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SEPTEMBER 1984 — VOL. II No.5

**gear**



REGISTERED BY AUSTRALIA POST — PUBLICATION No. NBH 6791

NEWSLETTER OF THE THOROUGHBRED SPORTS CAR CLUB



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

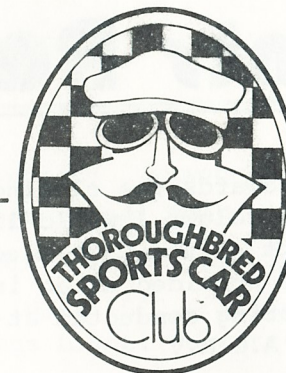
**PUBLISHED BY:** The Thoroughbred Sports Car Club,  
G.P.O. Box 1963, Sydney, N.S.W. 2001.

**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.



## 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.  
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**Secretary:** VAL PETERS, G.P.O. Box 1963, Sydney, N.S.W. 2001.  
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**Treasurer:** JOHN WILLIAMS, 16 English Ave., Castle Hill. 2154  
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**Competition Secretary:** LIONEL WALKER, 31 Evans Rd., Hornsby Heights. 2077  
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**Social Secretary:** GARRY BRUCE, P.O. Box 154, Crows Nest. 2065.  
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**Editor/Advertising:** LEONARD MADAR (as advised)

**Producer/Distributor:** ZIG KYZELIS (as advised)

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

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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)

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# Presidents Page

Well we are now moving towards the closing stages of another year, and in this months column I would like to mention our extremely important event - "The Club Elections" for which nomination forms will be provided as an insert in the October Mag., with the actual voting conducted at our November monthly meeting doubling as our A.G.M..

I will not be standing for any office next year as I have had three very busy years on the Club's Committee and feel that it is time to let someone else take over the reins. I understand that several of the committee will not be seeking re-election. Therefore I would ask members to begin to think of stepping forward to assist our club.

We have a lot of talented people in our club who could keep the club strong and vital and, as with most things in life, you get back what you put in. If you are interested or have questions - please call me.

On to other areas, I would like to welcome back to Australia Dave and Barbara Muir. (Yes!! Yes!! agrees Val - no longer acting Sec.)

Elsewhere in this issue is an updated list of members, please check if YOUR entry is OK. If not, contact Dave Muir with corrections.

See you next month.

JIM PETERS

## B O N E S

In any organisation or association of people there tends to be different categories into which members fit:

- The lazy bones - they like to belong but don't believe in helping;
- The jaw bones - they do lots of talking, but that's all;
- The cheek bones - they give cheek and do lots of complaining;
- The back bones - they do all the work and usually cop the flak!

# Calendar

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)

**DURAL**

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### **SPANISH HACIENDA WITH LUXURY OFFICE SUITE**

Imposing wide fronted 4-6 bedroom brick residence on 5 mainly level acres extremely attractive in design & finish ideal for home business office very good location. (P4)



# Secretary's Slice

Having been the acting/acting's secretary for only one meeting, I not only marvel at the acting secretary's ability to "note the items discussed, listen to the discussions, receipt cash, listen to explanations of what the payments of cash represent, list the members and guests who attended and occasionally join in the discussion" BUT the ability of the acting secretary to then write a sane report for the magazine. It is with this in mind I decided to fill the first paragraph with words poached from Val.

Those few who attended the last meeting, must have been unaware as the others were, who stayed at home, that Jim and Val would not be in control of our tight little ship, 'The T.S.C.C.' As one would expect with Trevor and I at the helm, it was not run strictly according to the rules. I'm sure Christine only arrived without Charles (who pleaded illness) just to see what a mess Trevor would get himself into. Hope it was worth it Christine!

One serious note did receive Trevor's full attention and this was the failure to attend the Jim Murcott Driver Training day by those who had advised Jim Peters the Thursday before that they would be definitely in attendance. The booking was confirmed with Jim Murcott, who travelled from Melbourne with one of his co-teachers for this day. NINE of our members, booked and confirmed, did not arrive. This represents \$810 to Jim Murcott and it is unfair and unrealistic to expect him to go unpaid. We are a Club and as such our reputation within the circles we shall move must be kept at a high level. I believe John Williams will have been or will be in touch with those members who have not paid in their absence, for their cheques.

Garry Bruce and Christine reminded our members to bring along some friends to our Games night.

Simon suggested an event to be held which would end up at the Burning Log at Dural. This was a breakfast run organised by the M.G. Car Club and guests could attend if booked in time. Phone Simon.

Len Madar described Jim Murcott's Driver Training Day, as being well worth while. We were fortunate not to have rain during the day, and it is thoroughly recommended by Sue Williams and Vicki Larkey for any ladies, who may wish to attend in the future.

Trevor described the Bathurst Flying Fifth day. Helen and Mark Anthony, and Allan Hunter in his TR7 plus Trevor and I were the T.S.C.C. representatives with about seven associate members from the A.F.R. "I think we added some zest to the event" were his words.

Lionel Walker gave us a very humorous description of how he and three others walked away with all the trophies at the Motorkhana held on Sunday 29th July at Richmond. Apparently no one remembered to mention it at the last meeting and it was only those who had consulted their calendars that remembered to attend.

Lionel also reminds you all that on September 2nd. there is a Super Sprint at Oran Park, also, the Hillclimb at Silverdale on September 23rd. This is really our club Picnic Day with the Hillclimb thrown in.

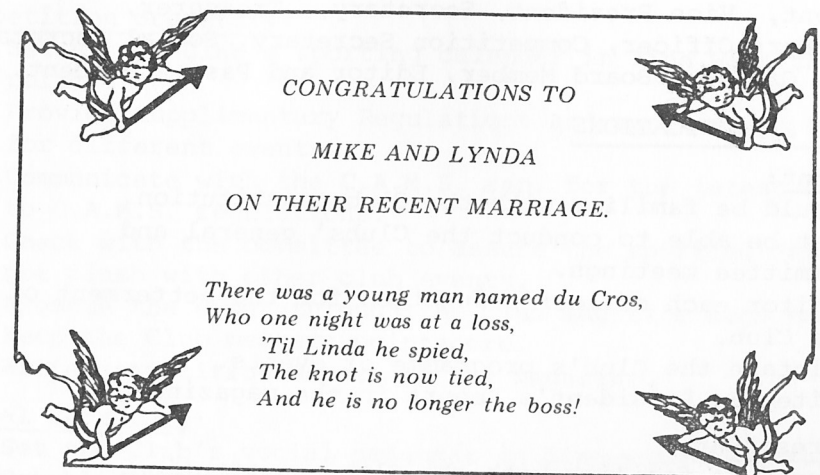
Bill Marshall talks on the Ferrari Concours to be held 19th. August and also gives a talk on Yokohama A008 tyres and the competition tyres available also.

Next month Richard Nathan will give a Technical Night.

Raffle drawn by Garry Bruce and won by Garry Bruce (rig, rig) Meeting closed 9.26 p.m. No films.

Whew! Glad that's over, over to you Val/David/?

VICKI LARKEY





# Editorial

The T.S.C.C. was founded almost three years ago by a small band of car enthusiasts. Because of the small number to start with, that band often willingly doubled up in that time for committee duties and to establish a "esprit de corps". However now that we have grown to some 70 odd members some of that band may wish to step down for the 1985 committee elections and have a well earned rest. Will all committee members please tell me their intentions so that I may print them in the next issue. It's election time!

## NOTICE

The Annual General Meeting of the T.S.C.C. will be held on Wednesday, 16th November, 1984.

There are two ways that nominations for vacant committee positions will be received:-

1. By nomination form (printed in the next issue) received by the Secretary 31st. October, 1984.  
Postal Nominations to G.P.O. Box 1963, Sydney, 2001.
2. If no nomination for a position has been received by 31st. October, 1984 then the nominations for that position will be received from the floor at the Annual General Meeting.

## OFFICES NOW HELD

President, Vice President, Secretary, Treasurer, New Members Officer, Competition Secretary, Social Secretary, Regalia Officer, Board Member, Editor and Past President.

## JOB SPECIFICATIONS

### President:

1. Should be familiar with the Club constitution.
2. Must be able to conduct the Clubs' general and committee meetings.
3. Monitor each officer's function for the betterment of the Club.
4. Maintain the Club's programme of events.
5. Write the President's Report in the magazine.

### Vice President:

1. Should be familiar with the Club constitution.
2. Should be able to run the club's general and committee meetings in the absence of the president.

3. Organise the films and guest speakers for the Club general meetings.
4. Organise the Annual Concour d'Elegance.
5. Assist in running the general meeting.

### Secretary:

1. Handle all outgoing and incoming correspondence, high-lighting letters that require action by any of the other officers e.g. application forms.
2. Keep a record of all correspondence both in and out.
3. Write and maintain an accurate set of minutes of the general meeting and send the Secretary's Slice to the Editor of the magazine.
4. Draft an agenda for both the general and committee meetings.
5. Communicate with the President on a regular basis.

### New Members Officer:

1. To welcome prospective new members and new members to the Club, introduce them to other members and to familiarise them with the Club.
2. To endeavour to make new members feel at home and to assist in their queries.

### Treasurer:

1. To receipt all monies, incoming.
2. To make reports to the committee and general meetings on all monies outgoing.
3. To budget from time to time the Club's expenditure.
4. To balance the ledger book.
5. Compile C.A.M.S. list.
6. To send out the accounts for the Club magazine advertising.

### Competition Secretary:

1. Set up the Club's sporting calender in line with the Club's policy.
2. Provide Supplementary Regulations and application forms for different events.
3. Communicate with the C.A.M.S. rep. for the latest changes to C.A.M.S. regulations.
4. Check with the committee to assure the sporting dates do not clash with other club events.
5. Promote the event through the Club magazine each month.
6. Keep the Club members pointscore.
7. Write competition Report in the magazine.

### Social Secretary:

1. Set the Club's social calendar in line with Club policy.
2. Establish the type of function, venues, cost and dates in conjunction with the Club committee.



3. Promote events through the Club magazine.
4. Write the Social Secretary's Report in the Club magazine.

#### Editor:

1. Produce "Top Gear" on a monthly basis and same to be in the hands of the members no later than the second Monday of each month.
2. Collect articles suitable for magazine publication.
3. Work out advertisements and costs with advertisers.
4. Communicate with the Secretary on the costs to advertisers.
5. Send all material to be typed and printed to typist/ layout artist/ printer/ distributor.

#### Regalia Officer:

1. Look after Club property e.g. Club banner, motorkhana flags.

#### Board Member:

1. Generally assist other committee members as requested.

#### Past President:

1. Must be able to ensure a smooth transition to the new committee.
2. Make sure the continuity of the Club is maintained.
3. Familiarise the new President with the position.

Folks, as you can see, it takes a team and team effort - the Club is only as good as its committee - so roll up, stand up, put your name forward - we need YOU for the 1985 committee.

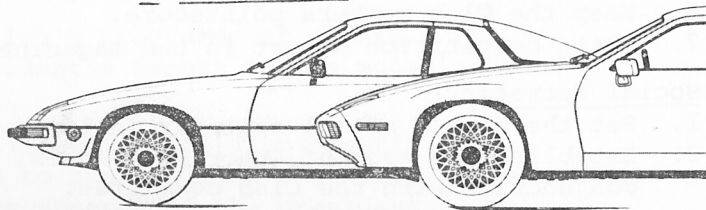
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THANK YOU ROSLYN.

Ziggy is no longer doing the typing and layout. This is now being done by Roslyn McLoughlin - home phone 997.6932. The thank you is because Ros has offered to do two issues at no cost to the Club. Much appreciated, because much time is involved and she is only a new member.

N.B. Articles which are typed are appreciated as it saves a lot of time in deciphering handwriting!

LEONARD MADAR



## Letters to the Editor

To the members of the T.S.C.C. I would like to remind you that annual elections of office bearers are not too far away. Everyone from new members to old hands, has found in this club we all have a part to play - some big, some small.

The great thing about the T.S.C.C. is its small enough and friendly enough for anyone to have a go at any job within the club. The club enjoys high attendance to most meetings and caters for a wide variety of interests. We have, I feel, had excellent management over the past and from the members enthusiasm will undoubtedly continue to do so.

By supporting the club with attendance, you the member, have given much.

When I joined the Club some 3 to 4 years ago I had little experience with any type of official position and almost no speech making ability at all. The thought of taking a responsible position on a committee horrified me. (I am naturally quite shy!) but, before I knew it I was putting my hand up to do small jobs here and there, anything to help, and so, in due course, for a variety of reasons I was elected to Vice President of the T.S.C.C.. I was really quite worried I would do the job badly and let people down, I should not have worried one bit. The other members of the committee helped with procedure and before long anxiety gave way to the fun of helping to run the Club.

I have enjoyed this role over the last two years and it has given me the confidence to take on the Australian Presidency to the Ferrari Register with over 400 members - quite a task!

I therefore, with a great deal of reluctance declare I will not be seeking re-election to Vice President for the coming year. I will, however, continue to give support to the Club in any way I can. I hope that there is amongst our members people who will come forward and seek election to the club committee for 1985. It is not much harder than the support you are already giving and can be most rewarding. So remember when nominations are called for, don't be shy, have a go, let's see some competition for the Committee. The club needs new leadership from time to time to remain interesting and viable.

Good luck and warm regards,

TREVOR LARKEY  
Vice President



# Comp. Sec. Report

During the last month we have had three events.

The Bathurst flying one-fifth on Conrod Straight, attendance was affected by the fuel strike. Only three people from our club attended although the Ferrari Club were more adventurous and had a larger number attending under our umbrella.

However, the Motorkhana on the following weekend suffered more severely as there was no strike. Of the four club members who attended I was the only one not to win a class. Mark Anthony won Class B in the Corvette, Geoff Belshaw won Class A in the Belshaw's new Mini sports sedan (their first drive) and Jan Belshaw won the Ladies Class in the same mini. With the addition of a couple of friends of Mark and Geoff we managed to have some fun. Chris Johnson has earned an attendance point even though his feet didn't quite touch the ground (even though he tried).

The Lap Dash at Amaroo held by the Alfa Club was again well attended and I believe the organisation of the event was of the usual high standard - a report on this appears elsewhere.

Coming events include a Super Sprint at Oran Park run by the S.W.R.R.C. and a 'ring-in' Super Sprint at Amaroo run by the North Shore Sporting Car Club. I have entries for both events.

A very special reminder goes out for our hillclimb being held on the 23rd. September at Silverdale. This I hope will be a total club day. That is come out for the day even if you don't want to participate. Bring your picnic lunches - we would like it to be social as well.

LIONEL WALKER

**LARKEY'S**

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Nth. Sydney.  
Phone: 92 8029

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**LEONARD P. MADAR**  
D.C., D.O., M.U.C.A.

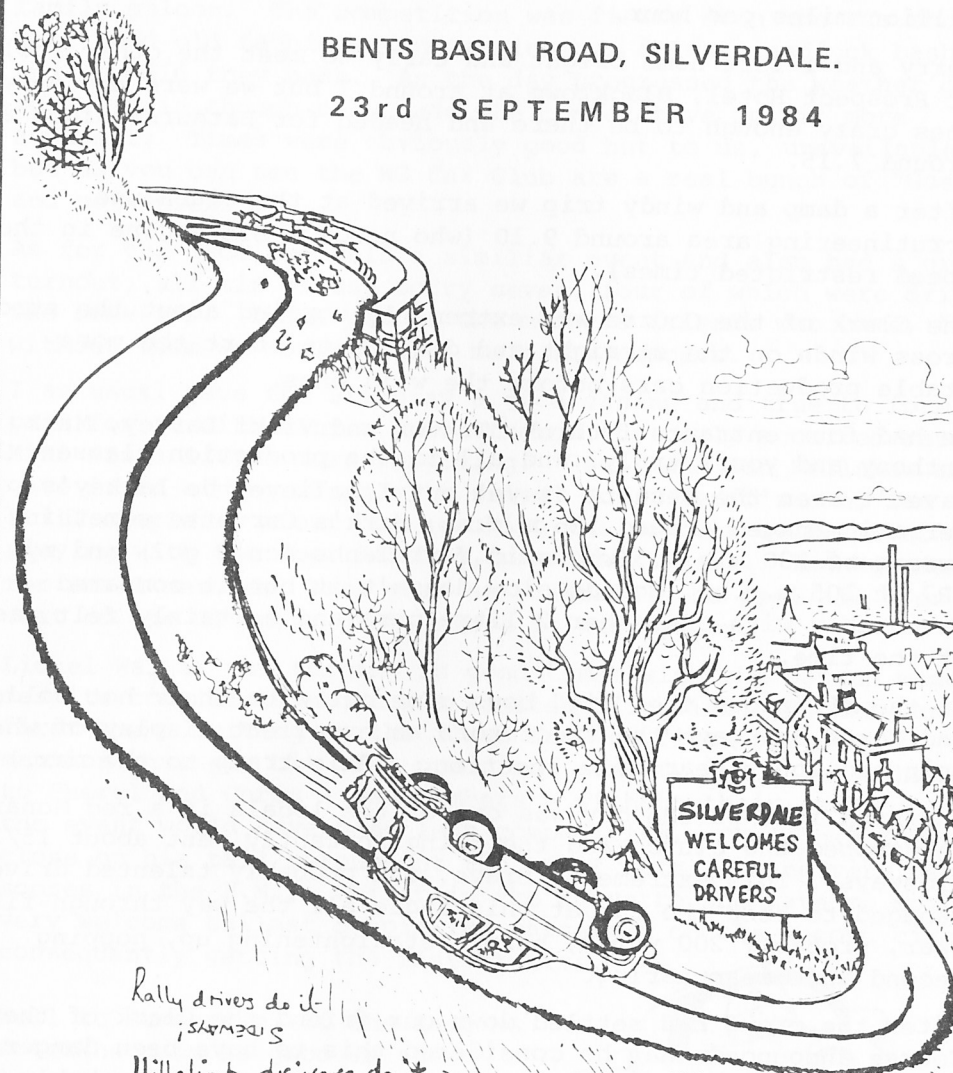
**Chiropractor**

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

## SILVERDALE HILLCLIMB

BENTS BASIN ROAD, SILVERDALE.

23rd SEPTEMBER 1984



Rally drivers do it  
; SHAM33LS

Hillclimb drivers do it  
UPRIGHT!

—Brooklands



## BATHURST FLYING 1/5th - 29th JULY

Sunday the 29th July was a perfect day for a trip to Mount Panorama. N.S.W. was in the grip of yet another petrol strike, it was 7° at 7a.m. in Sydney and the wind was blowing at a million miles per hour.

Perry and I left home bright and early to meet the other fools at Prospect Hotel, Blacktown at around 7 but we were the only ones crazy enough to be there and headed for Bathurst alone at around 7.15.

After a damp and windy trip we arrived at the clubhouse scrutineering area around 9.10 (who needs a big engine in these speed restricted times).

The Clerk of the Course was extremely worried about the strong cross winds on the straight and decided to start the more suitable production cars before the wild ones.

We had four entrants I think, Trevor and Vicki Larkey, Mark Anthony and yours truly, and all in the production classes. I haven't seen the results as yet but I believe the Larkey's Ferrari managed around 126 m.p.h., Mark's Corvette something in excess of 130 m.p.h. (who said Yank Tanks don't go?) and my PR7 at 105 m.p.h.. Sounds slow doesn't it but it compared favourably with the other 2 litre cars and certainly felt fast at the time.

In the afternoon the "big" boys came out with their hot Holdens and Fords and gave the spectators an excellent display of wheel spin and lousy rear axle location. (Axle tramp to the max.)

The highlight of the day was one of the locals in a red Monaro. He dropped the clutch and the thing instantly went about 15/20° sideways. This extremely brave, and probably talented driver managed to keep the car at this angle all the way through first gear, probably 200 yards, before straightening up, popping second and disappearing.

After the crowd had settled down our friend the Clerk of the Course announced that he considered this to have been dangerous and that it was that drivers last run. The encore probably could have been disappointing anyway.

At around 2.30, and cold to the core, we hit the road to keep an appointment with a gas fire.

If you haven't given your chariot a run down Conrod Straight yet don't miss out next time, it is good fun with little chance of ending your baby.

ALAN HUNTER

## MOTORKHANA - AUGUST 5th

Well despite a rather dull start on what became a rather wet day, a great turnout was made. Cars ranged from the classic MG TCs in concours condition, through to the MGA, MGBs and the family saloon. The competition was fierce even the TCs showed what good old fashioned suspension can do when paddock bashing and boy did they bash. As the day progressed the weather got worse, rain though only made the competitive spirit more apparent. Times were obviously good but to us, unavailable but as you can see the MG Car Club are a real bunch of "Goers, and not shoers".

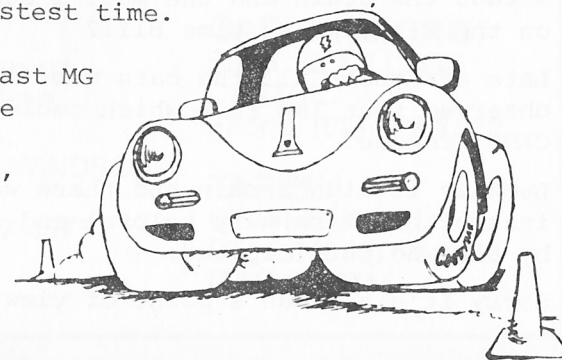
As for the TSCC, we held a similar event and also had a great turnout, all six of us, sorry seven, four of which were driving the same car. Thank you to the members friends who came, for without them we wouldn't have made the numbers.

I as usual gave the Stingray a good caning and true to form paid for it with many a spin; though the newly acquired racing Mini was a little more forgiving. Geoff and Jan Bellshaw also gave it an airing along with friend Guy. Geoff's son, Sam still complains about not reaching the peddles so resorted to playing with the door handles, until next year. Thankgoodness; for small mercies, last year at Silverdale he peed all over the seat of the Clubman, just before it was my run.

Lionel Walker was turning in good times with the Datsun wagon, despite complaints about his Limited Slip Diff. Lionel was first there, setting up the flags for the first run, not to mention having a bit of a practice. Crafty isn't he? Thank you to Sheryl and Chris - non members - without their participation the event would have been less competitive. Chris had Sheryl close on his tail throughout the event both getting very close scores in the B.M.. Whilst in the Corvette she gave me some very welcome ballast by playing passenger on the second circuit, consequently getting the fastest time.

Well to summarise, if the last MG motorkhana is as good as the last we should all have a ball. If you can't make it, try and have a good time anyway.

MARK ANTHONY





## ORAN PARK ADVANCED DRIVER TRAINING DAY

Roy Connaughton, John and I arrived at 8.45a.m. at Oran Park on a cold blustery morning, to see a few members of the club already there. Jim Peters in his Scimitar, Vicki Larkey in the Ferrari, Bill Gretton in his E-type. Within half an hour Len Madar arrived in his Alfa, Richard Nathan in his Holden ute. John Gilmour in the XJS, Rob Anderson in the "special budget" - we did expect 9 other people who for some unknown reason didn't turn up!

Having been introduced to the instructors Jim Murcott, Sue Ransome, Malcolm Oastler, Brian Melbourne (from Melbourne) we all had a chat whilst they proceeded with scrutineering the cars and advised us all to add a few more pounds pressure to our tyres (mass exodus to a garage at Narellan).

Photos were taken and then a lecture on cornering techniques and tyres.

The water truck arrived to wet the circuit in various places so that we could practise skid control, braking, steering under wet conditions; the most spectacular being Vickey Larkey who spun off the circuit and not forgetting Roy Connaughton and Len Madar "demonstrating" 360° turns.

Break for lunch and more theory, then onto the circuit for familiarisation (with the circuit that is!). After about 10 laps the instructors timed each car for a flying lap then gave each driver individual tuition on how to drive their cars safely, smoothly and quickly around the circuit.

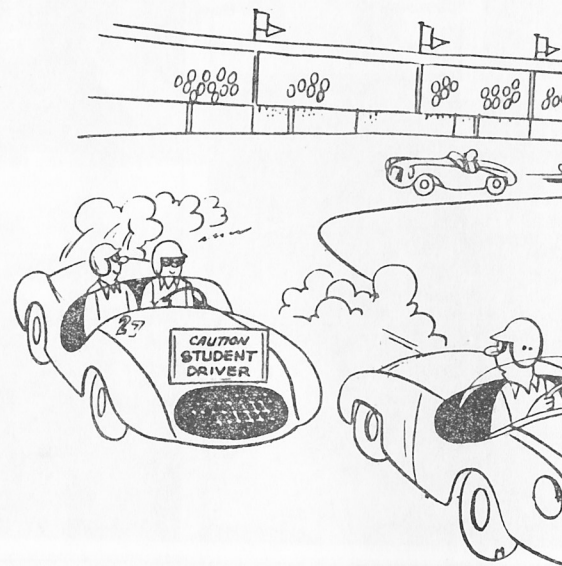
Towards the end of the day each person was timed again for a flying lap and all of us improved our times from the earlier session - including the two Jags, whose brakes we won't mention and one who thought he was driving a tractor taking short cuts across the drain and the mud: I suppose you'll fit winter treads on the E-type next time Bill?

Late afternoon all the cars were lined up on the grid for an observed four lap race which could qualify the entrants for a CAMS licence.

Luckily it didn't rain and there were no accidents. The instructors were very helpful and friendly; the day was enjoyed by all who participated.

Sorry it's a woman's point of view!!

SUSAN WILLIAMS



# Airlite

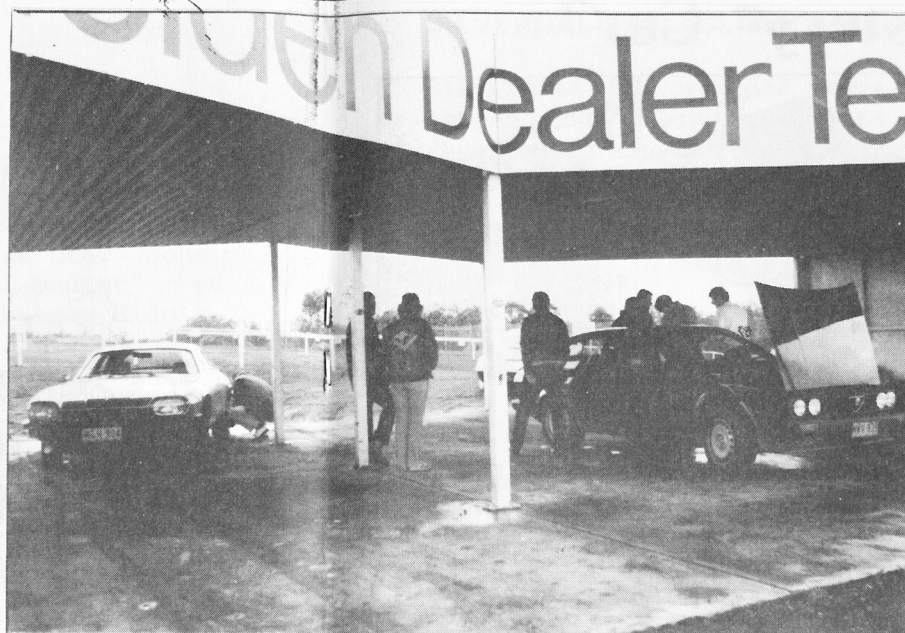
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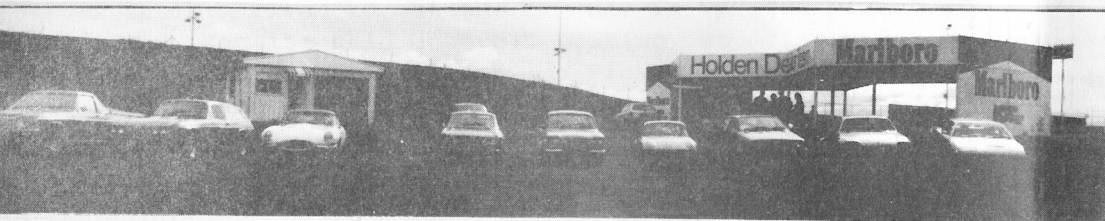
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(065) 52 2755





ALFA CLUB LAP DASH  
AMAROO - AUGUST 19



MOTORKHANA - AUGUST 5TH



DRIVER TRAINING DAY - ORAN PARK - 28TH JULY





# The Mystery Car



Five simple questions:

- What make is this months beautiful mystery car?
- What year was it built in?
- What chassis did it use?
- Who was it built by?
- Who was it built for?

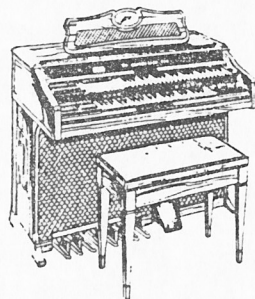
C'mon, test your knowledge and see if you can answer all the questions.

BRIAN LOVE

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

## SILVERDALE HILLCLIMB — OLD RECORDS

SILVERDALE HILL was 654 metres long but this year it was lengthened by 10 metres to 664 metres. So a lot of the old records for the various classes will be the same as this article written in 1979, and will remain unchanged.

Some interesting comparisons between records held in 1963 and the ones held in February, 1979.

### OUTRIGHT RECORD

1963 - 22.7.62	B.Walton	Walton Cooper	36.31
1979 - 22.9.74	P.Holinger	Holinger Repco	31.86
1984 -	This record still stood when the track was lengthened.		

### V.H.T.

1963 - 16.6.63	R Sach	Maserati	48.97
1979 - 24.10.76	S.Rumble	Cooper Climax	36.57

### RACING

1963 -3001 & ov.	A.Rose	Dalro Jag	40.37
1979 -3001-5000	P.Holinger	Holinger Repco	31.86

### SPORTS (Now called Prod. Sports Group D) - 1963

751-1100cc.	T.Sulman	Lotu	42.22
1100-1500cc.	J.Bono	Porsche	40.11
1501-2000cc.	L.Thomas	MG "TC"	41.99
2001-3000cc.	R.Cutler	Austin Healey	43.10
3001 & over.	F.Matich	Jaguar C Type	44.95

Frank Matich did this time on 12.10.58 - Ian Cummins did a 42.82 in his C type in November 1976. (Track surface improved?)

### SPORTS - Prod. Sports Group D - 1979

Upto-1300cc.	B.Rowntree	MG Midget	39.23
1301-2000cc.	E.Shankelton	MG Midget	39.73
2001-3000cc.	T.Harris	Triumph TR3A	39.05
3001-6000cc.	T.Handley	Jaguar E Type	38.39

### SPORTS SEDANS Group B - 1979

3001-6000cc.	K.Davison	Holden Torana P76	35.52
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### TOURING (Appendix "J") now called Prod. Touring - 1963.

2601-3500cc.	W.Burns	Jaguar (Mk II?)	46.85
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1984 - June	Warren Brown	Scepter V8	32.52
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This last time of 32.52 is the one to try and better as it is the current OUTRIGHT RECORD for the Hill at 664 metres.

ROSLYN McLOUGHLIN



## KING OF THE ROAD

an has always had a fascination for speed, and it seems speed on 4 wheels adds that much more to the excitement. So which is the fastest production car ever built? There has always been a lot of conjecture on this subject amongst enthusiasts, and doubtless there will be more once the new Ferrari GTO and Group B Porsche hit the streets. Personally though I don't think these homologation specials can be counted, that is to say, cars only built in sufficient numbers to satisfy a set of racing regulations. That stated, my candidate for 'The Fastest' is the Ferrari Daytona.

In fact some of you may not know is that Luigi Chinetti the U.S. Ferrari importer of N.A.R.T. fame, took a stock Daytona to race at Le Mans. Because the production volume at the time was virtually zero it was classed as a G.T. prototype, the toughest class in the race - along with the Mirages and Lola-Chevs. Even against that kind of opposition the Daytona almost qualified, turning lap speeds within 2m.p.h. of the required minimum, clocking 179m.p.h. through the speed traps and dusting off many pure race car down Mulsanne Straight.

What about challengers from the same era. There was the Alfa Romeo Griffone '161m.p.h.'; The beautiful Maserati Ghibli '160m.p.h.' though an optimistic 175m.p.h. was claimed, but only the Lamborghini Muira S came close with '172m.p.h.'. Does anyone have any reliable figures for the Muira SV? High top speeds these cars might of had, but none could equal the Daytona's lightning acceleration. OK Cobra lovers, so your pointing to the Guinness Book of Records to show that the 7 litre Cobra is a faster accelerating car than the Daytona with a standing 1/4 mile of 12.4 secs.. That car was specially tuned for record runs and it seems in reality that they are not much quicker than their smaller engined brothers, mainly due to the fact that it is as so hard to get the beasts off the line.

Now for the challengers that have come along since then. First of all, two Italians, the Lamborghini Countach and the Daytona's successor 'the Ferrari Boxer. Through the mythical haze built up by loyal enthusiasts and some motoring journalists we find that the Countach isn't all its cracked up to be speed-wise that is. In all the articles I've read, I have yet to find one that has accurately checked a Countach at much over 160m.p.h.. Too much drag perhaps. The BB512 was a very quick accelerating car 0 to 100m.p.h. in around 12 secs. and a standing 1/4 of 13.6 sec.

but that has been stifled somewhat by the substitution of carbs by fuel injection and with a top whack of about 170m.p.h. it can't match the smaller engined Daytona.

The next two cars the Porsche Turbo 3.3 and the Aston-Martin Vantage also cannot equal the Daytona's top speed, the former reaching 160m.p.h., the later 164m.p.h., but are generally considered to be the fastest accelerating cars made today. Now both cars may come close to the Daytona's 0-100m.p.h. time of 11.9 sec. and standing quarter of 13.4 sec., but neither come close to its 0-130m.p.h. time 20.7 sec. and it just keeps going leaving the others in its wake. Through the gears performance is even more shattering. Some typical figures are:

	FERRARI DAYTONA			PORSCHE TURBO		A.M. VANTAGE	
M.P.H.	TOP	4th		TOP		TOP	4th
40 - 60	5.7	4.1		9.1		6.9	5.2
60 - 80	5.8	4.3		6.0		6.8	5.4
80 -100	6.0	4.1		6.1		7.4	5.5
100-120	7.2	5.2		8.7		8.9	8.0
110-130	8.0	5.2		-		11.1	10.0

So you see for sheer performance the Daytona just can't be beaten. Add to this front engined accessibility and high speed stability, (No wayout aerodynamic addenda here.) excellent visibility, good luggage space and comfort, g-force figures equal to that of any standard Ferrari built today, and beauty and breeding that's unsurpassed. I believe the Ferrari Daytona to be not only the quickest, but the best all-round G.T. car for an enthusiast to aspire to own and drive, fast.

BRIAN LOVE

P.S. This is only my opinion does anyone disagree on any of the points I have made, or can better any of the figures I have given.

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# Find the word

This months puzzle is on Italian marques and models:

Names:

ALFA, ALFETTA, AURELIA, BALILLA, BETA, BORA, BOXER, COUNTACH,  
DAYTONA, DETOMASO, DINO, ESPADA, FERRARI, FIAT, FIDIA, FULVIA,  
GAMMA, GIBLI, GIULIA, GRIFFO, GTO, INDY, INTER, ISLERO, ISO,  
JALPA, LAMBDA, LAMBORGHINI, LANCIA, LELE, LUSSO, MASERATI,  
MANGUSTA, MERAK, MISTRAL, MONDIAL, MONTREAL, MUIRA, PANTERA,  
STRATOS, URRACO.

Question:

I have left out a number of marques, one of them was made in the late sixties, it used Chevy engines and was built by the chief development engineer of the Ferrari 250 G.T.O.. What were they called?

O	F	F	I	R	G	H	I	A	L	F	A	R	E	T	N	A	P	T	V
P	G	I	B	H	L	N	K	L	C	L	P	D	L	A	I	D	N	O	M
R	H	A	I	A	A	I	X	A	F	V	L	N	R	V	O	T	K	A	B
G	I	B	E	T	M	D	O	E	R	G	A	I	V	L	U	F	S	J	T
R	L	A	E	D	B	L	T	R	U	C	J	P	A	N	L	E	L	E	H
I	F	I	D	T	D	T	E	T	N	O	R	B	A	L	R	F	I	A	H
L	A	N	C	I	A	Y	D	N	B	A	L	E	F	A	A	T	T	I	C
K	A	R	M	E	L	A	N	O	S	S	U	L	T	C	I	Y	N	M	A
A	I	L	U	I	G	S	R	M	U	Y	Z	I	O	N	D	V	R	A	T
R	V	A	P	P	D	A	L	A	R	B	O	R	G	H	I	N	I	N	N
I	T	M	S	I	M	I	S	T	R	A	L	I	N	T	F	R	D	G	U
U	S	B	N	H	O	E	T	N	A	N	O	R	E	L	S	I	P	U	O
M	T	O	I	N	R	T	N	O	C	O	S	A	M	O	T	E	D	S	C
A	R	R	T	J	L	A	S	N	O	T	P	B	I	N	S	I	N	T	A
U	E	G	R	A	U	I	Q	U	N	Y	B	O	R	R	M	A	R	A	E
R	S	H	E	L	R	F	F	U	L	A	L	L	I	L	A	B	R	A	K
E	A	I	L	P	W	T	U	G	K	D	Y	D	N	I	F	R	M	T	Y
L	M	N	S	A	R	A	S	T	B	O	X	E	T	L	A	M	R	G	L
I	X	I	I	R	O	U	B	O	X	E	R	P	A	D	A	P	S	E	A
A	C	O	M	I	S	T	R	A	L	D	A	Y	T	G	S	T	R	A	F

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ANTHONY, Mark & Helen 10 Tarama St., BILGOLA PLATEAU 2107	(02) 918.6948 H (02) 43.3873 B	F	39	49767	Corvette Stingray Mini Sports
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AZZI, John 53/55 Strand Arcade, SYDNEY 2000	(02) 59.1149 H (02) 231.5464 B	S	60		BMW 318i
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BELSHAW, Geoff & Jan 2/16 Richmond Ave., DEE WHY 2099	(02) 982.6728 H (02) 419.2293 B	F	14	31685	Jaguar XJ6
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BOGGIS, Harley 4/45 Meadow Crs., MEADOWBANK 2114	(02) 80.2258 H	S	68		Elfin Steam Liner
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BOLDY, Roland & Yvonne 18 Bronston St., SMITHFIELD 2164	(02) 604.9085 H	S	43		Aston Martin DB2-4
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BRUCE, Garry & Karen P.O. Box 154, CROWS NEST 2065	(02) 498.1486 H (02) 438.3088 B	S	10	31684	Monteverdi 375L Mercedes 280CE
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BURTON, John & Sue C/- Westpac Banking P.O.Box 77, PORT MORESBY. PNG.	-	S	55		Ford Clubman
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S

15

Bolwell Mk 7

CLARK, Roland &amp; Judy

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F

6

A.C. Cobra 289  
Jaguar SSI  
Aston Martin AMV844 Longleat Rd.,  
KURMOND 2757

(045) 77.2219 B

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(02) 521.2168 H

S

35

Fiat 124S

81 East Parade,

(02) 543.3310 B

SUTHERLAND 2232

COLEMAN, P. &amp; D.

(02) 670.2758 H

F

61

Holden EH  
Ford Escort8 Hibiscus Court,  
ST. CLAIR 2759

(02) 634.4253 H

S

56

Lotus Escort TC

CONNAUGHTON, Roy

16 Bimbil Pl.,

CASTLE HILL 2154

(02) 528.9889 H

S

63

Lancia Beta Coupe

CONZ, Simon

11 Sixth Ave.,

JANNALI 2266

COOPER, Tom &amp; Christine

(02) 522.8018 H

S

71

Mazda RX7  
MGB

2 Snowy Place,

(02) 669.1443 B

SYLVANIA WATERS 2224

DALE, Chris

(02) 872.1302 H

S

11

Jaguar XK150  
Aston Martin DBSV8

18/10-14 Robert St.,

(02) 648.1661 B

TELOPEA 2117

DU CROS, Michael

(02) 639.4153 H

S

12

Jaguar E Type  
Jaguar Mk II

8 Murrills Crs.,

(02) 627.2366 B

BAULKHAM HILLS 2153

EDWARDS, John

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S

77

Jaguar Mk II  
Jaguar XK120

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FAST, Piotr & Colleen 20 Grandview St., PARRAMATTA 2150	(02) 683.3242 H (02) 681.1003 B	F 25		Jensen healey
FOSTER-SPINK, Simon 2/6 Church St., WILLOUGHBY 2068	(02) 419.3884 H (02) 221.1911 B	S 57		BMW 318 MG B
GIBSON, Graham 1 Knight Place, CASTLE HILL 2154	(02) 634.2915 H	F 46		Triumph TR4 Ford Mustang
GIIMOUR, John & Kay 14B Crescent St., HUNTER'S HILL 2110	(02) 74.1212 B	F 51		Jaguar XJS
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GOULD, David & Robyn 25 Edward St., SYLVANIA 2224	(02) 233.5841 B	S 59	31679	Renault Fuego
GRETTON, Bill & Pat 76 Elliott St., BALMAIN 2041	(02) 810.2556 H (02) 92.0762 B	F 48	49756	Jaguar Mk II Jaguar E Type

Hall, John & Sue 225 Merrylands Rd., MERRYLANDS 2160	(02) 818.4350 H (02) 637.9482 B	F 7	31681	Aston Martin DB4 GT
HUNTER, Alan 40 Elvina Ave., AVALON 2107	(02) 938.1366 B	S 72	49763	Triumph TR7
IRVINE, Robert & Lynne Glengarra, Mt. Pleasant lne., ORANGE 2800	(063) 65.3240 H	F 52		Fiat Coupe 130
JARRETT, Shane & Angela 95 Cameron St., ROCKDALE 2216	(02) 59.2215 H (02) 669.5311 B	F 76		Fiat 124S
JOHNSON, Les 94 River Ave., CHATSWOOD 2067	(02) 412.1838 H (02) 638.7673 B	S 54		Aston Martin V8 Aston Martin DB4C Aston Martin DB4 Rolls Royce Cloud III Rolls Royce Ghost '24
JOHNSON, Chris & Joan 22 Queens Rd., HURSTVILLE 2220	(02) 570.4095 H (02) 887.0426 B	F 3	31691	Astin Martin DB4C
KAZZI, Antoine 24 Jacobson Ave., KYEEMAGH 2216	(02) 59.6133 H (02) 233.5841 B	S 69	31678	Lancia HPE
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LIDDELL, Grant 33 Cox Ave., BONDI 2026	(02) 30.2255 H (02) 913.2409 B	S 27	49760	TVR 3000M
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MARSHALL, Bill & Shirley 27 Coral Tree Dr., CARLINGFORD 2118	(02) 871.2092 H (02) 683.3953 B	S 4		Ferrari 275 GTB Elfin ME5 Jaguar C Type MG TC Rolls Royce Cloud III
MONK, Gordon & Sandra 42 Forth Ave., EASTWOOD 2122	(02) 85.2560 H (02) 232.8539 B	F 38		Aston Martin DB6 MGA Twin Cam Rover SDI
MUIR, David & Barbara 361 Penshurst St., CHATSWOOD 2067	(02) 407.2366 H	S 64	31675	Scimitar GTE
NATHAN, Richard 160 Annangrove Rd., ANNANGROVE 2154	(02) 654.1078 H	S 78	49766	Ferrari Dino 246 BMW 528i Mercedes 450SE
PAGE, Malcolm & Kay 11 Yanko Rd., WEST PYMBLE 2073	(02) 498.1287 H (02) 328.6000 B	F 74		-
PETERS, Jim & Val 17/45 McLaren St., NORTH SYDNEY 2060	(02) 922.6807 H (02) 669.5311 B	F 5	31676	Scimitar GTE
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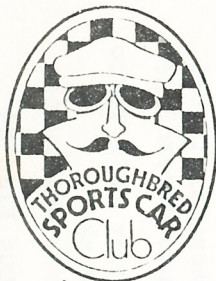
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ROSS, Nick & Zaleha 7 Arding St., LANE COVE 2066	(02) 427.2245 H	F 75		Aston Martin DB6
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SIMMS, Peter & Margaret 37 Rosina Crs., KINGS LANGLEY 2147	(02) 674.2713 H (02) 674.2713 B	F 26		Repco Brabham B 23A Lotus Elan 26R Lotus Europa BDA Escort RS1600 BDA Matich SR3 BMW 530

SMITH, Derek & Sally 205 Sunny Holt Rd., BLACKTOWN 2148	(02) 622.6264 H	S 21		Lotus Cortina Cooper S
TOOMING, Ilmar & Rita 12/72 Albert Road, STRATHFIELD 2135	(02) 764.4380 H (02) 771.5000 B	S 50		Aston Martin DB6
VAN DEN BOSCH, Rick C/- Shop 47 Old Town Centre, BLACKTOWN 2200	(02) 76.6290 H (02) 70.2163 B	S 32		Austin Healey Sprite Jaguar XJ6
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WALKER, Adrian 88 Old Berowra Rd., HORNSBY 2077	(02) 477.4299 H (02) 807.1566	F 66		Jaguar MkII Turbo MGB Mki
WILLIAMS, John & Susan 16 English Ave., CASTLE HILL 2154	(02) 634.5281 H	F 18	J31693 S31694	Lotus Elan S4
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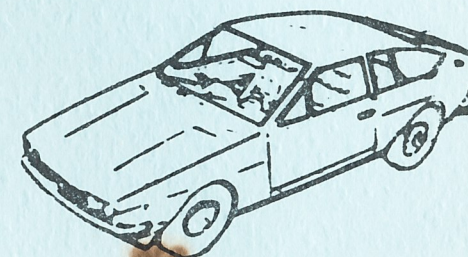


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