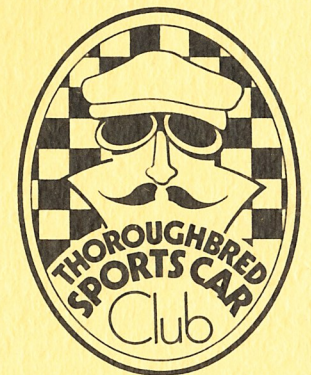




**top**

FEBRUARY 1985

**gear**



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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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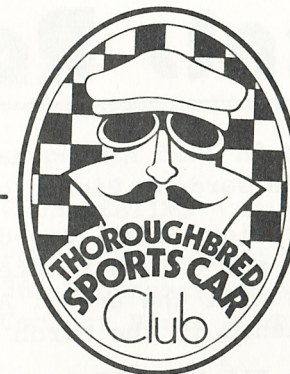
PUBLISHED BY: The Thoroughbred Sports Car Club,  
P.O. Box 84, RIVERSTONE, 2765.

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 by 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 free of 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.



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Vice President: RAY ROSS, 25 Taylors Rd., Dural, 2158.  
Phone: 651-2013 (h) 892-3439 (w)

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Phone: 639-4153 (h) 627-2366 (w)

Treasurer: ROLAND CLARK, 44 Longleat Rd., Kurmond, 2757.  
Phone: (045) 73-1367 (h) (045) 77-2219 (w)

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# Presidents Page

are off and running in 1985 having had our first Social event the year at Paradise Gardens Picnic grounds on Sunday, 27th..

indicated in our previous small paged issue, your committee e pleased to confirm our Calendar Dates listing both Social d Competative events till the end of April. Complete yearly lendar will be published in the March issue.

would personally ask ALL MEMBERS to take the time and note on ur family social calendar. "REMEMBER THIS IS YOUR CLUB" and e success "RESULTS FROM YOUR SUPPORT".

ECIAL NOTE: "VOLUNTEERS REQUIRED"

I advised in previous issue, the T.S.C.C. have been accepted r participation in the 1985 Goodyear Motor Club Show, scheduled r the 14th to 17th March at Macquarie Centre, Nth. Ryde. tand No. 34 - 8.8m x 8.4m.)

date I have had a car offered by our Ex-President Bill Marshal d require additional (two) cars for the stand.

ease contact yours truely to offer your assistance in preparat- n or your car as the more hands make light work (home phone - 7 2366 or Business 888 3552).

behalf of all members may we wish John/ Sue Williams and family most enjoyable trip back to England and Europe during their even months trip O/S and look forward to their return late in 85.

closing "HAVE YOU FORWARDED YOUR 1985 MEMBERSHIP FEES".

haven't!! FORWARD NOW to your Club Secretary - Michael du Cros, P.O. Box 84, Riverstone, 2765.

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s CAMS Basic Licence if req. \$ 6.00

plication form in this issue. Send now!

ember our next meeting is 13th February, 1985 at the Sydney ing Club, Great North Rd., Abbotsford.

Yours truely,

DAVID MUIR

# Calendar

## FEBRUARY

13th CLUB MEETING - 8p.m. Sydney Rowing Club  
23rd POOL PARTY - David Muir's Place  
361 Penshurst Street, Chatswood. 7p.m.  
Contact Bruce MacBryde

## MARCH

9th ORAN PARK SUPER SPRINT - M.G. Car Club  
Contact Bill Gretton  
13th CLUB MEETING - 8p.m. Sydney Rowing Club  
14 - 17th MOTOR CLUB SHOW - Contact David Muir  
Macquarie Centre, North Ryde  
31st AMAROO PARK SUPER SPRINT - A.R.D.C.  
Contact Bill Gretton

## APRIL

10th CLUB MEETING - 8p.m. Sydney Rowing Club  
14th CANBERRA HILLCLIMB - Contact Bill Gretton

FULL YEARS EVENTS PUBLISHED NEXT ISSUE.

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

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Phone: 872 3439

# Secretary's Slice

Meeting started at 8.20 p.m. with fourteen members present and David Muir in the chair.

Minutes from December duly mumbled.

A calendar for the years event should appear in the next magazine. As we were unable to organise any boats to watch the ferry boat race from, this looked like being a non-event.

Bill Gretton was unable to make it to the meeting but the sporting calendar is well in hand.

A social event for February (probably the 15th) but no venue yet chosen. There were a few problems with the December meeting, mainly caused by a clash with a dinner being held by the rowing club, some discussion about not having a December meeting this year - unresolved.

Meeting closed 8.45 p.m. followed by a movie about a rallying 4 x 4 Renault turbo. This had the dialogue in French, which was pretty incomprehensible but very funny.

FFES - Reminder to all members to please forward their dues now.

Membership (single)	\$25.00
" (family)	\$30.00

Please note that a CAMS basic licence is now \$6.00 which is additional to the membership fees for those who want it.

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# Editorial

Now that the silly season is over we can get down to some serious driving and socialising, BROOM, BROOM!

Welcome everyone to the T.S.C.C. for 1985. This promises to be a great year for club activities, judge by the new committee ably headed by our new President David Muir. I will be doing a profile of committee members, starting in this issue with President Dave.

Congratulations to Dave and the committee - I feel the T.S.C.C. will maintain pole position with the excellent calibre of people at the wheel.

I have two fantasmorogical wishes for 1985. One is to win lots and the other is to get all magazine contributions in by the 24th of the month. Can you all please be good fairies? Please don't hesitate to contribute to the magazine, and I look forward to seeing you at the next meeting.

LEN MADAR

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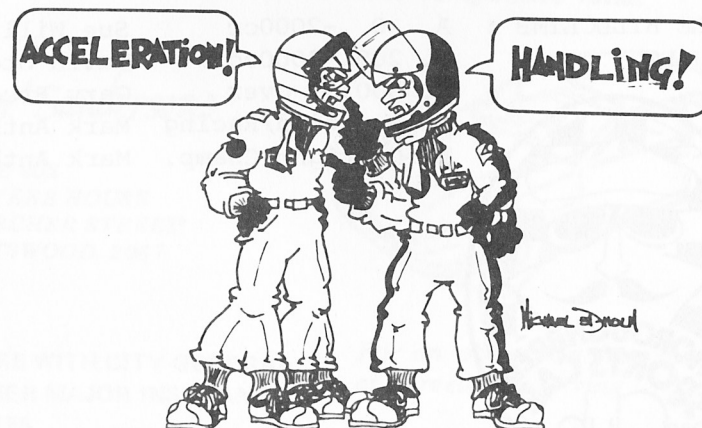
## Comp. Sec. Report

The calendar of competition events, other than motorkhanas is now confirmed. There is a reasonable balance of events between Oran Park and Amaroo and a couple of opportunities of weekends away. Unfortunately, there is no event until March but there is a reasonably even spread from then.

As a club we receive the opportunity of competing at far more events than those in which we actually participate. The club had a very strong entry at most events last year and it would be a pity to diminish that enthusiasm by too many events. All events with myself listed as the contact (i.e. through the T.S.C.C.) will be Club Championship events and participants will receive points. However, for those that want extra driving competition, I shall list dates and contacts under "invitation" and it will be the individuals responsibility to phone that club and arrange their own participation. "Invitations" do not count towards our Championship.

Finally, could members intending to compete give me their names to ensure that they receive entry forms (sup. regulations) in time.

BILL GRETTON





# T.S.C.C. Trophy Awards

- CLUBMAN OF THE YEAR : Jim Peters - Classic Car Insurance Trophy
- CLUB CHAMPION : Jim Peters - Frank Grech Memorial Trophy
- PRESIDENT'S AWARD : David Muir
- COOKIE OF THE YEAR : Bill Gretton  
Jaguar E type
- HISTON BROKE AWARD : Sue Williams (Canberra Hillclimb)  
Lotus Elan
- P THE BONNETT : Len Madar (Most shown paint job)  
Alfa Romeo GTV
- 1984 CONCOURS : Ray Ross  
Jaguar E type Coupe
- TORKHANA CHAMPIONS : LADIES - Val Peters  
Ford Laser
- GENTLEMEN - Lionel Walker  
Datsun
- TORKHANA OUTRIGHT : Val Peters  
Lionel Walker (Shared with Level Points)
- CHAMPION
- VERDALE HILLCLIMB : A. 0 -2000cc Sue Williams  
TROPHIES B. 2001-3000cc David Stone  
C. 3001 & over Gary Bruce  
D. Modified/Racing Mark Anthony  
E. Outright Champ. Mark Anthony



# 1984 Christmas Dinner

Great! Once again a 120% roll-up at our gala social event of the year. Congratulations go to 1984 President Jim Peters for winning both "Clubman of the Year" and "Club Champion" for 1984. Jim presented the awards listed at the end of this report and announced the new committee - 1985 President Dave then took over the wheel. "Dinner" was served - I personally think the Chef was on holidays and that this effort was prepared by the lift drivers. The drinks were good though, - it's hard to spoil drinks! Mike du Cros and David Muir had their birthdays announced for the day and celebrated in grand style. We discoed into the night and some members were so discoed they utilised the Camperdown Motels facilities for the night. They caught the flying saucers home the next day. Everyone had a great time, and we thank Chris McKay for organising the venue.

LEN MADAR

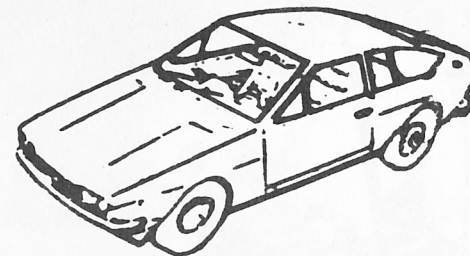


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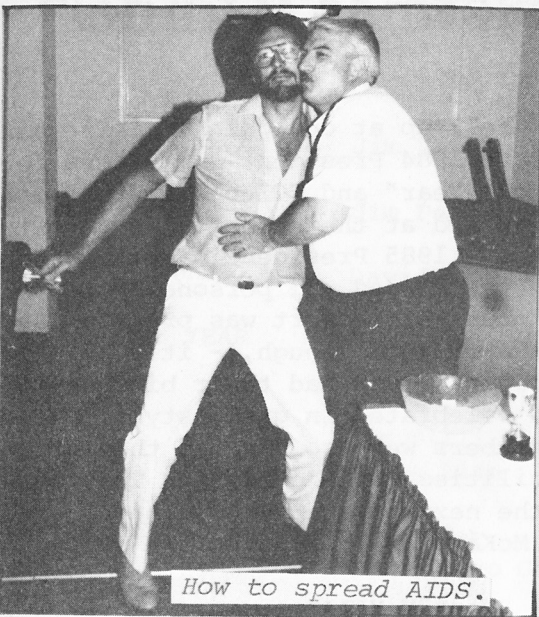


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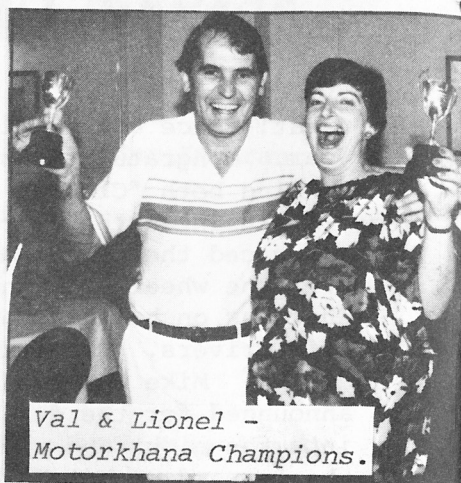


How to spread AIDS.

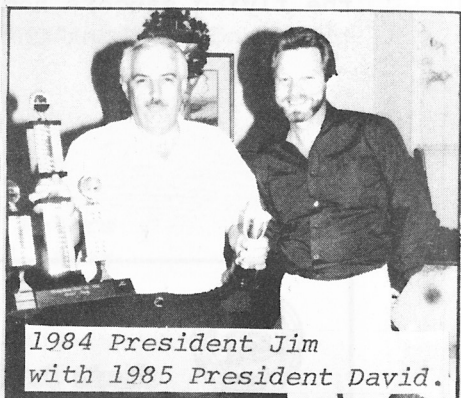


Smile!

1984



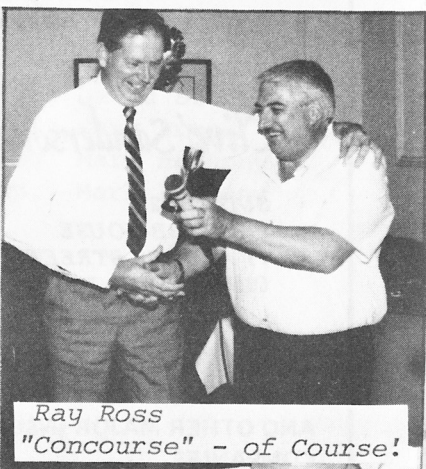
Val & Lionel -  
Motorkhana Champions.



1984 President Jim  
with 1985 President David.



Mark receives his heavy metal.

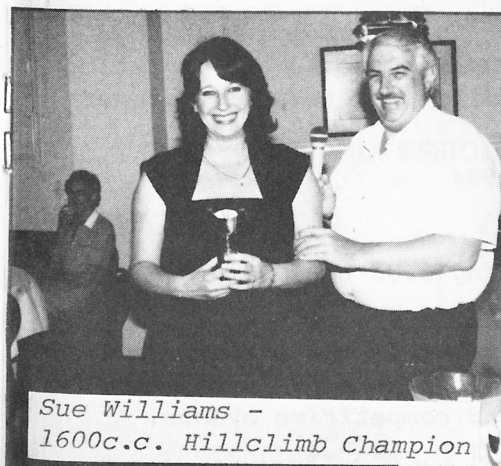


Ray Ross  
"Concourse" - of Course!



Rookie! What's that Dave?

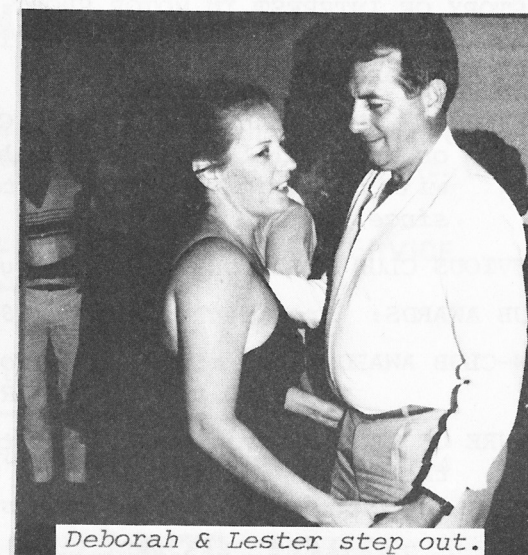
## Presentations



Sue Williams -  
1600c.c. Hillclimb Champion



"Now the left foot Trev!"



Deborah & Lester step out.



## YOUR COMMITTEE 1985

This is the first in a series of articles designed to help you get to know your committee better by knowing the person behind the name. I hope it will be of most use to those who rarely get to Club nights or functions.

### PRESIDENT

NAME: David Muir

BORN: 16th December, 1945

LIVES: Chatswood, N.S.W.

WORKS: L.N.C. Industries - National Sales Co-ordinator  
(Imports Fiats, Peugeot, Lancia, Audi, Renault)

EDUCATED: Granville Boys High School.  
Granville Tech. - Fitting & Machining.

MARRIED: Barbara in 1980.

CHILDREN: Paul - 13 years and Felicia - 10 years.

FAVOURITE FOOD: Japanese

FAVOURITE DRINK: Beer

RIVES: Scimitar GTE and Fiat Argenta

FAVOURITE CAR: Porsche 911 3 litre turbo

HISTORY OF INTEREST IN MOTOR SPORT: Always into Cars - rebuilt  
3 MGAs, 2 Austin Healey Sprites, 1 Morris Minor and  
numerous Ford Anglias.

HISTORY OF INVOLVEMENT WITH T.S.C.C.: Joined the club in 1983  
on a social level but then became interested in competing  
with his Scimitar and has steadily up-rated his car ever  
since.

PREVIOUS CLUB POSITIONS: Secretary 1984

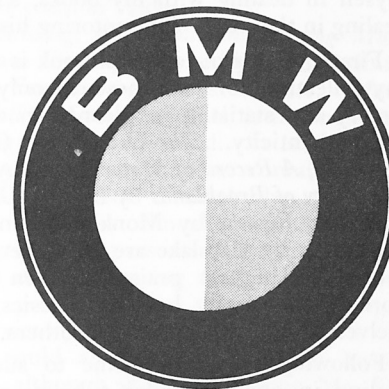
CLUB AWARDS: President's Award 1984

ON-CLUB AWARD: Won class Prod. Touring 2000 to 3000 c.c.  
with the N.S.W.R.R.C..

FUTURE OF CLUB: David would like to maintain the harmony in  
the Club. For this year he would like a 50/50 balance  
between family social events and competitive events.

LEN MADAR

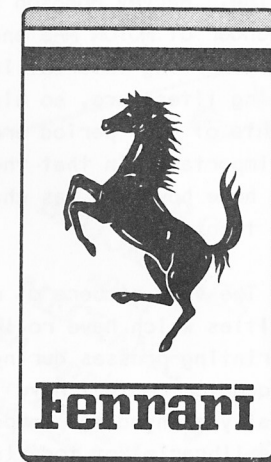
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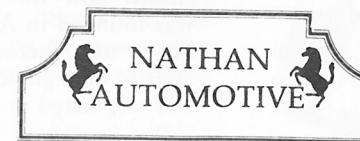
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# MOTOR BOOK COLLECTING

By HARVEY HODGSON

Reproduced to the right, and on the subsequent pages, is an article which first appeared in the April, 1955, issue of "The Vintage Car" magazine. Harvey Hodgson was co-founder of MOTOR MAG and has had a very long interest in motoring literature, so his thoughts of that period are of some importance in that they bring home how much has changed since then.

The vast numbers of motoring titles which have rolled off the printing presses during the past quarter-century have radically changed the composition of the libraries of today's generation of motoring enthusiasts.

To some motoring bibliophiles the books mentioned by Mr. Hodgson are still considered to be the nucleus of any keen motor-sport enthusiast's book collection. No doubt there are other collectors who find they are having difficulty in making their budgets extend across the spectrum of the books related only to their favoured make of car, let alone try (as some of us vainly hoped to do once) to obtain every book published on the motor car and kindred subjects.

THE collecting of motor books has been a hobby of mine for several years now and in the following article I would like to present some of the books I have.

I fully realise some readers must possess unique collections of early magazines, scrap-books, photographs, badges, etc. Someone such as Messrs. Boddy, Shepherd or Inman-Hunter could be prevailed upon to produce such an article. Therefore, I will confine myself in dealing with my books, such books dealing in the main with motoring history.

Firstly, the semi-technical book is a must in any collection, for from these can only the early history and statistics be gleaned in detail and authenticity. *The Grand Prix Car* by L. Pomeroy, *A Record of Motor Racing* by G. Rose, *The Story of Brooklands* by Boddy, *Grand Prix Facts and Figures* by Monkhouse and *Racing Voiturettes* by Karslake are all to be commended. The highest praise is given to these works which will become classics on the shelves of all enthusiasts and others.

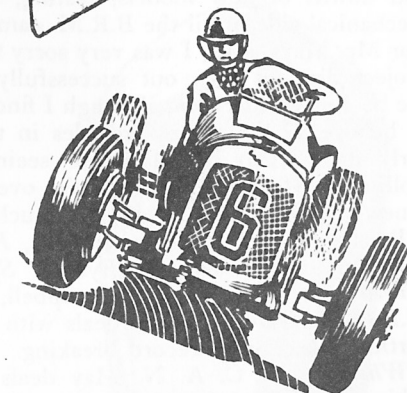
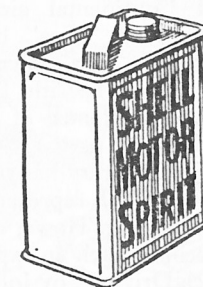
Following these, we come to such books dealing in one particular subject, a type of biography as it were. *The 200 Mile Race* by Boddy, *World's Land Speed Record* by Boddy, *Austin Racing History* by Harrison, *Maintaining the Breed* by Thornley, *The Story of E.R.A.* by Lloyd, all of these books are excellent reading, and each subject is treated from the word go, and then carried through to the end. I find fascinating reading in this type of book, takes you right into things as it were. In *The Wolseley Book* by St. John Nixon, we are shown how the original Wolseley Company was founded in Australia, not to produce cars, but to manufacture sheep shearing equipment. Hardly enough to lay claim the Wolseley car was originated in Australia!

Passing on to the next section, biography style mainly, dealing with persons, *The John Cobb Story* by S. C. H. Davis merits worthy attention, as this is the man who holds the world's land speed record, alas, no longer with us. *The Lure of Speed* by Sir Henry Segrave, even over twenty years old, contains much

sound advice, which could be well heeded in these times. *Rolls—Man of Speed* by L. Meynell introduces us to the very early era of motoring, and gives an insight of the man who left his mark on "The Best Car in the World." Into this category we must place *Ten Years of Motors and Motor Racing* by C. Jarrott as well as *My Motoring Reminiscences* by S. F. Edge, both worthy reminders of a past age. The Badminton Library *Motors* of 1902 is a gem of its own, containing many illuminating articles by well known personalities of their day. This is a collector's item. The contribution by a doctor of the day stated: "motoring was a healthy pastime, particularly stimulating to the liver." Could we say that to-day with our "air cushion" ride!

Continuing, *Dick Seaman—Racing Motorist* by Prince Chula proves to be a great tribute to one of England's foremost drivers. *Malcolm Campbell* by Lady Campbell is the most exacting biography I have read. It is complete to the last detail, as well as containing many photographs. *Full Throttle* by Sir Henry Birkin, Bart., is almost an autobiography. Well written, it presents Britain at its prime in road racing, showing many photographs of the big green Bentleys thundering along the road to victory. *A Racing Motorist* by S. C. H. Davis, could also be classed as an autobiography, although it is about time Mr. Davis wrote a continuation of this book. Crammed among its many pages we meet great men of racing, past and present, and I feel myself that, could I have been allowed to choose my life from childhood, to follow in and act the deeds and fortunes of Mr. Davis, I would be a happy man. To be a member of the "Bentley Boys" alone merits recognition. Mr. Davis has the same sentiments, I perceive, when he states, after being presented with a small son in 1933, that one year later those hands held a steering wheel. "Somehow," he writes, "it seemed fitting, one of those queer things that mean something that that wheel belonged to a Bentley."

Dealing with the racing side, Prince Chula's books written about "B. Bira" are all excellent





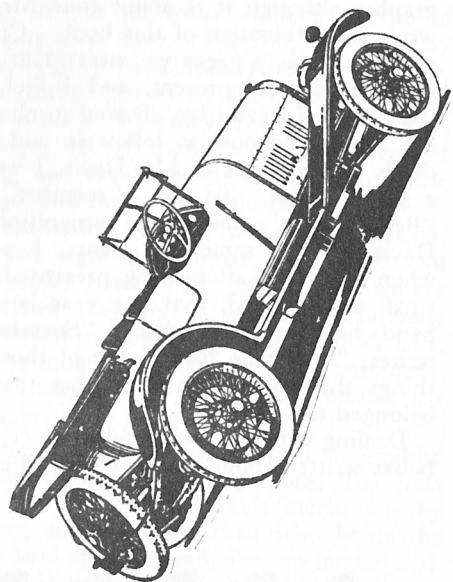
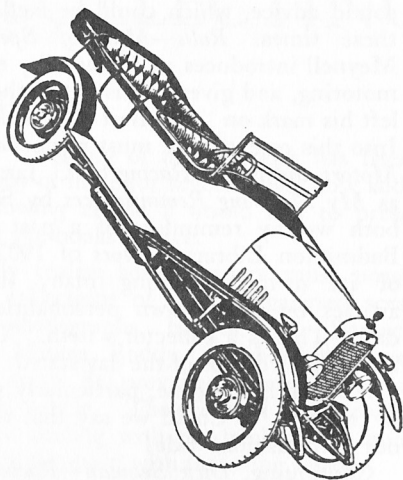
reading. *Wheels at Speed*, *Road Star Hat Trick*, *Blue and Yellow* and *Road Racing 1936* recreate the atmosphere of Brooklands, Donington and Continental circuits. Truly a wonderful era with "Bira" blazing the way with his E.R.A.s. Bira's own book *Bits and Pieces* is just what the title implies, his first impression of Brooklands, of Raymond Mays and many others.

The Lonsdale Library has produced a beautifully bound and well represented book *Motor Racing* edited by Earl Howe, and with articles by various people, each an expert in their own field. "Track Driving" by John Cobb, "Tyres for Motor Racing" by H. Freeman are but two of many interesting articles.

*Continental Sports Cars* by Boddy, *British Sports Cars* by Grant and *Specials* by Bolster, are three books I could not do without. Within the covers of these books can be found the origin and specifications of many famous, and some not so famous, cars. Personally I think the photographs are well worth having, as many I had not seen before. *Motoraces* by Monkhouse is, without a doubt, the best book of photographs on motor racing. It is beyond criticism. My only hope is that the publishers see fit to republish the book at an early date.

One of the most interesting books of later years is R. Mays' *Split Seconds*. This is largely an autobiography, but as it broadens out into the founding and running of English Racing Automobiles, and the British Racing Motor, I left it to a section of its own. Everyone should read this; it shows what grit and determination one man has, through the ups and downs of new models, testing, and the mechanical side, until the B.R.M. came along. For Mr. Mays' sake, I was very sorry that this project did not turn out successfully. Still, the book is well written, although I find it hard to believe all his money troubles in the very early days when he admits to seeing Josie Collins in *Maid of the Mountains* over eighty times. That would have bought much petrol! Passing on again to speed books, *Flat Out* and *Fastest on Earth* by Eyston, *Speed on Wheels* by Sir Malcolm Campbell, *Magic P.H.* by Gardiner, each deals with its own particular section of record breaking.

*Wheelspin* by C. A. N. May deals with a subject virtually unknown in Australia, unless you count the annual Redex Trial. Therefore cannot work up a great love for this book. No doubt it would be great fun, but I am



afraid I would hardly subject my car to such treatment, and then expect to drive it home.

*Shelsley Walsh* by C. A. N. May needs no introduction. This work is a clean cut reference to all the meetings at this historic hill. Excellent photographs are to be found in this edition.

*The Vintage Motor Car* by Clutton was a long awaited book; the wait was not in vain. Here is a selection of vintage cars to delight the heart of any enthusiast, articles and photographs galore. Messrs. Stanford and Clutton are to be congratulated on such a masterpiece. This is a must for the vintage fan.

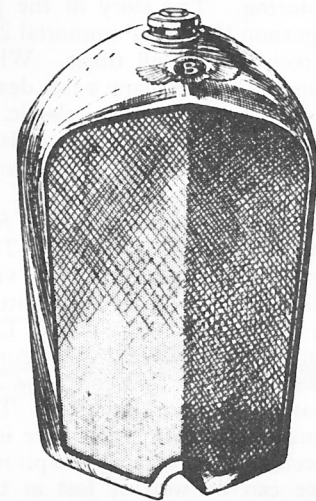
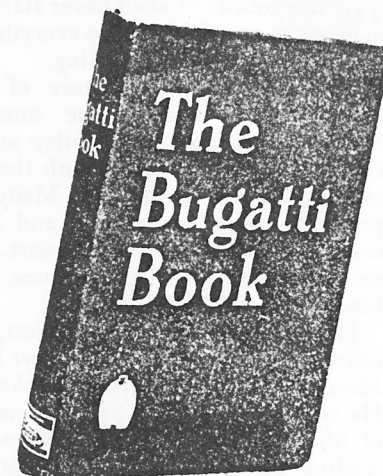
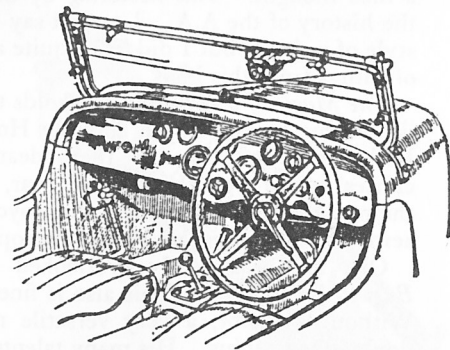
*The Bugatti Book* by Eaglesfield and Hampton is another excellent production. Tracing the development of the Bugatti from its conception to the latest model, plus the names and addresses of all known Bugatti owners, would be a herculean task, but add notes on various types, even to maintenance problems plus plenty of photographs and there you have the issue. Good in any language.

I have also *Stirling Moss* by Raymond, a most entertaining book. In some respects he follows in the wake of Seaman, both active horsemen when young, driving the smaller cars first and then on to the larger types and finally having a seat in the Mercedes-Benz team. Quite a parallel in this case.

*Grand Prix Driver* by Lang was rather disappointing to me. He only seemed to touch on the surface of the subject. *Motor Racing with Mercedes-Benz* by Monkhouse gave a much better view of the subject. Where money is no object, many things can be accomplished, to wit, the Mercedes racing team. If you read the book you will know what I mean.

*Amateur Racing Driver* by L. P. Tapper and *Racing round the World* by Johnny Lurani both have their moments. Pre-war adventures on the other side of the Channel are well told and some new illustrations are a pleasure to see. As all Lurani's data is given in kilometres per hour, it makes things a little awkward for use as a reference book. However, this can be easily overcome.

*The Annual Automobile Review 1954-55* will no doubt become a standard work for reference. It is well put together and the illustrations can only be described as excellent. *The History of A.C. Cars Ltd.* is a well written little book, doing just what its title suggests. Mr. R. G. Henderson and A.C. Cars Ltd. should





be given a pat on the back for this little effort, a nice thought. *This Motoring* by S. Cook is the history of the A.A. I cannot say I like the style of writing, but I did learn quite a number of things from this book.

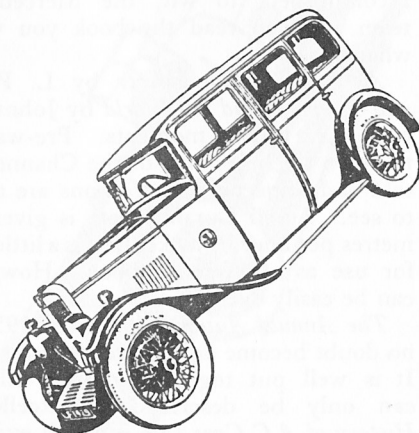
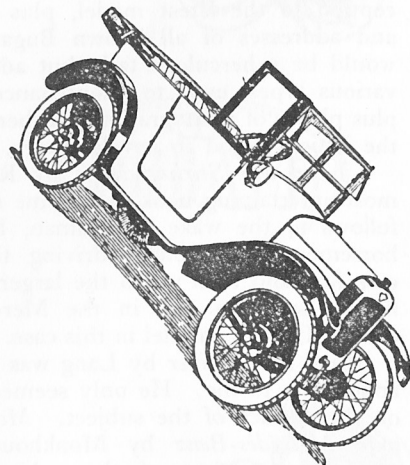
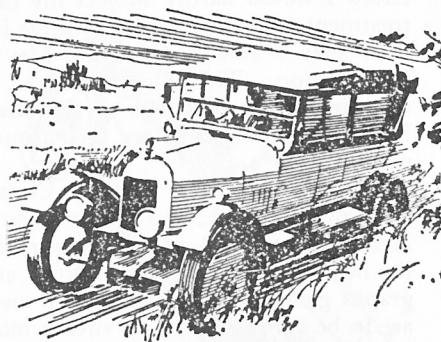
*The Magic of a Name* by Nockolds traces the life of Sir Henry Royce and the Hon. C. S. Rolls until the time of their deaths, then carries on through the 1939-45 war, showing the reader how the famous Rolls-Royce Merlin aero engine was evolved and developed.

One that was nearly overlooked is *Ettore Bugatti* by Bradley. This also is fine reading. Without a doubt, a very versatile man, undoubtedly a genius. His many talents are well displayed in a simple remark spoken to a friend without egoism: "I shall never starve whatever happens to me, for I can do everything." The world is poorer for his passing.

To obtain a clear picture of the motor manufacturing history one must turn to *Motoring Cavalcade* by Bentley and *Horseless Carriages* by L. J. Rolt. Both these trace the evolution of the motor car. Many interesting points are brought to light, and Mr. Rolt is undoubtedly a vintage enthusiast. For pleasure of reading and data purposes, I find these books well worth having.

Dealing with the same subject, only from different angles, *Under my Bonnet* by G. R. N. Minchin is one of all too few books on this era. He writes of his many experiences with some of his 154 motor cars he has owned. After reading this book, one wonders that he may have missed something, for what wonderful days they must have been in the early days of motoring. The story of the purchase of Sir Algernon Guinness' immortal 200 h.p. Darracq is recorded for all times. What a car! Mr. Minchin recalls many a tale dealing with Rolls-Royce cars; some are classic. This type of book is seldom found to-day. I am sure there must be others with such experiences that are worthy of a book.

Two more of my books are *Rallies and Trials* and *Controlling a Racing Car Team* by C. S. H. Davis. The first deals with various trials and rallies of the Monte Carlo nature. The chapter I liked best was of the London-Brighton run in S. C. H. Davis's Léon-Bollée, named "Beelzebub." Some of the experiences recounted are most amazing. The second book mentioned explains all there is to know about successful team racing and pit management. A race can be won or lost at the pits, as Mr.



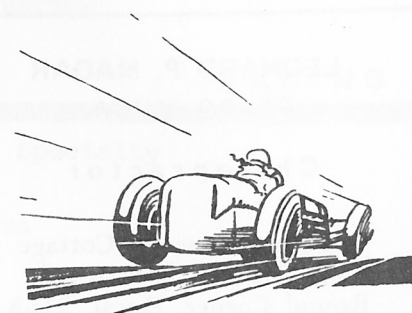
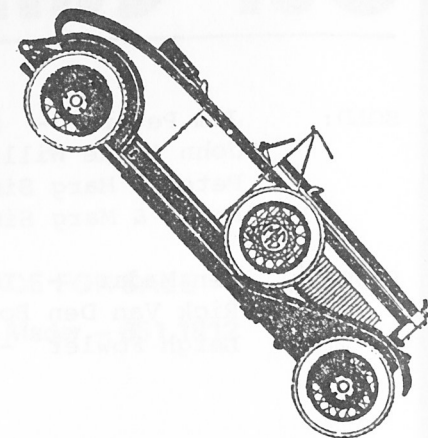
Davis, with all his experience, so aptly narrates.

V16—*The Story of the B.R.M. Engine* is one book that should be owned by all motorists. This is without doubt the most exacting work I have ever seen. The exploded views of the engine are magnificent. I predict in later years this will be a much sought after collectors item.

*Wheels around the World* by A. Hess deals in the main with the Austin A.40 which travelled around the world in 21 days. Some earlier motoring exploits of trans-world and cross-country expeditions are mentioned.

That now covers my collection, with the exception of two books which take pride of place. They are *The Bentleys of Le Mans* by Dr. J. D. Benjafield and *Those Bentley Days* by A. F. C. Hillstead. As a Bentley enthusiast, I cannot speak too highly of each of these books. Mr. Hillstead covers the whole history of the company, from its small beginning to its monumental ending. W. O. Bentley must be classed as a great man, for it is shown that not only did he design the car which made him famous, but he drove it in early races and then had the added worry of the control of the company. Indeed a great tribute to a glorious car and a famous man. Dr. Benjafield recounts the Bentleys success at Le Mans, himself being a driver there, and one of the legendary "Bentley Boys." The photographs are excellent. The Bentley with the hood up is an ugly car, but how clear and with beautiful lines when the hood is down. Truly, both are to be commended, for this covers an era in English motoring history not likely to be repeated.

That finally winds up my collection; some books I am still trying to obtain. I have about twelve books on the way from England now, all dealing with early motoring. To anyone thinking of starting a collection, I say, do not hesitate. By buying a book now and then the cost is very little, and in no time the amount of books on your shelf will be surprising. In my collection I have restricted books to English and Continental. While I realise American books are very nice, and there are plenty about, I consider that that is a subject on its own, to be studied as such and not to be included in my collection. If this small article helps to encourage the collecting of motor books, I shall be very happy.





# Our Cars

SOLD: Jim Peters - Scimitar GTE  
John & Sue Williams - Lotus Elan  
Peter & Marg Simms - Matich SR3  
Peter & Marg Simms - Lotus/ Escort RS1600 BDA

BOUGHT: Len Madar - Lotus/ Escort RS1600 BDA  
Rick Van Den Bosch - Jaguar E-type  
Leigh Fowler - Scimitar GTE



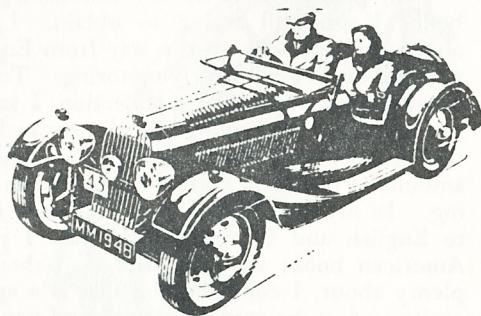
We wish to welcome new member, Leigh Fowler from Gynea Bay who has recently purchased a Scimitar GTE.

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