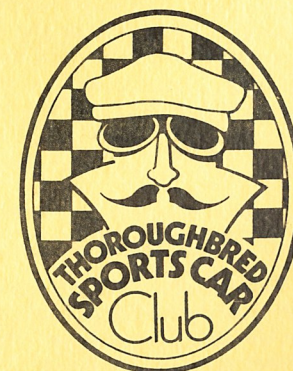


top

MARCH 1985

gear



REGISTERED BY AUSTRALIA POST – PUBLICATION No. NBH 6791

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).

DISTRIBUTOR: Zig Kyzelis, 8 Prestige Ave., Lakemba, 2195.
Phone: 758-1438 (h) 534-2122 (w).

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 to the editor. Articles and or photographs are invited and should be forwarded to the editor for publication bearing the name and address of the writer.

ADVERTISING POLICY AND COST

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

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

COPY DUE THE SUNDAY AFTER CLUB MEETING



COMMITTEE

President: DAVID MUIR, 361 Penshurst St., Chatswood, 2067.
Phone: 407-2366 (h)888 7277 (w)

Vice President: RAY ROSS, 25 Taylors Rd., Dural, 2158.
Phone: 651-2013 (h) 872 3439 (w)

Secretary: MICHAEL DU CROS, P.O. Box 84, Riverstone, 2765.
Phone: 639-4153 (h) 627-2366 (w)

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

Competition Secretary: BILL GRETTON, 76 Elliott St., Balmain, 2041.
Phone: 810-2556 (h) 92-0762 (w)

Social Secretary: BRUCE MACBRYDE, 11 York St., Condell Park, 2200.
Phone: 708-1648 (h) 922-2022 (w)

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Magazine Distributor: ZIG KYZELIS (as advised)

Regalia Officer: JOHN HALL, 225 Merrylands Rd., Merrylands, 2160.
Phone: 637-9483 (w)

New Members Officer: GARRY BRUCE, 21 Barry Pde., Killara.
Phone: 498-1486 (h) 438-3088 (w)

Board Members: JOHN WILLIAMS, 16 English Ave., Castle Hill, 2154.
CHRIS JOHNSON, 22 Queens Rd., Hurstville, 2220.

Past President: JIM PETERS, G.P.O. Box 1963, Sydney, 2001.

CONTENTS:

- | | |
|-----------------------------|---------------------------------|
| 2 Coming Events | 10 Pure grunt.... |
| 4 Presidents Page | 12 Vice Pres. Ray Ross |
| 5 Editorial | 13 Ferrari Concours |
| 6 Secretary's Slice | 14 Motor Racing Mumbo Jumbo |
| 8 Comp. Sec. Report | 16 Vehicles Importation Rulings |
| 8 Our Cars | 22 For Sale |
| 8 Picnic Day Paradise Gdns. | 24 Membership Renewal Form |

Calendar

MARCH

- 9th ORAN PARK SUPER SPRINT - M.G.C.C.
Contact Bill Gretton
- 13th CLUB MEETING - 8 p.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 - 8 p.m. Sydney Rowing Club
- 14th CANBERRA HILLCLIMB - Contact Bill Gretton
- 27th FERRARI MOTOR SHOW 1985 - Circular Quay

MAY

- 8th CLUB MEETING - 8 p.m. Sydney Rowing Club
- 18 - 19th BOWRAL WEEKEND
- 25th ORAN PARK LAP DASH - A.R.O.C.A.
Contact Bill Gretton

JUNE

- 12th CLUB MEETING - 8 p.m. Sydney Rowing Club
- 16th AMAROO PARK SUPER SPRINT - A.R.D.C.
Contact Bill Gretton
- 30th BUS TRIP - T.B.A.

JULY

- 10th CLUB MEETING - 8 p.m. Sydney Rowing Club
- 14th PRESIDENTS BREAKFAST RUN - T.S.C.C.
Bacon & Eggs with Tennis at Brooklands
Bookings David Muir
- 26th DINNER/SHOW - T.B.A.

AUGUST

- 4th BATHURST FLYING FIFTH
Contact Bill Gretton
- 11th ORAN PARK SUPER SPRINT - N.S.W.R.R.C.
Contact Bill Gretton
- 14th CLUB MEETING - 8 p.m. Sydney Rowing Club

SEPTEMBER

- 1st SILVERDALE HILLCLIMB - T.S.C.C.
- 11th CLUB MEETING - 8 p.m. Sydney Rowing Club
- 14th GAMES NIGHT - T.S.C.C. - Bilgola Plateau
Bookings Mark Anthony
- 22nd AMAROO PARK LAP DASH - A.R.O.C.A.
Contact Bill Gretton

OCTOBER

- 9th CLUB MEETING - 8 p.m. Sydney Rowing Club
- 20th ORAN PARK SUPER SPRINT - A.R.D.C.
Contact Bill Gretton
- 27th PICNIC DAY/ CONCOURS - Location T.B.A.

NOVEMBER

- 10th MOTORKHANA / BARBEQUE PICNIC - T.S.C.C.
Fiat Grounds, Richmond
- 13th ANNUAL GENERAL MEETING -
Election 1986 Committee
- 22 - 23rd DISCO CRUISE - T.B.A.
- 30th CHILDREN'S CHRISTMAS TREE
Saturday afternoon - location T.B.A.

DECEMBER

- 8th ORAN PARK SUPER SPRINT - N.S.W.R.R.C.
Contact Bill Gretton
- 11th CLUB MEETING - 8 p.m. Sydney Rowing Club
- 14th CHRISTMAS DINNER / TROPHY PRESENTATION
Bookings Bruce McBryde

TENTATIVE DATES 1985 - SOME LIABLE TO CHANGES
CONFIRMED BY NEXT ISSUE OF TOP GEAR.

An OMISSION from last issues list of T.S.C.C. Trophy Awards:
Karen and Garry won the Observation Run to Jenolan Caves.

Presidents Page

I would like to begin this months column with thanks - for the offer received from our fellow club member Richard Nathan in supplying equipment for our forth coming Motor Club Show - thank you, Richard.

In addition, Bill Marshall has offered his Ferrari, 275 GTB, Michael du Cros his Jaguar E type and Roland Clark his Aston Martin DB4 for placement on our stand display.

As requested in my last months page, we still require additional member support in both assistance in preparing the stand and manning the stand during the shows duration. Even an hour or two would be appreciated. Phone me and lodge your support to insure a successful club presentation.

Our second meeting for '85 saw a roll up of 28 which is good for February and I look forward to increasing attendance and meeting up with new/old members.

In closing I will remind members (once again) who have not sent their '85 membership fees, to forward them NOW to your Club Secretary, Michael du Cros, P.O. Box 84, Riverstone, 2765.

"THOUGHT OF THE MONTH"

Phone your allocated Committee member and confirm your attendance to Social and Competition Events which makes life easy for everyone.

Yours truly, DAVID MUIR

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Editorial

Hello Members, there is a new new copy deadline and it is the SUNDAY AFTER THE CLUB MEETING. Priority Post is now unreliable and with material having to be sent to me at Glenorie - then sent to be typed and made into a magazine at Bayview - then sent to be printed at Punchbowl - then sent via ordinary mail out to the members at least a few days before the next meeting - I think you would agree the deadline MUST be brought forward.

The added advantage is also that you can give me all copy and photos at the Club Meeting and I will save gallons of petrol not having to lap dash at midnight from Glenorie to Bayview.

David Muir and Mark Anthony have responded to the call for magazine contributions with Dave submitting an article on importing cars and Mark an article on Corvettes. There was a recent unusual auction which features many late Rolls Royces and it was unusual because that class of car doesn't usually go to auction - but, these cars can't be registered - pity the private importers didn't know the latest rules and regulations.

Keep the contributions flowing.....

As you saw from our last issue we now have two new advertisers, the Penrith Sewing Basket at Penrith and B.A.E. Race Car Preparation (Proprietor Tom Brickley drove in the 1984 Australian G.P. part sponsored by T.S.C.C. members Richard Nathan, Mark Anthony and Jim Peters) Mark comes into this issue with a full page advertisement.

LEN MADAR

LEONARD P. MADAR

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Round Corner, Dural, 2158
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This and other space
for sale.
Contact Editor
Leonard Madar 651-1812

Secretary's Slice

The meeting began with a welcome to new member Leigh Fowler, Leigh has a Scimitar (ex Jim Peters). Apologies from Trevor & Vicki Larkey, Jim & Val Peters and Geoff Sara.

Minutes from previous meeting read and members reminded that fees are now due, which elicited a good response from several hip pockets.

Dave Muir talked about the forthcoming Motor Club Show at the Macquarie Centre. Our stand will be done out in a red, white and green colour scheme. Three cars will be on the stand, Bill Marshall's Ferrari, Roland Clark's Aston and my E type. Anyone who can help with the show is asked to contact Dave.

A pool party will be held at the Muir's home on the 23rd. February.

Bill Gretton had forms for a super sprint at Oran Park on 9th. March, run by the M.G. Car Club.

Len Madar asked for articles to print and for contributors to note the 20th of each month as a deadline. (Now brought forward see editorial.)

An interesting film was shown on the Audi Quattro rallying in Europe.

Mike du Cros

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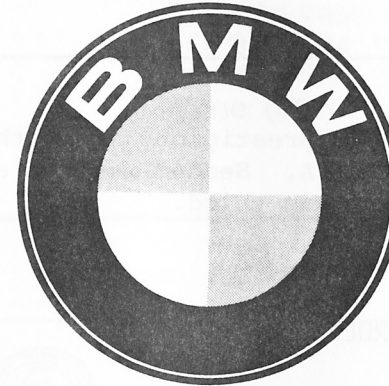
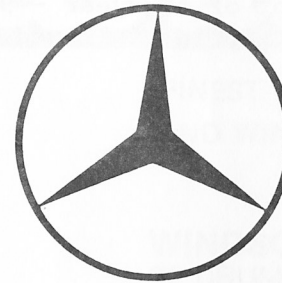
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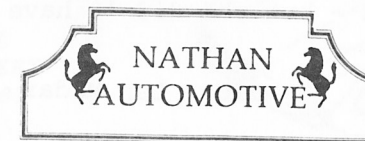


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Comp. Sec. Report

Itching to get rolling at our first event of the year - 9th. March Super Sprint and 31st. March Super Sprint followed on 14th. April by Canberra Hillclimb.

BILL GRETTON

Our Cars

Margaret and Peter Simms won the 1984 prestigious Seaforth G.P. Concours with their Repco Brabham B23 A. Second went to a Ferrari 250 L.M. and a Jaguar C-type was third.

PICNIC DAY PARADISE GARDENS JANUARY 1985

Considering a lot of members were still on holidays and that there was a historic meeting at Amaroo the same day, 22 people was a great roll up. Jill and Rick Van Den Bosch purred up in their new E-type Jaguar Coupe and Deborah and Lester roared up on their multi-horse powered motorbike. All had an enjoyable lazy day in the sun and my kids and many others enjoyed the water slide. Have you ever gone down a water slide trying to hang on to two four year olds!? Beats the hell out of Super Sprints. Floss Gretton, Bill's mum was out for the day, visiting from England - but she didn't have a go on the water slide.

Adios, Len Madar

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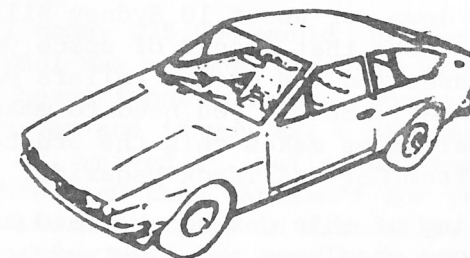


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PURE GRUNT

That's Mark Anthony's 1980 Corvette Stingray, Americas first and only sportscar. The launch of the restyled Corvette in 1980 with changes to front and rear using Polyurethane for front bumpers and air dam + rear bumper and spoiler, was the last of the conventional shaped corvettes. 1984 brought a complete new model and design, but that's another story.

The yellow Stingray was bought in Queensland when it was 6 months old. A Chev 350, 5.7 litre engine hooked up to a 3 speed automatic gearbox gave a power output of 190 bhp @ 4400 rpm. The emission controls and all the government plumbing came as standard thanks to the U.S.A. This however, changed just recently thanks to an over enthusiastic mechanic. The pipes are all there, but let's just say they have been re-routed. Definitely street legal, 0 - 60 mph in 5 secs. should get rid of any cricks in your neck (if not see Len Madar) and a top of 150 mph. Due to a total of 22 points on the old licence, this last figure hasn't been checked recently.

The body is all fibreglass, interior all leather, power windows, pwr locking, mirrors, steering, etc. all the gadgets you would expect on a yank tank are all there. Power assisted Ram steering is light on parking yet firm on high speed cruising, so no muscles required for driving this.

Apart from the aggressive styling, the detail that made this car original and other cars copy, was the Targa- Top roof. From a cosy hard top coupe, it converts into a true wind-in-the-hair roadster for those refreshing drives. The two split roof panels can be stoed in the rear, causing a great inconvenience to the dog, or on the specially made rack situated on the rear of the car. The rear compartment is large enough for one small adult lying down, or about 10 Sydney Silkies or an Alsatian with short legs. With that amount of space you could even get in about 3 suitcases and the Carmen rollers making it an ideal Dirty Weekender. Should you need to make a quick stop on the way, the 4 wheel discs makes this the 3rd best braking car in the world - info from Car and Track Magazine.

Handling of this car can be said as being excellant, considering the long wheelbase and lightweight body. The 10" imported Goodyear Eagles give grip as well as added comfort when driving. Original shocks have been replaced with Koni's all round, front and rear sway bars are all nylon bushed giving minimum roll. The original independant leaf spring giving the rear end, not to mention yours, the ride of your life, has been replaced with the



new fibreglass competition model. This is a monoleaf spring weighing only 8lbs. as opposed to the steel multi-leafed spring weighing 47lbs. It again AIDS in the comfort region not to mention the handling and also lasts over three times as long as the conventional unit. Metal disc pads finish off the go-faster package so break fade at high speed and on the track is kept to a minimum.

To sum up this car, it would probably have been the most luxurious, well equipped sportscar in its day and certainly holding its own for speed when compared to the European imports. The price ticket for a fully loaded 1980 model then was U.S.\$13,500 cheap in its own country though so is a Porsche.

To land and convert this model today \$35,000 would be the final figure. The new 1984 model has already reached asking prices of over \$90,000 due to heavy import duties. However, prices aside, the Vet is a fun car and if you are a shy person, hate being stared at, pointed at, waived at, yelled at, honked at, raced at every set of lights then this car isn't for you (or me). Being one of only 5 known listings in Australia, they make a rare car and with production spanning over 30 years a true sports car.

So, if you want a bit of fun and a good yelling at, \$35,000 please, the grunt is free.

MARK ANTHONY

YOUR COMMITTEE 1985

VICE PRESIDENT

NAME: Ray Ross

BORN: 11th. August, 1938

LIVES: Dural, N.S.W.

WORKS: Proprietor Carlingford Music Centre and Sandlia Music Centre, Liverpool.

EDUCATED: Eastwood Technical High.
Sydney Technical College - Piano Technician.

MARRIED: Margaret in 1978.

CHILDREN: Martin 24years, Trevour 22 years, Jenelle 18 years,
Michael 10 years.

FAVOURITE FOOD: Chocolate.

FAVOURITE DRINK: Beer.

DRIVES: Jaguar E type coupe, Torana Sports Sedan,
Rover SDi 3500, Commodore Station Waggon.

FAVOURITE CAR: Jaguar E-type Roadster, Series I 4.2

HISTORY OF INTEREST IN MOTOR SPORT: Many years ago in the
Epping Sporting Car Club; Club Secretary of the
Continental Car Club in the 1960's. Rallied
Puegeots and Renaults. Built motors including
his present E-type and Torana Sports Sedan.

OTHER CLUBS: Ordinary Member of Jaguar Driver's Club.

HISTORY OF INVOLVEMENT WITH T.S.C.C.: Joined club in
1981, introduced by Lionel Walker.

CLUB AWARDS: 1982 Hillclimb Champion 3000c.c.
1982 Hillclimb Champion Outright.
1984 Concours Champion - E type.
(Time of 39.25 at Silverdale is still the T.S.C.C.
record).

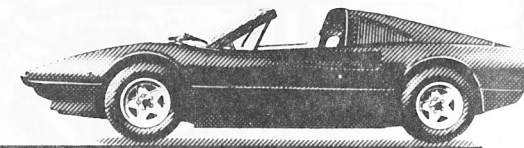


OTHER CLUB AWARDS:

1977 Oran Park - tied for FTD in Jaguar E-type M.G.C.
1981 J.D.C. Club Champion
1982 Oran Park South Class Winner Torana A.R.O.C.A.
1982 Oran Park South Class Winner - Torana A.R.O.C.A.
1982 Oran Park G.P. Class Winner - Torana A.R.O.C.A.
1983 Oran Park South Class Winner - Torana N.S.W.R.R.

FUTURE OF THE CLUB: Ray says the T.S.C.C. is the best Car Club
he has ever been in - and although he mainly joined
it to be involved in the sporting events, Margaret
and himself have actively become involved in the
social events which they enjoy just as much.

LEN MADAR



Ferrari 308 GTSi

NOTICE TO ALL CAR CLUBS

The Ferrari Register of Australia invites the members of your
Club to the "FERRARI MOTOR SHOW 1985" Concours d'Elegance.

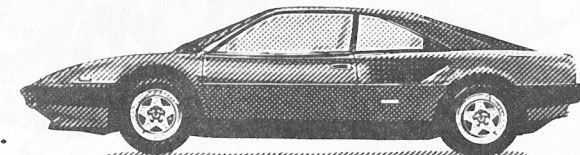
The Register has secured the Overseas Terminal at Circular
Quay to display 100 Ferraris from the 1950's to 1985 models.

We will also have displays of brand new cars, engines and
assorted regalia for sale. The cars on display are part of
the 1985 Nationals, by invitation to 500 members Australia
wide. It is anticipated this unique display will be the
most spectacular ever seen in Australia. Many rare cars
never seen publicly will be shown as well as dozens of show
piece cars which are rarely (if ever) driven. This will
not be repeated in Sydney for at least four years as the
National Rally goes state by state in rotation.

Because of the intense public interest in these cars the
Motor Show will be open:

9.30 a.m. - 9.30 p.m.
(one day only)

SATURDAY, 27th APRIL 1985.

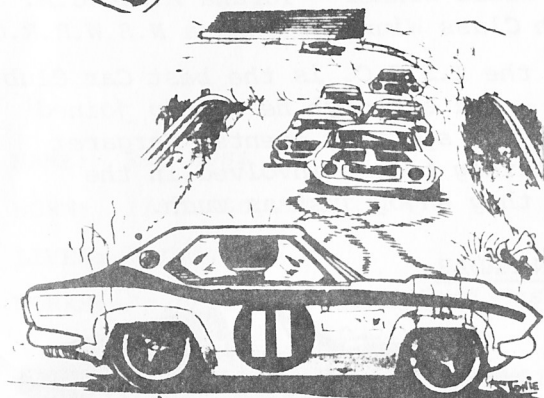


Ferrari Mondial

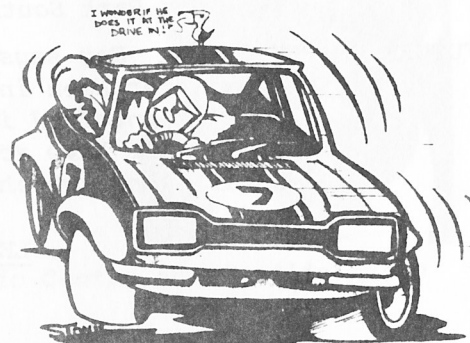


MOTOR RACING... NUMBO JUMBO!

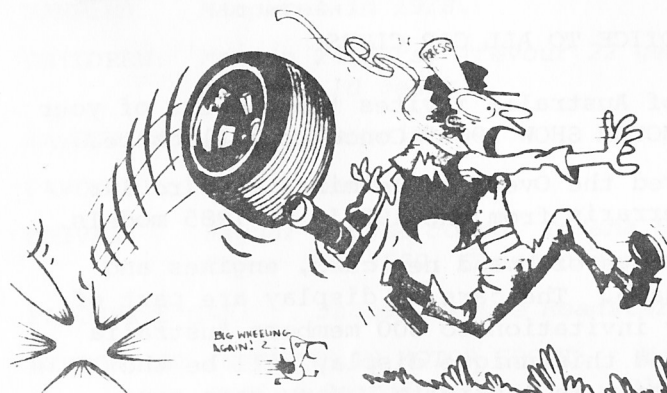
A SPECTATOR'S BULLSHEET OF MOTOR SPORT LINGO!



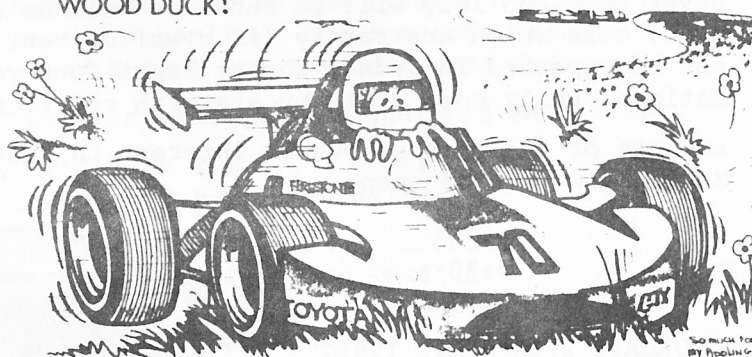
"TRAFFIC JAM!"



"HANGING THE TAIL!"



"WOOD DUCK!"

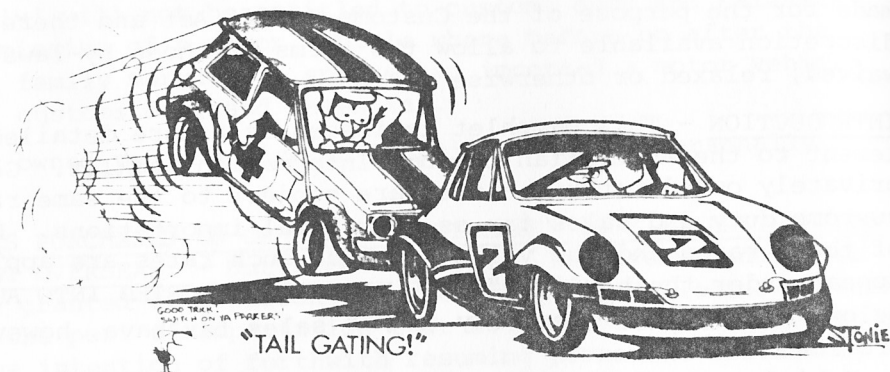


"GARDENING"

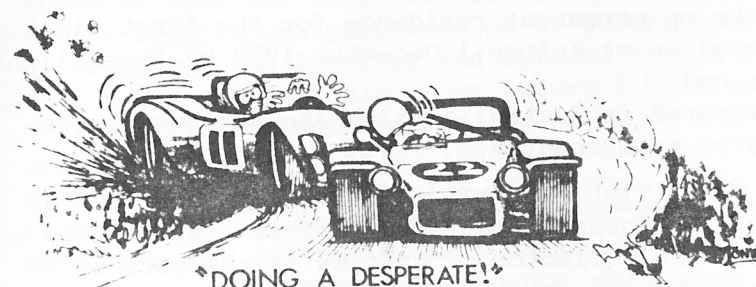
.....STONIE



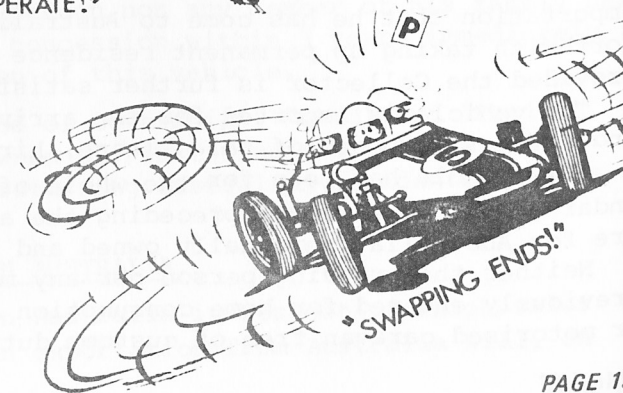
"TWO THANKS!"



"TAIL GATING!"



"DOING A DESPERATE!"



"SWAPPING ENDS!"

VEHICLES IMPORTATIONS RULINGS

PRIVATELY OWNED MOTOR VEHICLES

WARNING - The information contained in this document is current at the time of printing and supersedes all similar documents. It is, however, liable to change. Before making any arrangements to acquire or ship vehicles to Australia, intending travellers to this country should, therefore, ensure that there have been no alterations made since the date of issue appearing at the foot of this document.

The conditions governing concessional entry are found in Bylaws made for the purpose of the Customs Tariff Act and there is no discretion available to allow the terms of those by-laws to be waived, relaxed or otherwise varied.

INTRODUCTION - This pamphlet is issued as a more detailed supplement to the Australian Customs Information booklet. Generally privately owned motor vehicles are subject to the same rates of customs duty and sales tax as commercial importations. Details of these rates and the value to which such rates are applied appear under the heading "OTHER VEHICLES IMPORTED INTO AUSTRALIA" below. Exemptions from duty and/or sales tax have, however, been provided for -

- * Vehicles owned by first time migrants (i.e. persons arriving in Australia to take up permanent residence for the first time).
- * Vehicles purchased on or before 1 December 1978 by Australians resident overseas; and
- * Vehicles manufactured in Australia which are purchased overseas then returned to this country.

VEHICLES OWNED BY FIRST TIME MIGRANTS - Duty free and sales tax exempt admission will be granted to those vehicles imported by a person who satisfies the Collector of Customs at the port of importation that he has come to Australia with the intention of forthwith taking up permanent residence for the first time, provided the Collector is further satisfied that -

- * The vehicle is imported for the arriving person's own use and not for purposes of sale, lease, hire or exchange;
- * The vehicle has been for the whole of the period of six calendar months immediately preceding the arriving person's departure for Australia, personally owned and used by him; and
- * Neither the arriving person nor any member of his family has previously entered for home consumption a motor car, van, truck or motorised caravan free of customs duty and sales tax.

The period of ownership and use in each case is calculated from the date the vehicle is registered by the arriving person or delivered to him for use overseas, whichever date is the later, up to the date the arriving person leaves for Australia, or the vehicle is delivered to the shipper for shipping to Australia, whichever is the earlier.

"Used" in relation to the expression "personally owned and used" means available for use by the arriving person on a continuing basis in each country in which that person was residing on a long term basis.

"Family" is defined as a husband, wife and their children aged less than 18 years.

A 'family' will not be entitled to customs duty and sales tax free admission of a motor vehicle where before or after the present family marriage a spouse had imported a motor vehicle free of customs duty and sales tax.

Company owned vehicles are not considered to be personally owned.

VEHICLES PURCHASED ON OR BEFORE 1 DECEMBER 1978 BY AUSTRALIANS RESIDENT OVERSEAS. - Duty free and sales tax exempt admission will be granted to a person who satisfies the Collector of Customs at the port of importation that he has returned to Australia with the intention of forthwith resuming permanent residence, provided that the Collector is further satisfied that -

- * the vehicle was purchased on or before 1 December 1978 or, alternately, the importer had entered into a binding arrangement to purchase the vehicle on or before 1 December 1978;
- * The vehicle is imported for the arriving persons own use and not for purposes of sale, lease, hire or exchange;
- * the vehicle has been, for the whole of the period of 15 calendar months immediately preceding the arriving persons departure for Australia, personally owned and used by him; and
- * neither the arriving person nor any member of his family has availed himself of this concession within 3 years immediately preceding the importation of this vehicle.

The definition of "period of ownership", "used" and "Family" given under "Vehicles Owned by First Time Migrants" apply equally in the case of returning Australian residents in this category.

VEHICLES MANUFACTURED IN AUSTRALIA

Vehicles manufactured in Australia in respect of which sales tax has not been paid on exportation from Australia will, on

return. be admitted free of customs duty provided that the vehicle has been owned and used overseas by the importer.

Unless the importer is eligible for duty and sales tax free entry as outlined above, sales tax will be payable at the rates applicable to the particular type of vehicle at the time of importation. Currently sales tax on passenger vehicles is calculated at 24% of the value.

OTHER VEHICLES IMPORTED INTO AUSTRALIA - Vehicles which do not qualify for the duty and/or sales tax concessions outlined above are subject to duty and sales tax at the appropriate rates in force at the date of importation into Australia. Duty and sales tax are calculated by applying the combined rates to the customs value of the vehicle being imported. Details of the current combined rates and normal method of assessing the customs value of a motor vehicle are as shown below:

1. MOTOR VEHICLES BEING MOTOR CARS, STATION WAGGONS
VARIANTS OF MOTOR CARS AND STATION WAGGONS - OTHER THAN 4
WHEEL DRIVE OR FORWARD CONTROL VEHICLES.

- 5 years of age and under, subject to import licence	93.3%
- over 5 years of age	79.8%
- over 30 years of age	24.0%
- panelvans (some)	95.3%

2. OTHER VEHICLES HAVING GROSS VEHICLE
WEIGHT OF 2.72 TONNES OR MORE 51.9%

3. FOUR WHEEL DRIVE VEHICLES LESS THAN 2.72 TONNES GROSS
VEHICLE WEIGHT (G.V.W.)

- utilities or pick-ups or vehicles other than utilities or pick-ups, incorporating an independent chassis	55.0%
- other than utilities, pick-ups or vehicles incorporating an independent chassis	95.3%

4. OTHER VEHICLES THAN THOSE IN CATEGORIES 1,2 and 3 ABOVE
e.g. vehicles not being motor cars or station waggons 67.4%
or variants thereof, being less than 2.72T G.V.W. and
not being 4WD vehicles.

The Customs value on which duty is assessed will normally be established on the basis of the actual money price paid by the owner including the cost of any modification, less the allowance for depreciation, which is 5 per cent for the first

complete month of ownership by the owner overseas, less a further 1 per cent for each subsequent month of ownership overseas. The maximum depreciation allowance is 76%.

ALL ABOVE VEHICLES IMPORTED INTO AUSTRALIA

The following requirements apply to ALL imported motor vehicles

IMPORT LICENSING - Import licences are currently required for:

- * motor cars or station wagons or variants of these vehicles (but not utilities, pick ups or forward control vehicles) new or second-hand, less than 5 years of age;
- * four wheel drive vehicles (without an independent chassis) new or second-hand, less than 5 years of age;
- * used second-hand or disposals four wheel drive vehicles with independent chassis such as Range Rovers, Land Rovers, Jeeps and similar vehicles, regardless of age.

In regard to motor cars, station wagons, variants or four wheel drive vehicles an import licence will be issued by the Collector of Customs at the time of importation provided the vehicle was personally owned and used overseas by the importer for normal touring/travelling purposes for a period of not less than six calendar months prior to departure for Australia and the vehicle is owned upon importation by that person.

With regard to used, second-hand or disposals four wheel drive vehicles, having an independent chassis, an import licence will be issued for the importation of a single vehicle for private use by the importer. The licence will however be conditioned by a non-disposal period of 2 years. The following vehicles do not require an import licence.

- * motor cars, station wagons and variants 5 years of age and over;
- * motorised caravans, kombi vans, microbuses;
- * utilities and pick ups;
- * forward control vans and buses.

If in any doubt concerning the import licensing arrangements you should write to any one of the Customs offices listed in your telephone book.

It should be noted that the import licensing controls apply up to and including 31 December, 1984. New arrangements will be brought into operation on 1 January 1985 and these arrangements are set out later in this publication.

QUARANTINE - In order to prevent the entry of diseases (particularly foot and mouth disease), noxious weeds and insect pests, quarantine authorities will inspect your vehicle on

arrival and may require it to be steam-cleaned. Clearance will be assisted if you remove all soils, etc. from the interior and exterior of the vehicle before shipment.

CLEARANCE FORMALITIES - Formalities for the clearance of motor vehicles will be completed at the Customs office in the port of importation. Clearance will be facilitated if the importer has available such documents as his passport and drivers licence, purchase documents and bills of sale, registration and insurance papers, service records and log books. Vehicles may be imported up to 12 months from the date of arrival of the passenger. Vehicles imported before the arrival of the passenger will only be released on payment of a security equal to the Customs duty and sales tax payable. This will be refunded if the passenger subsequently satisfies the Collector that he is eligible for duty and sales tax free entry.

MOTOR VEHICLE REGISTRATION - The Australian Customs Service exercises no control over the mechanical specification of imported vehicles. However, each state has roadworthiness requirements with regard to registration. For further details, contact the registration authorities in the state in which you intend to reside.

PROPOSED ARRANGEMENTS FROM 1 JANUARY 1985 - The exemption from customs duty and sales tax outlined above will continue to operate after 1 January 1985.

On 1 January 1985 import licensing arrangements (except those arrangements applying to used, second-hand or disposals four wheel drives incorporating an independent chassis) will be replaced by a system of tariff quotas.

Under the Tariff quota arrangements operating from 1 January 1985 the following vehicles will be subject to customs duty and sales tax at a combined rate of 148% unless imported by a holder of a tariff quota or under the special arrangements applying to returning Australian residents.

- * motor cars, station wagons or variants less than 5 years of age;
- * four wheel drive vehicles without an independent chassis less than five years of age.

Vehicles entered for home consumption by importers holding a tariff quota will be admitted at a combined rate of duty and sales tax of 95.3%.

Vehicles five years of age and over are not subject to tariff quotas and will be admitted at a combined duty and tax rate of 95.3%. Vintage vehicles over 30 years of age will be admitted

at a rate of 24%.

Special arrangements will apply to returning Australian residents who wish to import a single vehicle less than five years of age, subject to tariff quota arrangements and which would normally be subject to a combined rate of duty and tax of 148%. Under this arrangement a returning Australian resident will be able to import a vehicle outside tariff quota at a combined duty and tax rate of 95.3%. This concession will be available to those persons who satisfy the Collector of Customs that they are returning Australian residents, that the vehicle is their personal property and was personally owned and used overseas for normal touring/ travelling purposes for a period of not less than 6 calendar months prior to departure for Australia. Use of the concession by a particular person will be restricted to once every seven years.

Persons wishing to import for private use a single used, second-hand or disposal four wheel drive vehicle, having an independent chassis, will be issued with an import licence by the Collector of Customs. These vehicles are not subject to tariff quota. The import licence will be conditioned by a non-disposal period of 2 years:

ENQUIRIES - Enquiries should be directed to the Collector of Customs at the intended Australian port of entry of the motor vehicle.

e.g. Addresses for N.S.W. Customs and Registration requirements

The Collector of Customs
SYDNEY N.S.W. 2000

Phone: (02) 2 0521

The Registrar of Motor Vehicles
Department of Motor Transport
G.P.O. Box 28
SYDNEY N.S.W. 2001

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