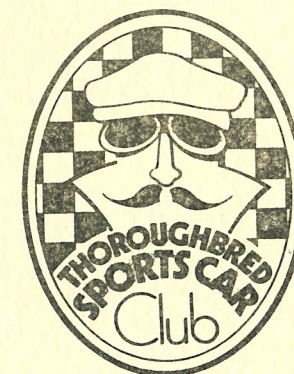




top *gear*

AUGUST, 1988



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 Ryde RSL Club, 724 Victoria Road, RYDE

PUBLISHED BY: The Thoroughbred Sports Car Club,
P.O. Box 195, Croydon Park, N.S.W. 2133.

SEND ALL COPY FOR "TOP GEAR" TO: Val Taylor
P.O. Box 206, GLENORIE 2157

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

ADVERTISING POLICY AND COST

Advertisements are accepted subject at all times to the discretion of the committee. Display and Advertising: Full page \$30 per issue, half page \$20 per issue, 1/4 page \$11 per issue, 1/8 page \$5 per issue. Advertisements are on a monthly continuing basis unless the advertiser notifies the Editor.

Classified Advertising:— Financial members of the club receive the first four lines 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.



thoroughbred sports car club

POSTAL ADDRESS - 88 OLD BEROWA ROAD, HORNSBY, 2077

MONTHLY MEETINGS

DATE: 2nd Wednesday each month at 8.00 p.m.

LOCATION: Ryde RSL Club, 724 Victoria Road, RYDE N.S.W. 2112

1988 COMMITTEE

PRESIDENT	-	Roland Clarke	(H) 899-1205 (W) (045) 77-4577
VICE PRESIDENT	-	Lester Gough	(H) 799-3209 (W) 750-8188
SECRETARY	-	Adrian Walker	(H) 477-4299 (W) 411-1055
TREASURER	-	John Burton	(H) 875-1050 (W) 410-6729
COMPETITION SEC.	-	Vic Andrews	(H) 528-3227
SOCIAL SEC.	-	Don MacDonald	(H) 652-2429
NEW MEMBERS	-	Ray Ross	(H) 651-2013 (W) 872-3439
COMMITTEE	-	Len Madar	(H) 651-1812
	-	Chris Jackson	(H) 871-2806

EDITORIAL

Dear Members,

Here we are with another magazine, getting copy written by my volunteer writers isn't a very easy task and takes some hounding to get it done and into me so we can go to print.

We are still not receiving very many club renewals and this is worrying for the committee as we try to bring everyone a calendar that will interest them, be it just social or on the sporting side of things.

A terrific weekend was had by all who went to Canberra in June, the weather was on our side, even though we had a frost and the mornings were cold the days were warm and very pleasant to be sitting around in the sun or sightseeing as a lot of people did.

We have some more interesting social, and sporting, events coming up through the rest of the year and would love to see some new faces, as well as the regulars, along to enjoy these gatherings.

Looking forward to seeing you all again soon.

Your Editor



presidents prose

Dear Members,

The Club is approximately half-way through the year, with many social and competitive events already enjoyed by the members.

Competition has included days at Oran Park and Amaroo, as well as the ever popular weekend at Canberra, along with a Motorkana at Windsor.

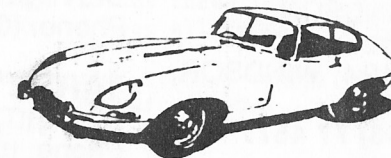
Members attending these events were enthusiastic and enjoyed them, however it is a pity that more members do not take the opportunity of becoming involved.

Our regular monthly meetings have been well attended and the Club's finances are healthy.

Check up on the coming events and see if you can spare the time to become involved, and share some wonderful times with fellow car enthusiasts.

Good motoring to all.

ROLAND CLARK
(Club President)



COMING EVENTS

JULY *	30th	Social Night to Mooney Mooney Club Bookings - Don MacDonald (H) 652 2429
AUGUST	10th	Club Meeting - Ryde RSL Club
	14th	Super Sprint - Oran Park Bookings - Vic Andrews (H) 528 3227
	28th	Hill Climb - Amaroo Bookings - Vic Andrews (H) 528 3227
SEPTEMBER	4th	Motorkana - Richmond Bookings - Vic Andrews (H) 528 3227
	14th	Club Meeting - Ryde RSL Club
	25th	Village Grand Prix - Family Day Bookings - Vic Andrews (H) 528 3227
OCTOBER	8/9th	Winery Weekend - Mudgee Bookings - Roland Clark (H) 899 1205
	12th	Club Meeting - Ryde RSL Club
	23rd	Super Sprint - Amaroo Park Bookings - Vic Andrews (H) 528 3227



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YOU'VE GOT TO BE LUCKY: OR HOW TO WIN YOUR CLASS WHILST LEAVING THE TRACK
BACKWARDS AT 100MPH TRYING TO CATCH A FELLOW CLUB MEMBER

By Ray Ross

It's Mothers Day, Sunday 8th May, and what a nice Mothers Day it would be if we took the kids and the noisey race car out of the way so that Mum could have a nice quiet day at home by herself.

Its funny that seventynine other chauvinists all had the same idea at Oran Park that day, it must of had something to do with the fine sunny weather. Representing Thoroughbred were in class order, Don MacDonald, Adrian Walker, Chris Jackson, Bill Long, Dave Muir and Jim Peters in their new Mazcar, John Burton, Vic Andrews and yours truly. Looking at the results, don't let them ever tell you that turbo's need rebuilding at 60 000 clicks Mrs Worthington, if Don MacDonald's Starion is any guide. That car just keeps on going and going and going, finishing second in his class that day after just three runs, Don's Mothers Day conscience screaming in his ear gave him a headache and an early day.

Adrian Walker needed only one run in the Jaguar to set his fastest time, a time he couldn't improve on throughout the day for a fourth in his class. Chris Jackson still in his Mazda 1300, while the Torana rebuild continues, ran all day against a Mini and while he couldn't pass him they sure had a lot of fun. Chris also finished fourth in his class.

Bill Long had a great day. Although only finishing third in his class Bill recorded another personal best time of 53.9 on his flying lap realizing a long held ambition about cracking the 54's. Bill blew me off the start line three times that day and there was no way I was going to catch him down the straight. Jim and Dave were having a frustrating day in the Mark I Mazcar, firstly with a battery problem then with a faulty radiator cap, and the resultant, overheating. They also had an early day but not before firstly Dave then Jim also blew me off the start line for a first and second in their class.

John Burton in the big Clubman set our clubs fastest time with a 49.1 flying lap and we were all wondering how long it would be before a rumbling F5000 type Sceptre got his act together and reclaimed the FTD award. We didn't have to wait long, he replied with a standing lap of 49.9 and a flying lap of 47.2. Bad luck John but at least you won your class. Bad luck also for Vic Andrews who had to contend with friend Sceptre in his class but Vic held off the rest of his opposition, a sprite with a 6 cylinder Holden wedged into it and a used to be Formula Vee with a 1600cc motor in it, to finish an easy second in class.

As for me as you have read I was well beaten by all and sundry and in trying too hard to round up, following Bill Long over skyline I lost concentration and had an almighty loose first one way and then another almost ruining my Mothers day. As has been said before you have got to be lucky for although I was three seconds behind my usual time I still managed to win my class and keep all my Mothers Day commitments intact.

Best times were: D MacDonald 1.56:4, Chris Jackson 2.13:4, Bill Long 1.53:7, Jim Peters, Dave Muir 2.00:8, 2.00:9, John Burton 1.43:7, Vic Andrews 1.49:3, Ray Ross 1.55:3.

CANBERRA HILLCLIMB WEEKEND - JUNE 11/12

Saturday June 11 saw the majority of our nine entrants at the Caraberris circuit for practice, around 1 p.m.

Our timing was spot on as the track temperature was at its peak for the day. With very few people at the circuit we were able to complete many laps of sorting and testing.

Kevin Leggott ploughed off at the top of the circuit in his Bulant, very little damage so back to the pits for sway bar adjustments.

Bill Long had little drama until he did one 'burn out' start too many. Result, a broken axle. No worries thought Bill, I have a spare. He did for an EH Holden, not the Torana!!

Don MacDonald just kept circulating the Starion at a rapid rate, with air and radio full on, until a marshall pulled him over to chat about a passing manouevre whilst a (invisible) no overtaking sign was in effect.

Barry Hunt had a trouble free practice but made up for this assisting Bill Long to track down and fit a replacement axle.

Ray Ross was feeling pretty confident so did not practice.

Jim Peters and David Muir were just starting to enjoy a trouble free run in the Maz-Cortina when disaster, via a broken gear box, struck.

Vic Andrews has solved his overheating problems and practiced without incident in the Viper.

John Burton in the Ferret did a 360 on the second lap (same corner Kevin Leggott went off) rectified by front sway bar adjustment.

Saturday evening, bitterly cold, saw the surgical team of David Muir, Vic Andrews, Lester Gough and later Kevin Leggott, perform an upper intestine operation on the Cortina. Not much blood letting from the car but the boys copped a few barked knuckles. Jim Peters kept up the teams spirits by numerous deliveries of hot toddies. The whole operation was over in about the same time as a tooth extraction and the customary roar went up as the car rolled forward on new cogs.

Sunday morning welcomed us, cool but pleasant, the sun was actually shining.

The results printed later attest to our participation. No real dramas except for John Burton having a big lose on the first corner finishing up about a metre from a large pile of tyres. Chris Jackson knows the spot well from last year.

Caraberris had difficulty in attracting a reasonably full field so supplemented the numbers with 17 of their own members. To our disappointment, they chose some of their top performers.

Vic Andrews was the fastest Thoroughbred entrant, with a good time of 49.7 seconds. Softer rubber may have seen Vic closer to the leaders in his section. Judy, take note re new tyres required, please.

Class I 3000+	Car	Best time (secs)
Don MacDonald	Starion Turbo	52.25 (New record)

Class II 3000+	Car	Best time (secs)
Bill Long	Torana GTR	52.06 (New record)
Barry Hunt	Torana	57.37

Class III 2000-3000	Car	Best time (secs)
Jim Peters	Cortina	51.76 (New record)
David Muir	Cortina	52.56

Class III 3000+	Car	Best time (secs)
Ray Ross	Torana XUI	50.35

Class IV 0-1300	Car	Best time (secs)
John Burton	Ferret	51.30 (New record)
Kevin Leggott	Bulant	53.20

Class IV 1300+	Car	Best time (secs)
Vic Andrews	Viper	49.70

Event director, David King ran a very well organised event, for this, the first run on the extended hill climb circuit.

A brief presentation followed the even when class winners, including Don MacDonald, Bill Long, Jim Peters and John Burton were awarded a framed photo taken at the circuit earlier in the day.

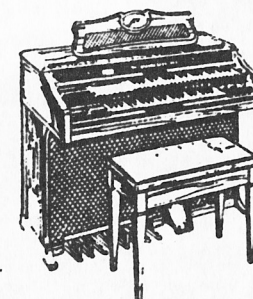
To sum up, a very enjoyable weekend and a chance to spend a few hours with other devotees and build up on the comradeship which exists within the Thoroughbred Club.

John Burton

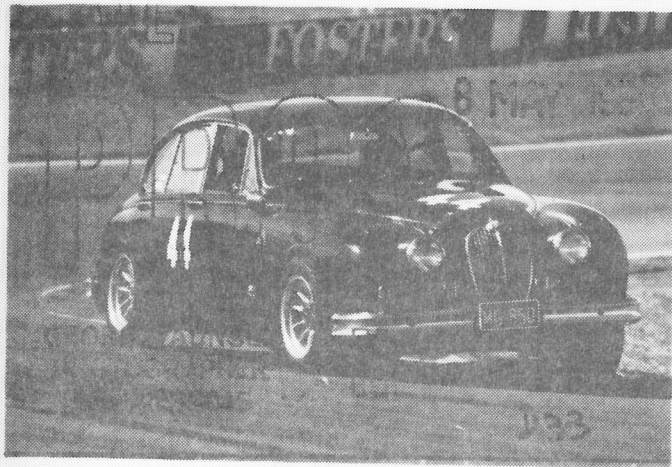
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RAY & MARGARET ROSS

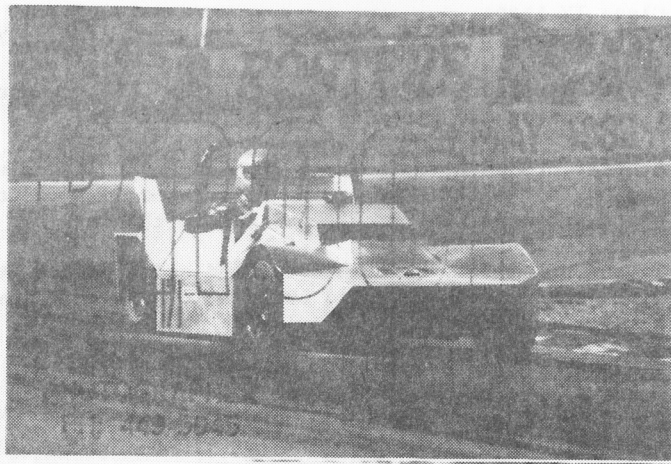
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Phone: 872 3439



ADRIAN WALKER
in the Jag at
Oran Park



VIC ANDREWS
in the Viper
at Oran Park

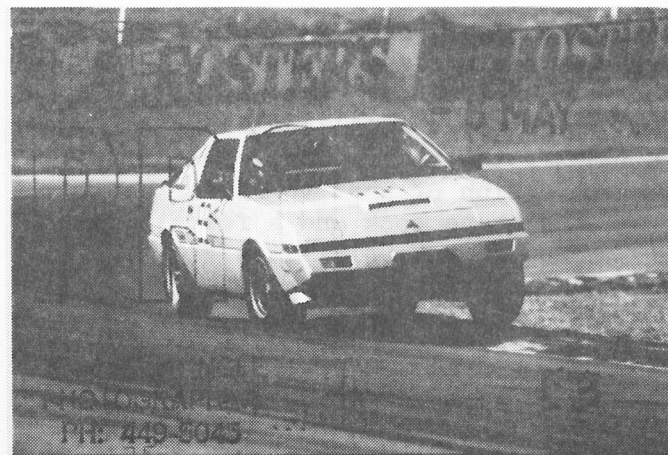


John Burton
in the Ferret
at Oran Park



RAY ROSS TRYING IN VAIN FOR THE INSIDE LINE ON
BILL LONG COMING ONTO THE STRAIGHT.

Photo by GRANT LIDDELL



DON MacDONALD
in the Starion
at Oran Park

Canberra Weekend or

The Girls Side of Things.

The day dawned fine and clear, we assembled at our usual meeting point for the trip down. Girls wondering if we have enough warm clothes, Boys will every-thing hold to-gether during the week-end. After a journey of heavy going because of head winds we finally arrived at the race track. The boys started practice while the rest of us headed to the motel to check in and a nice cup of tea. Some head off later for some sight-seeing while we head back to pick up the other half, trailer, racing car and its driver.

At 19.30 hours with the troops assembled we head off across the car park to the restruant. After sorting out who was going to sit where, we settled down to wait for our food and drinks. Well the drinks arrived but where was the Food? after a very long wait it finally arrived. The conversation was varied and stimulating, the normal torque talk was overheard coming from our end of table. e.g. How do you stop a car from rolling down a steep drive when it has no brakes? The highlight of the evening was Lesters Birthday cake, it was really nice and he also received a canned sheep that went BAA! when tipped.

Sunday dawned cold and clear, once again the boys went racing and the girls played tourist, sorry Grant! We had a wonderful day, the new Parliament House is something, I still cant work out why they had a doorway in the tapestry. Sunday Evening found great discussion of what to do for tea. After much perusal of the phone book and a few phone calls we finished up at a lovely place called CAPS? anyway the service and food was great and we will be going back next year.

Momday found us heading for home, 'til next year.

Bye for now

Judy (Assist. Sporting
Secretary.

The Typist.

Sporting Pointscore

After Motorkana 17.4.88

Ray	24
Don	16
Adrian	12
Alan	11
Bill	10
Criss, Gary, Vic	6
Lester, Grant	4
John	3
Max	2

After Amaroo 5.6.88

Ray	40
Don	30
Adrian	18
Bill	16
Alan, John	11
Dave, Vic	10
Criss	9
Jim	8
Kevin, Lester,	
Grant	4
Max, Barry	2

Motorkana pointscore:-

Don	8
Adrian	6
Grant	4
John	3
Ray, Lester	
Max, James	2

After Oran Park 8.5.88

Ray	32
Don	22
Adrian	15
Bill	14
Alan	11
Vic	10
John, Criss	9
Dave	8
Gary, Jim	6
Max	2

After Canberra 12.6.88

Ray	44
Don	36
Bill	24
Adrian	18
John, Vic	14
Dave	12
Alan, Jim	11
Criss	9
Kevin Gary	6
Lester, Barry	4
Max	2

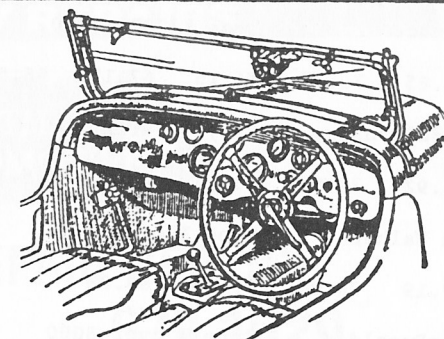
Ladies-

Lorraine	8
Penny	6
Val	4
Debbie	3

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Roy Johnson



AMAROO 26 JUNE, 1988

Sunday morning was cold and foggy when we arrived at Amaroo for the Alfa Romeo Club super-sprint.

As the event got underway, the fog lifted to reveal a glorious winters day without a cloud in the sky.

Club members present were Adrian Walker in the Jag, new member Peter Maggs in his Datsun 1600 sports sedan, Gary Bruce and Karen in his 308GTS, and myself in the Starion. A large contingent of Alfa's and Ferraris turned up for the day and my class (Type 1 over 3000cc) consisted of a Porsche 911SC, Ferrari 512BB, Bill Marshall's 275GTB a 330GT and Adrian's Jag.

The first two runs of the day showed the track to be on the slippery side, especially the bottom corner and one or two came to grief early on, including Z. Schuler in his F5000. However, as the day progressed, the track dried and times started to drop.

The sight of the F5000 lapping at 50.48 (F.T.D) was worth the trip alone, while the Ferrari replica of I.Johnson, which lapped at 61.08 certainly brought back memories.

Peter Maggs on his first ever shot at Amaroo became a victim of the track when he hit the bank at Honda causing a fair amount of damage. He had already dropped his time to 65.75 and I believe had more in store. Better luck next time Peter.

An early timing malfunction gave me temporary FTD at 50 secs. which gave some of the opposition heart failure, especially the F5000. I was questioned by several people re the Starion and told them I had screwed up the boost and Dick Johnson would be seeing me about swapping cars on Monday. The timing was soon corrected however, and along with Adrian, who had been credited with a 63.99 on the opening lap with my 50 secs, I gave up the pretence of driving a Group A Starion and continued to have a good day.

Results of our members were:

Peter Maggs	Type 3 1600-2000	5th in Class
73.82 68.66 65.96 65.75		
Gary Bruce	Type I 2001-3000	6th in Class
73.65 70.41 74.15 67.12 66.57 66.90 66.74 66.79 66.73		
Karen Falkenberg in Gary's Ferrari		9th in Class
74.92 73.16 73.76 74.15 85.79 (whoops) 74.97 72.88 72.40		
Adrian Walker	Type I over 3000	5th in Class
67.19 76.00 70.63 68.93		
Don MacDonald	Type I over 3000	1st in Class
65.21 64.53 64.26 63.99 63.88 63.88 63.88 63.77		

The Annual T.S.C.C. Hillclimb/ Social Day August 26th.

This event will now be held at Amaroo Hill since Silverdale is now permanently closed. If not competing come out for a chat or lend a hand, also watch our quality sporting fraternity in action.

The climb of 375m. is shorter than Silverdale with an excellent return road, which is also the entry to the lower main spectator area and pits.

Bar.B.Q Lunch will be arranged by Debra & Lester catering services.

Track entry tickets will be posted with entry forms, if extra are required see me at next meeting or ring and I will post them before the event, otherwise Amaroo will charge you at the gate as there will be no-one at the main gate from TSCC with spare tickets.

Entry for the event will be \$35 single and \$70 for a couple which includes Basic Licence.

So bring the better half and see who can get up the hill the quickest.

Bathurst Hillclimb 30th. October.

Special event to be run up Mt. Panorama, the normal direction or as per the James Hardie. Let me know if you are interested so entry forms can be forwarded ASAP. When they are available, approx 2 weeks before the event, they will be accepted as first in basis up to a max of 70.

Vic Andrews.

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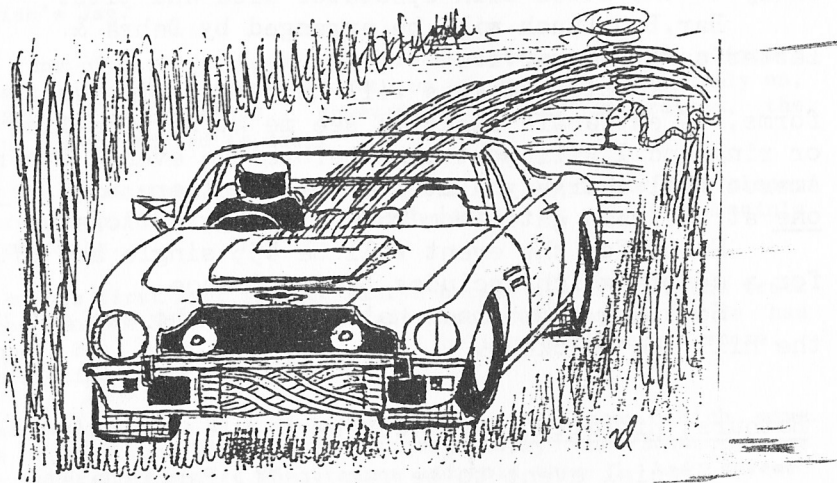
Motorkhana Sept. 4th.

Place:- Richmond- Fiat club grounds, just before the R.A.A.F. Base.

Bring:- Lunch, drinks, kids, esky, seats etc.

Ladies class.

Start time approx. 10a.m.



Don't stay at home to cut the grass come to Richmond instead.

Village G.P. Day 25th. Sept. Sunday.

Starts: 10a.m. to Midday for under 14 (cars to suit)
12MD to 10p.m.-Virage cars over 14 years.

Track : 1km. long, single laps one car at a time with all laps timed.

Tickets available from me on arrival at discount to us
\$2/lap. Each driver is required to have a 2 year Licence -cost \$6.

Snack food and drinks available.

Under the influence of formula 1 or would you like to experience driving an open wheeler, (no gear changes required) Open to Ladies also.

Located: Rowood Rd., Blacktown.

WINTON

Having been given the chance to race in a two day super sprint at Winton I jumped at it. The 'Winton Raceway' is about 100 klms south of Albury just off the expressway and on the old Hume Highway, 4 klms short of Benalla. Winton has no accommodation so we had to stay at Benalla, which is a medium size town with three pubs, plenty of Motels and Restuarants.

The Winton Track is a great spectator circuit, from the pit area and spectator areas you can see the whole circuit, unlike Amaroo and Oran Park where the cars can disappear from view for some time. It is a very tight and demanding track with heaps of corners, curves and two short straights.

The pit area is quite spartan but the circuit is in excellent condition though the surface appears to be a bit abrasive. The edges of the track are clearly marked and the ripple strips are in just the right places (for the good drivers that is).

When you first drive the circuit you are amazed by how tight the corners are, you pull on heaps of lock and find you need just a bit more. The straights are short, you have barely enough time to settle the car down, glance at the guages when up pops the next corner.

After putting in about ten laps you start to learn the lines, learn how far you can push the back out and when to tramp on it. Amazingly I found with my diff ratio I was able to use third and top gear around the circuit and stay at a good torque rev range despite the corners.

The Victorians run their events a little different to us. Firstly they start the day (after scrutineering) with a "Driver Training Session". Which is about 20 cars on the track and go for it. (Similar you might say to one of the Sydney clubs), but down there you can take a passenger, of course he must wear a helmet and be securely fastened in, but never-the-less a passenger, different.

The timed sessions consist of, on Saturday a six car multi start of four lap duration, the last three being timed, a sort of 6 car non race, great fun if you want to mix it. This was run by the Mazda Car Club of Victoria.

On Sunday the Holden Car Club of Victoria ran the event. It was a four car multi-start with three laps, similar but a lot slower than Saturday. On Saturday we were able to get four runs in by 4 pm but on Sunday, because we wished to leave for home at 2.30 pm, only managed 2 runs.

The events did not get under way until around 11 am. The reason for this was because of the heavy fog in that area is a real pea souper and until the sun gets well and truly up you cannot see across the circuit. They finish at 4 pm because by 5 pm the fog comes back in and it gets darn cold.

By comparison Oran Park South is 1.96km long and I have been timed at 53.9 secs. Amaroo is 1.93km and I have had a 62.8, but Winton is 2.03km not much longer than the other circuits and the best I could do was a high 74 secs, so you can see it is very tight.

The trip down there was worthwhile, even though I managed to destroy 2 differentials, it was a great learning experience. In September we, that is the HSCC, are entering a team for the six hour relay and used this opportunity to find out what we will require to perform well against a mainly Victorian contingent.

On summing up Winton, I can only say - I wish it were closer to Sydney - a truly delightful demanding circuit.

Bill Long

