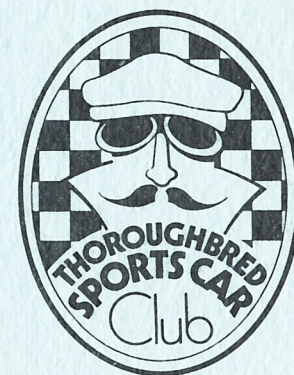


top *gear*

OCTOBER 1984



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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).

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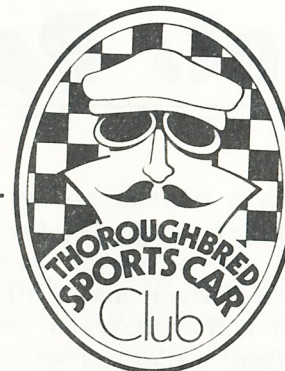
DISCLAIMER: Any opinions published in this journal should not be regarded as being the opinion of the club or the committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor. Articles and or photographs 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, 1/4 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



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Presidents Page

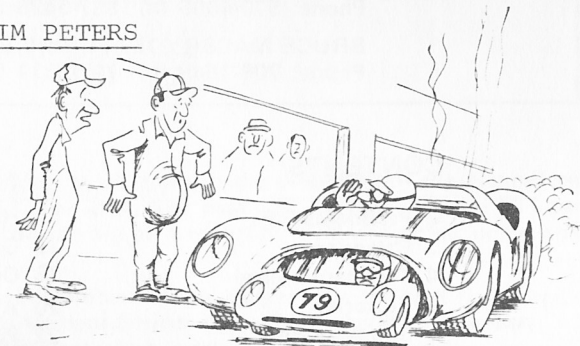
I would like to begin this months column with some thank yous. Firstly to Bruce and Sandra MacBryde for their work on the magazine front and also for a lot of hours spent on preparing the Observation run. To Trevor and Vicki Larkey for a variety of things - Observation run - stories for the magazine - our Concours day - Games Night catering etc. etc.. Ray and Margaret Ross for their labour and use of their home for the Games Night.

Len Madar for his excellent contribution to the magazine, also for being one of our best attenders. Zig Kyzelis for his efforts in production of the magazine. Christine McKay and Val Peters for all our raffles - temporary Secretaries etc. and to Lionel Walker for our competition events - Garry Bruce for our social calender - John Williams for watching the cash and to all our Games Night dealers and helpers such as Louis 15th/ Chris Johnson, Roland Clark, Geoff Belshaw, Lester Gough, Bill and Pat Gretton, John Hall, Charles McKay, Rob Anderson, Nick Ross and also many stories in the magazine from Brian Love; Dave Muir for his secretarial skills, etc., etc., etc..

As I have said before all these people and many more not mentioned have made this a successful year to date - keep it up. Not forgetting the Clarks and Halls for the use of their cruisers for the Ferry boat race day.

Whilst on the subject, I was extremerly pleased to see new members Graham Cox and Mark Douglas at Oran Park and also Eddie Lewis and family and David Stone at Silverdale - an excellent start.

JIM PETERS



"It began to overheat as I went down the Mulsanne Straight!"

Calendar

OCTOBER

- 10 - CLUB MEETING - Sydney Rowing Club.
- 27 - HUNTER VALLEY WEEKEND - TSCC.
- 28 - Grape View Lodge - Pokolbin.
Bookings Garry Bruce Ph. 438.3088 (w)

NOVEMBER

- 4 - SIX HOUR RACE - ARDC - Amaroo Park.
Bookings Lionel Walker Ph. 477.1464 (h)
- 11 - SUPER SPRINT - Oran Park.
Invitation Sprite Car Club
- 14 - CLUB MEETING - Sydney Rowing Club.
- 18 - MOTORKHANA/ BARBEQUE PICNIC - TSCC.
Fiat Grounds, Richmond.
Bookings Lionel Walker Ph. 477.1464 (h)

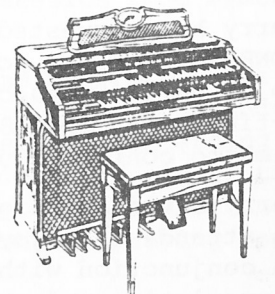
DECEMBER

- 9 - SUPER SPRINT - NSWRRRC/TSCC.
Oran Park South Circuit
Bookings Lionel Walker Ph. 477.1464 (h)
- 12 - CLUB MEETING - Sydney Rowing Club.
- 15 - XMAS DINNER - Camperdown Travelodge.
Bookings Garry Bruce Ph. 438.3088 (w)

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

Secretary's Slice

MEETING 12.9.84

Having now returned from my 3 months European trip and recommenced my duties as Club Secretary, I would personally like to thank both Val Peters - Vicki Larkey for carrying out Acting/ Acting Secretary duties during my absence. Thank you girls (well) ladies.

Meeting commenced at 8.20 p.m. (Late again!).

NOTE: Please members - Would appreciate members attending meetings to arrive for 8.00p.m. starting time as meeting ran into the 11th hour - thank you.

Apologies received from Christine/ Sharles McKay but where good enough to deliver movie projector equipment for meeting - thank you.

Minutes from August meeting excepted as read due to Minutes now being printed in our monthly "Top Gear" magazine. The matter was tabled by our Club President Jim Peters concerning nomination for the 1985 Club Committee. Would request ALL Members to nominate there nominee for the respective positions as soon as possible to Jim Peters, G.P.O. Box 1963, SYDNEY 2001. Time is moving on rather quickly and the committee would appreciate every members assistance to finalise nominations for the 1985 year.

Our Social Secretary, Garry Bruce advised the scheduled Hunter Valley Weekend had to be cancelled due to lack of response as the original 22 members who indicated they would attend is now down to 4 only.

Garry has requested "Special Social Note" to all members to CONFIRM bookings for our "Xmas Dinner" and Presentation evening to be held 15th December at the Camperdown Travelodge by contacting Garry on 438.3088 (work). Please assist Garry (phone him) to confirm your bookings.

Garry advised our games night was a great success with everyone in attendance enjoying the action at the Dural Casino and Garry in conjunction with all member s wish to extend our utmost appreciation and thank you to our hosts for the evening- Margaret and Ray Ross - for the use of their home. Most enjoyable evening had by all. The Club would also like to thank Vicki and Trevor Larkey for a "Super Supper" delivered

in Ferrari Fast Service enjoyed by all in attendance.

The financial results of the evening resulted in a profit of \$380 to the Club bank account with many in attendance enjoying the rewards of "winning".

Moving along (whew) to our Competition Secretary report - Lionel Walker detailed results from the Super Sprint event held at Oran Park Circuit 2nd September where 7 members attended and all in attendance had most enjoyable competitive days racing. (Refer to report in this issue for events of the day.)

Lionel reminded everyone (well done Lionel) of the Club Hillclimb event scheduled for Sunday 23rd. September at the Silverdale Circuit and requested as many members to attend as possible to insure a good day for all. To insure everyone was advised certain club members volunteered (well) advised by our fearless leader J.P. to carry out a phone around hoping to have as many cars as possible to compete in the event.

An invite was advised by the "Sprite Car Club" to attend there "Super Sprint" event scheduled to be held at Oran Park Circuit on the 11th November, 1984 in conjunction with the Lotus/Morgan/ M.G. car clubs attending indicating the competition would be competitive. NOTE: Any member wishing to attend this event please contact Lionel on 477.1464 to obtain entry forms etc..

As scheduled for our September Meeting our Club member Richard Nathan in conjunction with our visitor Des Stammers from Spartin Paints presented a Technical Presentation on Car Spray Painting. A video film was shown on Richard's company operations detailing car preparation and chassis straightening procedures and work involved in preparing body work prior to spray painting, with Des Stammers advising members of the quality standards and paint formulation to achieve optimum paint results. The presentation was completed with open question / answer session from members in attendance.

Members extended there thanks to Richard and Des for a most interesting and informative evening. NOTE: Richard extends to all members - should you require any assistance concerning car spraying procedure or information please do not hesitate to contact him as he is only too pleased to be of assistance and would of course be pleased to accept the job of spraying your car. Thank you Richard/ Des.

The monthly Raffle was won by our well known (raffle enforcer V.P.) with the prize going to ticket No47 held by Roland Clarke.

Meeting closed at 10.50 p.m. Finished at last!

NOTE: I would just like to repeat to members - our monthly meetings start at 8.00 p.m. and would appreciate your assistance by arriving prior to 8.00 p.m. otherwise the time available to conduct the meeting becomes a rush situation. We are governed by the Rowing Club times of operation - so lets try to have some time after the meeting to have a chat. Remember next Meeting Date: Wednesday, 10th October - 8.00 p.m.

DAVID MUIR

Editorial

With the November club elections rapidly approaching how about nominating someone really important - like yourselves - for the various positions. With the exception of Garry, Trevor and myself all the other committee members have been committee members since the clubs commencement 3 years ago. Roland Clark, bless his soul, intends to continue his unbroken service record and stand for the unenviable job as treasurer - I will stand for editor. Come along in November and ensure your vote is cast. If you can't come, mail the insert form in this issue to Jim Peters or sign it and give it to someone who is coming on the night.

We welcome a new advertiser C.D.A. Engine Reconditioning Pty.Ltd. This company is sponsoring Mark Anthony and his Mini sports sedan - Mark achieved F.T.D. at our recent Silverdale hillclimb so one may conclude C.D.A. know what they are about. There were five Minis/ Coopers at the hillclimb, so it seems we are going the way of the Porsche Car Club - just about all their members race Minis, not their Porsches. If your car is too valuable to race, get a Mini - have some fun.

Whilst on the subject of advertising, do you remember the full page question marks in two previous issues? Well, they were full page advertisements paid for by Richard Nathan Automotive (body reconditioners). But what was he advertising? You will have to wait for the next issue to find out.

LEONARD MADAR

SOMEONE ELSE

We were saddened to learn of the axing this week of our most valuable member - SOMEONE ELSE.

SOMEONE'S passing creates a vacancy that has been difficult to fill. ELSE has been with us since its beginning. She did far more than a normal person's share of work.

It was common knowledge that SOMEONE ELSE was among the largest contributors; whenever there was a need for volunteers, everyone just assumed SOMEONE ELSE would volunteer.

SOMEONE ELSE was a wonderful person - sometimes appearing superhuman... but a person can only do so much, were the truth known, everybody expected too much of SOMEONE ELSE.

Now SOMEONE ELSE is gone! We wonder what we are going to do. SOMEONE ELSE left a wonderful example to follow, but who is going to do the things SOMEONE ELSE did?

When you are asked to help, remember.....

WE CAN NO LONGER DEPEND ON
SOMEONE ELSE!



Comp. Sec. Report

Well, we have just run our hillclimb practice day at Silverdale and I believe everyone had a good day. The results are listed below. The number of runs was only limited by one's willingness. Grant Liddell recorded the most runs for the day with 18. Thanks to those who came and congratulations to the class winners.

The next event will be the Super Sprint held by the Sprite Car Club on 11th November. This is not a point score event but should be attended as they are concentrating the day on sports cars.

The week after on 18th November will be our final motorkhana at the Fiat grounds. This event will also establish our Motorkhana series winner.

The final event of our sporting calender is the Super Sprint at Oran Park on 9th December with the N.S.W.R.R.C..

LIONEL WALKER

RESULTS - SILVERDALE PRACTICE DAY - 23rd SEPTEMBER

R.Ross	42.87	Torana	S.Williams	45.08	Elan
M.Anthony	42.58	Mini	R.Connaughton	48.44	Mini
D.Muir	44.46	Scimitar	G.Bruce	43.65	Monteverdi
J.Peters	44.65	Scimitar	G.Liddell	45.93	TVR
L.Walker	47.50	Mini	P.Fast	47.82	Cordia
R.Connaughton	45.21	Escort	B.Gretton	45.23	Mini
L.Madar	46.84	Alfa	D.Stone	44.25	Datsun
E.Lewis	46.86	Bolwell	P.Gretton	54.54	Mini
M.du Cros	49.31	TR7	Karen	49.74	Monteverdi
L.du Cros	53.92	TR7			

Class A	0 -2000	Sue Williams	Elan	45.08
Class B	2001-3000	David Stone	Datsun 240Z	44.25
Class C	3001 & over	Gary Bruce	Monteverdi	43.65
Class D	OPEN	Mark Anthony	Mini	42.58

Our Cars

Three guesses what Roland Clark's A.C. Cobra, Lionel Walker's XK140, Ilma and Rita Tooming's Aston Martin have in common? They are all undergoing engine rebuilds!

Another three guesses what Bill Gretton's E-type, Sally and Derek Smith's Mini Cooper and new member Eddie Lewis' Bolwell Nagari have in common? Sadly, they were all bingled on that Horrible Hill.

Piotr Fast has bought a new Cordia Turbo to add to his Jensen Healey stable.

Bill Gretton has bought a very quick Mini G.T. adding to his E-type mount, and I have bought nothing - nothing.

How to win a Concours - buy Simon Foster Spink's M.G.B (see classifieds). He is after an E-type.

LEONARD MADAR



We welcome the following new members and hope that they derive a lot of fun and satisfaction out of their association with the Club and other thoroughbred car owners.

Mark Douglas	- Escort TC
Graham Cox	- BMW 3.0 CS.I Jaguar XJ6
Don Hewitt	- Chev Monza Birrana 376 Kiditcha FA 82A
Robert Smith	- Marcos GT
Edward & Jean Lewis	- Bowell Nagari
David Stone	- Datsun 240Z

HIGH SOCIETY

Many car clubs based on one marque are filled with male car fanatics whose wives or girl friends are ignored.

Not so with the TSCC.

Admittedly, we have our share of car freaks. But we pride ourselves on also providing functions to include our better halves.

This year has included:-

- * A day on the harbour to follow the Ferry Boat Race.
(33 starters)
- * A weekend in Canberra including a day's hillclimbing.
(16 helmets)
- * A dinner in honour of St. Patrick at Curzon Hall.
(33 greenies)
- * A family weekend including horse riding, tennis and antique buying at Bowral.
(44 heads of various sizes)
- * A wonderful weekend down under in the Jenolan Caves, complete with formal dinner.
(19 sore heads)
- * A Flamboyantly Formal Games Night including games of chance and the opportunity to lose a little spare money.
(90 odd - or was it evens?)

All this not to mention the Social intercourse at Silverdale, Motorkhanas, Oran Park and Observation Runs. With minor exceptions (to be expected) everyone has thoroughly enjoyed the functions, and we have all benefitted from the new friendships found, in all age groups.

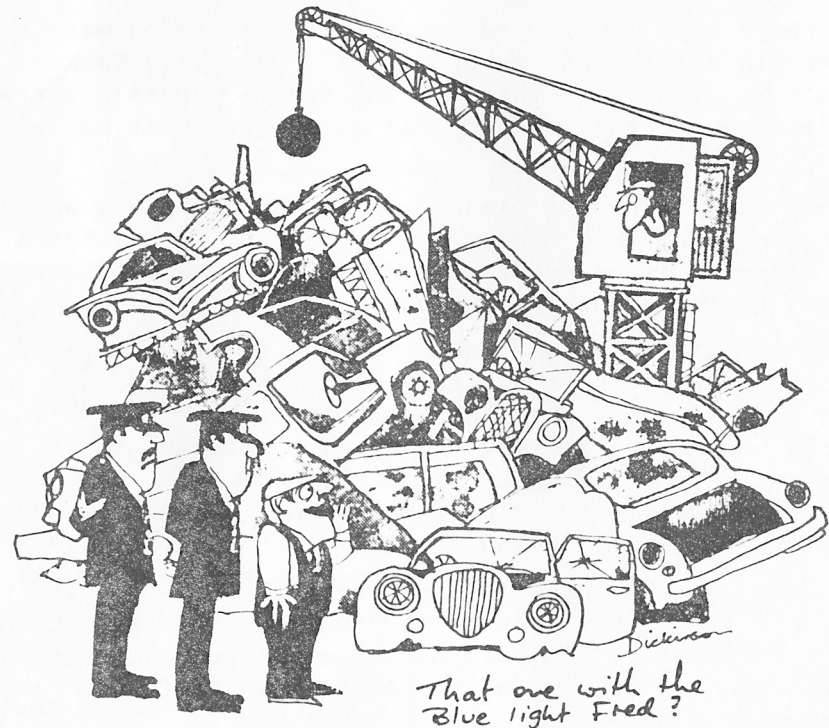
pretty good for a CAR Club.

This year still includes an opportunity to go to the Hunter for a wine tasting weekend (unless cancelled through insufficient starters) and the Christmas Dinner on December 15th - please write it in your diary NOW, and make bookings at the next meeting.

I would like to thank those who have willingly supported the social secretary, especially Val Peters and Christine Mackay, these two have also run the monthly raffles to swell the club's coffers - well done ladies!

At the November (AGM) Meeting we will vote in a new social secretary for 1985. Think now about whom you would like to nominate for the position (including yourself?). I'll assist the incumbent in any way that I can (subject only to time constraints).

GARRY BRUCE



GAMES NIGHT – 25th AUGUST

A arrived early at beautiful Dural and was greeted by hostess Margaret Ross in her Southern Belle dress and host Ray Ross in his 20's gear. Standing near the entrance steps I purveyed some of the glamour and glitter entering. To give you a few examples - Geoff Belshaw in glittering silver top hat and tails - Jan Belshaw in 20's outfit - Rolan Boldy as the "you know what I hate man" - Yvonne Boldy in a peasant costume - Garry and Karen in their formal shirts - Roland Clark as a pirate, Judy Clark as a dance hall girl - Bill Gretton as a riverboat gambler - Pat Gretton as a nun - Chris and Joan Johnson in Louis XVth period costume - Zig as Sir Walter Raleigh - Lorna Kyzelis in a colourful peasant dress - Vicki Larkey as a clown - Trevor as Count Stooze - Chris McKay as a Charlie Chaplin and Charles her sidekick - Rob McLoughlin as a lounge lizard and Ros wearing black is beautiful - Bill Marshall as Count Dracula and Shirley Marshall in 20's gear - Michelle as a flapper with Geoff Sara in 20's attire also - Susan Williams as Cleopatra, John as Abdul the Arab - Rob Anderson with his electric pulsating bow tie.....

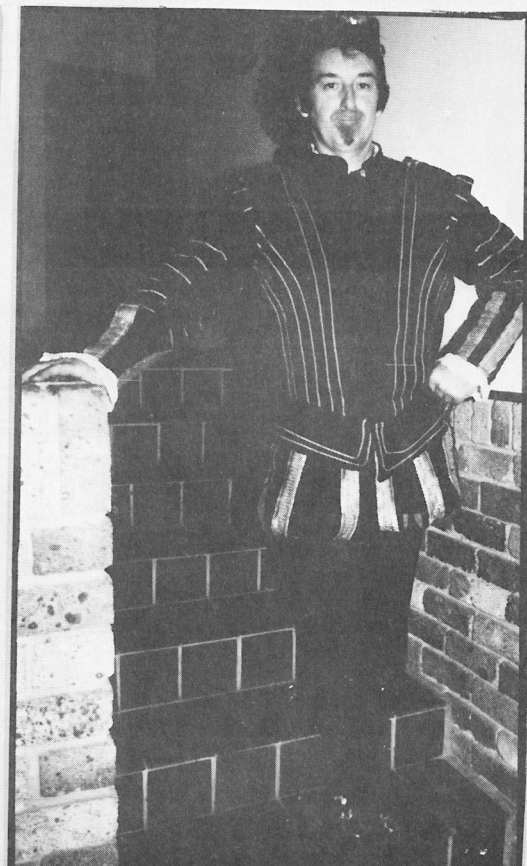
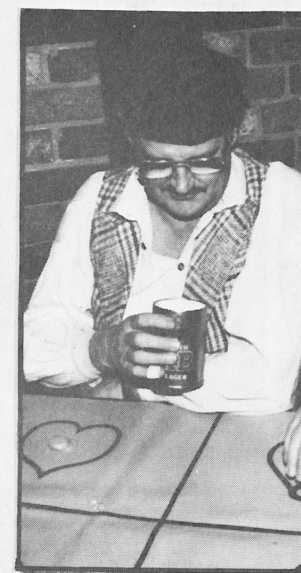
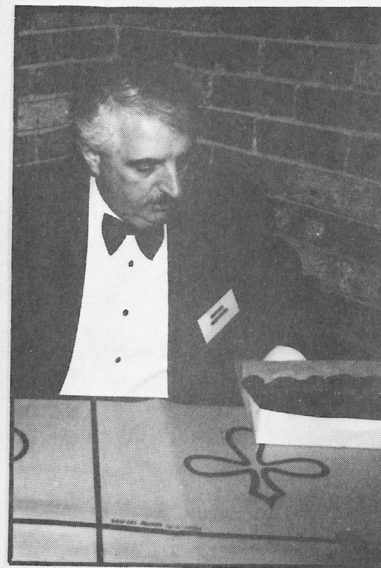
Folks, there were 100 people there so the costumes were endless and there is not time to describe all - we really looked great. Why can't we dress like that all the time - who said there was a Freudian connection between what we are and what we fantasize in fancy dress.

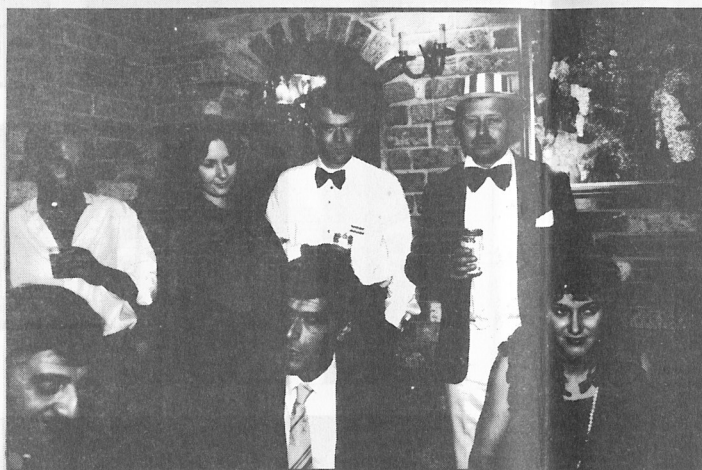
John Hall handed out the plastic chips and the night was away - guests going from roulette, crown and anchor to blackjack. Trevor Oldroyd saw to our alcoholic demands and as these demands increased so too did the house take.

Louis XVth, Silver top hat, and the Sidekick were notable in their operation of the roulette wheel. There was a pianist playing gay 30's music but the mood was serious - gambling is a serious business - look at the expressions of the people in the photos waiting for that little silver ball to drop on their number in roulette. Everyone was a winner who went because it was a most enjoyable evening.

But, what about the Larkey's catering - superb - Trevor is wasting his time making pies - he should open a restaurant - the T.S.C.C. Roadhouse - he would have plenty of smart sports cars parked in the driveway. The red Alfa would be there - I like pies anyway! Thanks Count.

Fortunes were made and lost at 20c a throw - but no one went home clad in a barrelland the club made a profit for the kitty.





A Night of Fun & Games

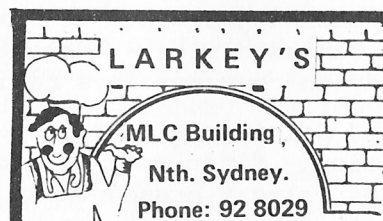




A great night and if you were not there, you really were not there. The night ended at 2 a.m. and an army of eager helpers cleaned up the house.

Thanks heaps Margaret and Ray. Amid rumours of a Carnival in Rio theme for next year, Mark and Helen Anthony have offered their home in Bilgola for the next games night. Offer accepted!

LEONARD MADAR



PIE & CAKE KITCHEN

FERRARI FAST SERVICE

LEONARD P. MADAR

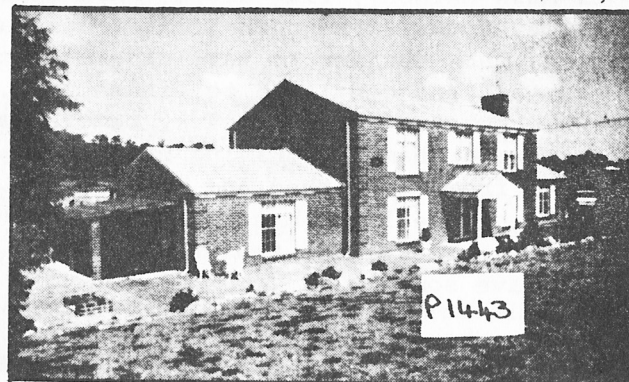
D.C., D.O., M.U.C.A.

Chiropractor

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552a Old Northern Road,
Round Corner, Dural, 2158
Phone: 651 1812

GLENORIE

\$250,000



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Gilmour
J A Gilmour & Sons (Dural)
538 Old Northern Rd., Dural
651 1555

ORAN PARK SUPER SPRINT - 2nd SEPTEMBER

Day commenced at 7.00a.m. travelling to Oran Park Circuit, arriving 8.10a.m., check in for car scrutineering for "Super Sprint" meeting arranged by "The New South Wales Road Racing Club". Rules of the meeting involved one warm up lap, than line up at starting grid, followed by two flying laps to finish line.

Conditions - fine and sunny - track damp from previous nights rain. Total of seven T.S.C.C. members attended. Being "thats my line" Jim Peters - "watch my paint" Len Madar - "Mini 360°" Mark Anthony - "top down" Bill Gretton and new members Graham Cox / Mark Douglas sharing the drive of an Escort 1600 twin cam and "yours truly" David Muir.

Much discussion was held as to suspension adjustments to "Mini 360°" rear wheel studs prior to that famous cliché - "Gentlemen start your engines" - everything ready to commence days racing.

First challenge of day "thats my line" Scimitar with "yours truly" Scimitar on inside grid position - first away in front of J.P., half way down straight, woops, slight breakdown at high r.p.m., J.P. alongside and passing with first corner coming up, regain r.p.m., right foot down rounding corner, track changing colour to grass green, J.P. passing, re-enter bitumen take up chase of J.P., exhaust to finish.

Back to pit area carry out checks on electrics and further adjustments to J.P. suspension ready for re-run.

Enter the "Mini 360°" of Mark Anthony, flag drops, Mark first off line leading competitor, round first corner enter next apex correction enter next apex, Mark decides to have side line car wash and stop to dry - restart and continued to finish line. Return to pit area for weight reducing action i.e. remove water from "Mini 360°". New member Graham Cox driving his Escort 1600 twin cam takes up challenge from "a tricked and be-slicked" Datsun 180B SSS. Graham being the loser but in a well run time of 59.2. Re-match scheduled for later in the day. Roy Connaughton take note you have some stiff competition with fellow Escort owner.

Everyone has general meeting in pits to issue next challenge as follows: J.Peters v's L.Madar, B.Gretton v's D.Muir, Graham Cox v's Unknown, Mark having starter problems with jammed starter motor, assistance given, problem rectified.

Back to racing - engines reving - J.P. "thats my line" on inside

grid position - clutch engaged "watch my paint" Len in front entering first corner, J.P. "thats my line" on exhaust pipe, woops "watch my paint" heads for green bitupave - returns to black surface and follows J.P.'s red "S" to finish line.

"Top down" Bill Gretton and "yours truly" take grid after warm up lap - "Top down" Bill cat is purring - flag drops, cat shows claws, leaps ahead to car length in front nearing end of straight - smoke screen visible coming from Bill's cat - brake area - Bill heads for green grass "yours truly" continued to finish line. Return to pits to discuss Bill's brake problems.

To summeries all attending members had a great day, with no shortage of lap runs. The result being everyone had an average of ten runs with everyone achieving times below the 60 seconds. Congratulations to Mark Anthony with recorded Best Time of the Day from within our club of 54.3 seconds followed by our new member Graham Cox with 58.0 secs. - well done Graham. Following respectively "yours truly" D.Muir (58.1 secs.) - J.Peters (58.3 secs.) - L.Madar (59.7 secs.) - new member Mark Douglas (59.8 secs.) well done Mark and Bill Gretton (59.9 secs) without brakes (well done Bill). "Yours truly" personally was very pleased with my result of 58.1 secs. (note) eat your heart out J.P. this being my first run since returning from our European trip. It is possible my European experience hassling with Italian drivers and change from right to left hand drive assisted in navigating the Oran Park Circuit.

Our attendance of seven members was not bad but I would like to see more T.S.C.C. members in attendance at future meetings.

The enjoyment of competition is recommended to all members. To quote our new members Graham Cox/ Mark Douglas "It improves your driving skills and makes you aware of understanding the "safety" aspect of driving a car and knowing the corrective action to be taken should difficulties be experienced during normal driving situations". Thanks guys for your competitive spirit and enjoyable company.

A special thanks from all in attendance to (Paul Muir Jnr.) our official photographer and times advisor during days proceedings - well done, Paul.

All in all everyone had a most enjoyable day and competition from within our own club members. "Join in" and enjoy the thrills of competitive motor sport.

"Yours truly"

DAVID MUIR

AMAROO ALFA CLUB LAP DASH — 15th AUGUST

The day started off with scrutineering from 8.30 a.m. followed by five 15 minute practice sessions with a controlled passing session between Honda and Winfield. The sessions were relatively smooth apart from my excursion with the Turbo Jaguar into the gulga out yonder and Jim Peter's Scimitar doing some funny evasion manouvers when Len Madar's Alfa had an over exuberant nose coming into the corner. Runs started at 1 o'clock and consisted of a two lap sprint with timing gear located at Winfield and both laps were timed.

Cars ran in numerical order and Mark Anthony got off to a flying start with 65's in a newly acquired Mini sports sedan complete with slicks. (Its even quicker than his Corvette!!) Len Madar put in a good effort with 72's showing some of the skills acquired at the recent Oran Park Jim Murcott driving school.

Bill Gretton did a quick 70's with little brakes (so he tells us) also displaying the Murcott skill with clean lines. Sal and Derek Smith put in excellent times in the Cooper with Derek doing 65's which are Appendix J times.

Jim Peters put in a scorching run in the 69's and feels now that he has some brakes the car feels a lot better (an E type killer yet!) Paul Coleman had a great time throwing the E.H. sports sedan around and I finished the day with a monumental nose out of Bitupave where I flat spotted my good front tyres.

Visitors Peter King and Guy Harrison said it was an interesting meeting and we are all looking forward to Oran Park in September.

ADRIAN WALKER

HALL'S NEWSAGENTS

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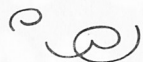

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"Free nuclear fall-out shelters are being offered by Penta Garage, Gordon, with all \$50,000 Porsche 956 ordered from stock before August 1."

Daily Telegraph.



t was August 1.

Well?" said the man. "Do I know a bargain, or do I know a bargain?"

He walked slowly around the car again. In the twenty-four hours since he had bought it, he had made some fifty of these rapt circumambulations. It was the furthest he had ever walked in a day.

It was worth," he said confidently, giving the brightwork an empteenth buff, "waiting for the black. They said: We could do you a magenta right now, cream coachline, dove-grey hide; very chick, magenta. I looked them in the eye. Know what I said? Sod that, I said. I could tell they were impressed. The thing is, when you have built a gravel pit company up from nothing, until you are nationally recognised as one of the country's leading grit concerns, thirty trucks, no rubbish, offices done out entirely in teak, when you have done that, people don't mess you about. They take one look, and they know, follow my meaning?"

The car said nothing.

Then a penny, magenta 956s. I might as well have a bronze-bloody-metallic Rover, I said, I might as well have a lime Audi. I am after, I said, something distinguished, something you can pull out in outside the Playboy Club and people turn round."

He walked to the end of the shelter, turned at the lead-lined door, and quinted happily down the shimmering length of bonnet.

"The body," he said, to a head-high stack of tinned food, "The body is completely submerged in a rust-inhibiting solution what penetrates every crevice and seam. After that, they put on ten coats. And, he added, tapping the stack with a manicured forefinger, "they inject it with cavity-protecting wax."

He got in, sank into the fawn hide, touched a finger to the middle-stitching, shut the door.

"Hear that clunk?" he cried, as his window sighed electrically down, to his deep-freeze. "Hear that clunk? That is not body-work, son, that is coachwork!" He glanced at the dashboard clock "Eighteen hours," he murmured. "Must be all right by now. Quick spin can't hurt, keep the windows up, put the air-conditioning on,

He got out again, and opened the shelter door.

"Stone me!" he said.

The house had gone. The staircase remained, connecting nothing with nothing, but the house had gone.

"A hundred grand," he told the car bitterly. "And do they insure you against acts of war? Do they buggery! Still, he said, as he climbed back behind the wheel, "it's a bloody good shelter. I was definitely not done over the shelter. All I heard last night was a bit of a rumble. Free shelter stands up, hundred bloody grand house falls down, stunnink wrong there, am I right?" The steering-wheel did not reply. "Time I've finished with that builder, he'll be lucky to get a job selling Lego."

He switched on the ignition: pistons moved silently inside the block; the automatic gearbox engaged imperceptibly. Gently, the man eased the car forward.

"Smooth," he murmured, "but strong."

The car rolled down the pitted drive, and turned onto the rubbled road, without a lurch. The man beamed.

"Incredible!" he cried. "That is what I call anti-drive geometry, that is what I call independent suspension, being able to drive on a road what has sustained a major thermo-bloody-nuclear attack and not feel nothing!" he informed the seat beside him. "It is magic!"

He drove the eight kilometers into St. Ives, but it wasn't there.

"Good job I got a full tank," he said, passing a scorch above which the twisted BP sign hung uncertainly, and turned onto the Pacific Highway, towards town. "Pity about St. Ives, he said to the cigar-lighter, "I fancied tonking past old Charlie Bassett's place, he's always out front admiring his Mercedes. Or was. Don't talk to me about Mercedes. I could give him two seconds start and still see him off over the kilometer; this here has power - power we're talking about!" And here he punched his foot into the floor, so that the car hurled itself forward down the empty fast lane. It had reached a hundred before he knew it. His heart sang! It was the Goodwood Straight, it was Druid's, it was the chicane at Woodcote, and Mario Andretti was half a lap behind, trailing his dust.

"Bugger!" he cried.

He had passed the police car at a hundred and twenty. It lurked on the hard shoulder, the way they always did. He hit the brakes, the pads closed on the spinning discs, the car decelerated; but not, he knew, enough to kid them. He looked fatalistically in his mirror. The police car had not moved.

"My lucky day," said the man, lifting his foot from the brake.

He passed a lot of cars after that; but none of them moved. Gallingly. There was no other word for it. There were magenta Jags, Rolls Royces, BMWs, Ferraris, he could have left them standing! As, of course, he did. There was even a Astin Martin, just past North Sydney, but it was flattened against a flyover pier, and did not therefore offer a significant challenge.

It irked him. He had come a long way to this, shifted a lot of gravel, used up a lot of years, taken a lot of stick from the rich and the flash, and it was his turn, now. But Sydney would be all right, it was not possible to wipe out Sydney, there would be eyes and gasps in Sydney; and women. Fifty wasn't old, they liked grey temples, remember Stewart Grainger, and you didn't pay three hundred dollars for a suit that didn't disguise your paunch; a black 956, eight different credit cards, there wasn't a bird alive who wouldn't jump at lunch at the Silver Spade and a tumble at the Hilton.

He came over the Harbour Bridge at a hundred, whistling Margie, and when he pulled up at the first set of lights, there was a Lotus already waiting. He slid alongside, hummed his window down.

"Eighteen minutes from bloody Gordon!" he shouted at the man behind the wheel. "They don't hang around, these!"

The lights went green, and he flung himself away, leaving tread laughing. But the challenge went unaccepted. The Lotus dwindled in the mirror, as the lights went red again above it.

Hyde Park was remarkably intact, all things considered, though full of bodies. Once, at the corner of William Street, he thought he saw a girl with whom the afternoon would be far from wasted; she was standing against a pillar-box and dressed only in the bottom half of a blue bikini, and his temple throbbed as he began to brake. But she turned out to be a model blown across the road from a boutique opposite and fused against the box by her melted plastic; a quirk of blast.

The Opera House fell in as he cruised past; a pity, that. He drove around Kings Cross for a while, but there was nothing

moving, save the odd tumbling cornice, the odd whirl of dust. In Chiefly Square, he stopped, briefly, outside the Rolls-Royce showrooms, and got out. The plate-glass windows had gone, but the two Corniches within were unblemished. He could, he realised, have simply driven one away, black drophead for weekdays, white drophead for weekends. The keys would have been in a drawer, somewhere. He stepped inside.

"Rolls Royces!" he shouted. It was more of a scream, really. "Rolls-Royces! I wouldn't give you a bloody thank-you for Rolls Royces! I wouldn't have four Rolls-Royces, free! Slow, flash, uneconomical - that's an old man's car, that's an Arab's car, that's what that is, mate, that's what that bloody is!". He spun on his heel, pointed outside. "That's what I call a car, that's what motoring is all about, my son!" The desks did not reply. The filing cabinets reserved their judgment. The display stand were unmoved.

He wiped his lips with the back of his hand, and, trembling, stepped outside again. The sky was brown.

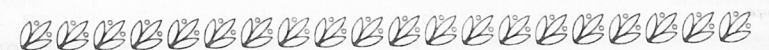
"I'm the last man in the world," he said quietly.

At which moment, far off, he heard a squeal of tyres, and the boom of a pedigree engine.

It was not easy to locate a fast-moving noise in the intricate streets of Sydney. The man drove the 956, with the windows down and his head poked out, back and forth across the illogical network, and sometimes he lost the other car, and sometimes he found it again, and because it had not chosen to move out of that area, he could only assume that it had heard him, and was searching, too, but he saw nothing. Until, an hour later, soaked with panic and despair he suddenly turned, almost on a whim into George Street, and peered east. The other car, a mile away, was driving west.

Whether from natural fatigue or unnatural infection, his dizziness was no match for his joyful velocity.

The impact speed of the two cars, in fact, was close to three hundred miles per hour, which may very well be a record. Which 956 was the black and which the magenta, however, it was subsequently impossible to determine.



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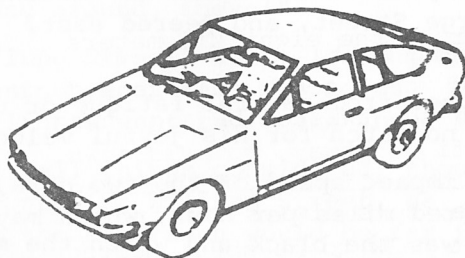
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