative.

BMW owners are another breed entirely. They are Hi-Tech

North Degree. They need a car which expresses their personality. They beat Pac-Man regularly and are on first name terms with their desk top computer. The men dress in cheesecutter caps with woollen scarves carelessly flung, and carried Teddies before "Brideshead" got out of fashion near the end. The women have Brooke Shields eyebrows, scared hair and baggy army trousers, and say "My De-ah" a lot. You never see anybody in a BMW except the driver, because they are not passenger cars, but extensions of the operators oneness with the three on-board computers.

Jaguar and Daimler people tend to be horsey, and believe that Winston Churchill is not dead, simply discusted. They read the complete New Year's and Queen's Birthday Honours, and know probably one third of the people mentioned. They are not terribly aware what makes things zizz, buzz and go plong in their cars and keep saying that the real leather smell and all those lovely instruments more than compensate.

Porsche owners can easily be dismissed because by buying one of those cars you are telling everyone else to go jump. They are very fast, and they know it, and 90% of them are bought by advertising agencies. If you own a Porsche you can wear black roll-neck sweaters to important client meetings and pick your nose at traffic lights.

All Peugeot owners live in Paddington, and go to the supermarket every Saturday morning dressed in 1960's op-shop clothes. Peugeot station wagons are owned by Catholic families with 32 children and earnest expressions, who drive for meals-on-wheels. They also cherish the idea of driving their Peugeot overland to London, because that is what Peugeot's are supposed to do, but this year they're going to Fiji.

Citroen owners are Peugeot owners who have decided that the world has not made a proper car since the 1930's. They flagellate themselves with flax leaves on cold winter mornings to get into the mood to drive their CX2400 and enjoy its hydro-oleo-pneumatic-electro imitation of an automotive menopause. To Citroen owners other cars are merely obstructions on the road.

Alfa Romeo owners are closet masochists. Many of them are gay anyway. They use a lot of Italian terms like 'quadrofiglio' and gestures like drawing a finger down one eye, and carelessly flinging a cape over one shoulder. They believe that anything in Italian design is ultimate excellence, no matter how useless, and dismiss criticism of the Alfa's 8.5 turns of the window winder as a comment by people who believe Dante was a brand of olive oil. All Alfa owners know that their cars are Ferrari's that slipped through by mistake. They refuse to believe that

there has never been an Italian motor racing World Champion.

Lancia owners fall into two categories. They are either Fiat owners with university education, or they believe that the old brothers Lancia, who made such wonderful cars, are still alive and well. Either way they are wrong.

Volvo owners are Volvo owners from birth. They have 2.3 children, of which two are always sensibly in the best quality safety seats. Volvo station wagons always have an Afghan or a brace of foxhounds in the rear space, the windows are opaque with a centrimetre thick layer of nose-slobber, and a wire screen accross the top of the back seat. They are active in local body politics, give out how-to-vote cards in all elections and spend a lot of money on tennis gear.

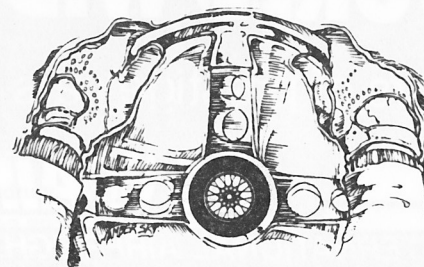
Rolls Royce owners are inevitably in the rag trade, or bookmakers, or stud owners who have spent a lot of money tracing their family crest or discovering their First Fleet ancestors. They don't talk to Bentley owners.

Now to the Japanese. Ignoring the personal coupes like Datsun (sorry Nissan) 280ZX and Mazda RX7, all of which are bought by men with gold bangles, blue-rinsed matrons, or latent street racers, the Japanese are intruding on the prestige car market with a variety of crushed velour-lined mobile gadget bins. All these cars are bought by people with money left over from converting their superannuation into a rose-bedewed plot at Heavenly Crema-Rest. Their main concern is gentle and restful progress observed through tinted windows, listening to Abba or Georges Zanfir on a multi-function stereo system that can never be fully used because it totally mystifies.

You can, by the way, buy a Rolls Royce Camargue or Aston Martin Lagonda for the cost of a house at Point Piper.

There is no profile on that kind of buyer, because his solicitors have said so.....

(Lifted from the Fiat Club, N.Z. magazine)



**206 CITIES
85 COUNTRIES
30,000 FLIGHTS
104,000,000 KGS
HANDLED LAST YEAR FOR**

**41,000
SATISFIED
CUSTOMERS
WORLD WIDE!**

Transporters of prestige cars and parts

 **PANDAIR**
INTERNATIONAL AIRFREIGHT

Phone Jim Peters 669 5311

Classifieds

FOR SALE: Scimitar V6 GTE. Fully restored, very quick with 5 speeds, L.S.D., Compomotive wheels, P6's, adjustable spax, uprated springs, Momo wheel, Wolfrace seats. Complete engine rebuild 2000 miles ago with special RS3100 bits, trick pistons, polished & ported, large baffled sump, 26/67 cam, stainless extractors, etc. etc. everything possible. Only 3000 miles in last 4 years, fastidiously maintained as toy by club member. \$18,000 - Phone JIM PETERS 922-6807.

FOR SALE: Hewland limited slip diff to suit Ford Escort or Lotus Elan. \$450.00 o.n.o. Phone: 674-2713.

FOR SALE: Asotn Martin DB6. Ring Nick Ross 427-2245

WANTED: Ferrari Dino 308 GT4. Ring Geoff Belshaw 411-4228.

FOR SALE: Jaguar XJ6 Series II. Immaculate, 1976. Popular deep red, unique red leather trim, tinted windows, every extra. Ring Geoff Belshaw 411-4228.

FOR SALE: Crashed G.M. Clubman. Ring Geoff Belshaw 411-4228.



PIE & CAKE KITCHEN

FERRARI FAST SERVICE

HALL'S NEWSAGENTS

Large range of motoring books & magazines.

Special orders taken.

225 Merrylands Rd.,
Merrylands.

Phone: 637 9482