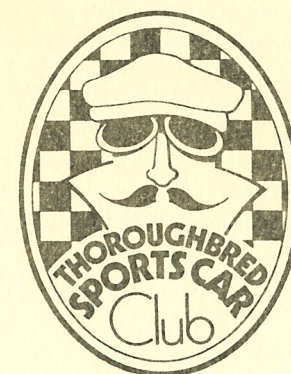





top *gear*

MARCH 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 Sydney Rowing Club, Great North Rd., Abbotsford.

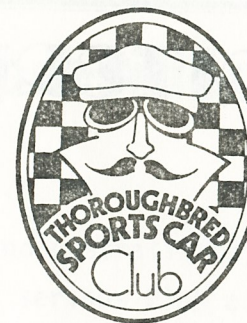
PUBLISHED BY: The Thoroughbred Sports Car Club,
P.O. Box 195, Croydon Park, N.S.W. 2133.

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 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.



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) 875-1051 (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) 652 2061 (W) 651 1812
	-	Chris Jackson	(H) 871 2806

EDITORIAL

Hi folks!

Well here we are at the beginning of another year and as hard as I have tried it just does not seem possible to get a magazine to you much earlier than March again.

I trust that you all had a very merry and happy festive season and once again all fired up to enjoy the next year of club activities.

We have endeavoured to put together a programme to suit everyone, but if for some reason we haven't please don't forget that this is your club too and we are open to suggestions at all times. It is quite a task to put a programme together and any help you can give us would be very much appreciated.

As you are all aware it is time for 'Club Memberships' to be paid, you will find a form at the back of the magazine and it would be appreciated if you could return this with your cheque to Adrian as soon as possible so as we can continue to send you your Magazine. So lets have that money flowing in.

Our monthly meetings are held on the second Wednesday each month and a thought - every member when they come along could bring with them someone interested in joining the Club, we could do with some new faces.

Looking forward to seeing you all sometime throughout the year, if you have anything you would like placed in the magazine at any time you may contact me at home on 652 2429.

Val Taylor
Editor!



presidents prose

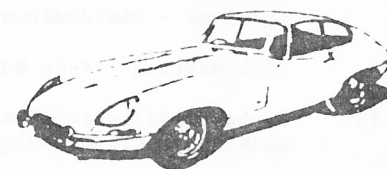
Now that Christmas and Australia Day are behind us we can get down to some serious Club activities!!

Firstly let me take this opportunity to thank Ray Ross for his two years of professional stewardship.

Your new committee have endeavoured to arrange a balances year of activities featuring both competition and social events each month. The committee also felt that club fees should remain unchanged for this financial year. Remember your committee is only the voice of the whole club and we are always ready for any new suggestions to make club activities more fun. Don't forget Val (our Editor): if she asks you to write a report on a club event please give it to her on time so that the magazine can be prepared for all our enjoyment.

I wish the club and its members a most enjoyable year of club activities.

Roland Clark
PRESIDENT



1988 CALENDAR

JANUARY 13th Club Meeting - Ryde RSL Club

* 24th Amaroo Historic Meeting
31st Super Sprint - Oran Park
Bookings - Vic Andrews (H) 528 3227

FEBRUARY 10th Club Meeting - Ryde RSL Club

* 28th Boating on the Hawkesbury
Bookings - Roland Clarke (H) 899 1205

MARCH 6th Super Sprint - Amaroo Park
Bookings - Vic Andrews (H) 528 3227

9th Club Meeting - Ryde RSL Club

19/20 Social weekend to Cowra
Bookings - Lester Gough (H) 799 3209

APRIL 13th Club Meeting - Ryde RSL Club

17th Motorkana - Fiat Club Grounds - Richmond
Bookings - Vic Andrews (H) 528 3227

MAY 8th Super Sprint - Oran Park
Bookings - Vic Andrews (H) 528 3227

11th Club Meeting - Ryde RSL Club

21st Gambling Night - R Clarke's Home
15 Grange Road, (off Evans Road)
GLENHAVEN
THEME - to be advised
Bookings - Don MacDonald (H) 652 2429

JUNE 5th Super Sprint - Amaroo Park
Bookings - Vic Andrews (H) 528 3227

8th Club Meeting - Ryde RSL Club

11/13 Canberra Hillclimb Weekend
Bookings - Lester Gough (H) 799 3209

JULY 13th Club Meeting - Ryde RSL Club

* 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

SEPTEMBER 14th Club Meeting - Ryde RSL Club

25th Silverdale Hillclimb and Social Day
Bookings

OCTOBER Bathurst - James Hardie 1000
(Information only)

8/9th Winery Weekend - Mudgee
Bookings - Roland Clark (H)

12th Club Meeting - Ryde RSL Club

23rd Super Sprint - Amaroo Park
Bookings - Vic Andrews (H) 528 3227

NOVEMBER 6th Pride of Ownership Day (Car Display/Picnic) Rozelle
Bookings - L Gough (H) 799 3209

9th Club Meeting - Ryde RSL Club
Annual General Meeting (Elections)

* Aust. Grand Prix Weekend
To be advised

27th Observation Weekend - Seven Mile Beach
Bookings - Lester Gough (H) 799 3209

DECEMBER 3rd Xmas Dinner
Bookings - Don MacDonald (H) 652 2429

* Non scoring event

EEDY CORNER

the spies are out and about and boy have they been uncovering some secret faster" information.

Bill Long - has built a new motor for the Torana GTR and it is reported to be producing about 220bhp. Bill expects to drop another second or so at Oran with this motor and possibly more at Amaroo where the run up the hill suits us with heaps of grunt. I believe Bill has entered in 3 x 6 hour races this year and we all wish him well in these.

Ray MacDonald - who had diff problems at the last meeting of the year in the larger E37, has gone all out on mods for '88.

Baker Bros of Seven Hills have rebuilt the motor and with a new cam etc this unit will produce somewhere in the vicinity of 460-470bhp. This car will always go but never stop, so a 9" Ford diff with disc brakes and a race bar is also being installed. All glass, except the windscreen has been removed as have the fuel tank, hood lining and other weighty items.

This car will re-appear in March.

Chris Jackson - has just about completed his new Torana sports sedan and by the photos it looks good. Engine initially will be the one out of the rolled Torana, a triple carb 192 cu.m unit. With Chris's driving talent I would expect good times from this and even better ones when he builds his new motor.

Vic Andrews - appeared at Oran on Jan 31 with new bodywork which greatly improved the clubman and a programme of continued mods make Vic's car always one of the quickest in the club. He also has built himself a new covered trailer.

THIS MONTH - the spies visit Lester Gough, Dave Muir, John Burton and Len Madar.

CONGRATULATIONS

To Lynda and Mike Du Cross a bonny son on the 27th January, weighed in at 9lb 3oz, and no doubt Keith Robert Du Cross will be bringing hours of happiness (and sleepless nights) to the new parents.

XMAS PARTY

A good roll up of 60 members attended the annual Xmas dinner held this year at Camperdown Travel Lodge.

As usual the music was provided by a disc jockey who kept everyone up dancing.

Lester Gough received the trophy for Clubman of the year, which is a fitting reward for the many hours Lester has put in for the club's benefit. It is very rarely that Lester does not attend a club event. Well done Lester.

The Club Championship was again taken out by Vic Andrews and my spies tell me that further modifications to Vic's car are underway which will make it difficult in '88 for challengers for the title.

Chris Jackson was the recipient of the 'Up Your Bonnet' award after a difficult year in which he managed to roll his Torana at Canberra. However Chris continued to attend speed events in his small Mazda which he drives with the same flair as always, doing impossibly fast times from the standard 1300cc car.

The 'Piston Broke' award went to Dave Muir who has had a terrible season culminating in hitting the wall at Castrol corner with the Anglia when something broke in the steering. Never-the-less he will be back.

Life membership was conferred upon Jim Peters, just reward for years of service to the club.

'Rookie of the Year' went to Bill Long who has somehow managed to get his lap times down by some 9 seconds in his first year of competition. This doesn't look good for Nigel Mansell if this improvement keeps up. Rumours abound that active club members in speed events are chipping in to buy Bill some lawn bowls and a crochet mallet, hoping to divert his attention elsewhere. Good one Bill!

The Long family continued the trophy haul when Bill took out the 3000cc hillclimb title while Sue took the ladies title.

Gary Bruce hurled the Ferrari up Silverdale to take the under 3000cc event.

The sports sedan title went to "Roaring Ray Ross" who always performs well, while Vic Andrews pipped John Burton's Clubman to get F.T.D.

New member Michael Askar cleaned up at the concourse taking out Best English and Best of Concourse with the immaculate TR4.

Best Australian went to Rob McCoy's beautiful XY GT, and his equally impressive Ferrari won Best European.

The Annual Motorcross at Richmond provided wins for Ray Ross in the long wheelbase with his Commodore wagon and I managed to take out short wheel-base with the Mini Cooper.

Well, that winds up another good year for the club and I'm sure everyone is looking forward to another year equally as good in 1988.

Don MacDonald

HISTORIC MEETING — AMAROO PARK

AUSTRALIA DAY WEEKEND JANUARY 24th 1988

The day began with evil looking clouds gathering and my passenger said "You know we are wasting our time - it looks like it is going to snow out there!" I replied "Let us press on - it never rains at Amaroo - just threatens to."

A torrential downpour then descended upon us right up to the gates of Amaroo Park, when it started to ease off to light showers.

We made our way down to our usual position overlooking the short straight at the east end of the circuit and joined several club members including Don McDonald and Val, Brendan Walker, Lionel Walker, Bob Smith and several others. We arrived in the middle of some interesting sports car races with MGA's, TC's, Sprites, Turners, Austin Healeys etc battling it out and having a few spins in the very damp conditions. I was amazed at how hard they hammered their classic machines.

Fortunately we brought umbrellas, as we had occasion to use them. However, after a couple of races magically the sun came out and the racing line of the circuit dried out almost immediately.

The Formula 5000 boys were a bit hesitant about coming out for their scheduled race and gave word to the announcer that they would wait a couple more events for the circuit to dry out before trusting their rather grunty 800 horsepower machines with slick tyres.

Most cars ran treaded slicks or radials on the wet circuit and some sports car races particularly the Marque Sports cars were quite spectacular with quite a large field of MGA's, TC's, Sprites, Healeys, turners and various Specials, and one race in particular was memorable because of a blinder of a run by a white Porsche Carrera.

The open wheelers involving some of the Formula 1 and Formula 2 star cars of the past put on a fine display of spirited flat chat racing with good size fields of 10-15 cars with names like Lotus, Cooper, Brabham, Elfin, McLaren, even a 250F Maserati. They were very quick indeed and made beautiful noises.

The Appendix J races were a howling success, being treated to the sound of Mustangs, Holdens and Jaguars screaming past at a great rate of knots and throwing caution to the wind. In the first race in the wet an EH Holden driven by Greg Tofler beat the leading Mini of Bob Tweedy and the Mustang of Bill Marshall's being driven by somebody else. In the later race in the dry however, the position was reversed and the Lotus Cortina of Mark DuQuet followed by Bob Tweedy's Mini and the Mustang passed Tofler after the first five laps and the 10 lapper ended quite spectacularly with a race to the finish between those five cars.

A feature event was a display of 250F Maserati's which made the most beautiful noises I have ever heard - Ah memories of Bathurst and Gnoo Blascircuit at Orange!

The Formula 5000's finally graced the circuit with their presence and were absolutely outstanding. The Thunderous roar of extremely powerful engines shook the ground and a field of between 8 - 10 cars thundered around the circuit - I'm sure the wildlife for miles around didn't resetttle for days after hearing a sound like that.

It was all great stuff and there was also a good display of classic cars in the top car park that was interesting in itself, and as usual it was not difficult to get into the pits and to see first hand some quite interesting machinery that one only sees very rarely at this January, Historic meeting or in the August Historic meeting.

The meeting in fact was over 2 days being partly on Saturday and the rest on Sunday however we therre for the Sunday portion only.

I would suggest anybody who has never attended one of these and has an interest in Classic Sports or Racing areas should go along - they are really worth the trip, and it is great to walk around the pits seeing endless rows of Classic vehicles that one would give ones left arm to own like 250F Maserati's, McLaren's, Repco Brabams, Lotus's etc. Overall a fabulous day of Motor Sport at its finest.

Adrian Walker - Secretary TSCC

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NEW MEMBERS 1988

The Committee would like to welcome new members who have joined TSCC at this point in 1988 and would like to invite you personally to join in all our activities and have a great time like we do.

* ALAN GIBSON who hails from Forestville and has a very mean looking Cooper S Group 3 Sports Sedan with quite large slicks. Alan entered the January, 31 Oran Park event to which TSCC was invited and ran quite creditably.

* KEVIN LEGGOTT who lives in Castle Hill, was introduced by John Burton, our illustrious Treasurer, and who along with our Treasurer and Competition Secretary Vic Andrews has developed a liking for doing blindingly fast laps in those open wheelers with mud guards, enormous slicks and 10,000 RPM cutouts they call "Clubmans".

* BRENDAN WALKER who we believe is another of the Hornsby Walkers (Lionel and Adrian) and like the others prefers to build his own engines. Brendan is an Electronics Engineer and owns a 351 Falcon which he has run quite creditably as an invite at our Gymkana and Silverdale events last year.

* CON BLASEVI who comes from Concord alleagebly a good friend and neighbour of Lester Gough our Vice President, and it is said that Con does a very mean job with a Spraygun with the right encouragement - members who dislike brush marks and orange peel please note.

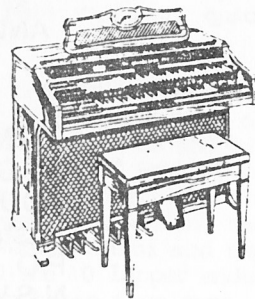
TSCC is a great club with a good friendly feeling, and it is the people in it and their involvement in Club activities which makes the Club so successful and provides the true spirit and enjoyment which participating in Club activities produces.

On behalf of the TSCC Committee
Adrian Walker/Ray Ross

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

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ORAN PARK SOUTH

Our first speed event for the year was run by the NSW Road Racing Club on Sunday the 31st January. The sprint was run in their usual format of a standing start lap and a flying lap, and was run in their usual efficient manner.

There were not many starters in their super sprint as Cams were running an observed licence practice in conjunction, even with time out so they could practice and run simulated races most people in the super sprint were able to have at least eight runs and although it was a very hot day there were some very good times recorded.

From our club we had seven starters for the sprint and out of thirtyfive thats not bad.

The results were very pleasing as well.

Lester in his Ferrari was first in his class but unfortunately no trophy was awarded. There should be one for sheer bravado for even taking it to Oran Park.

Adrian's Jag is improving all the time and he came third in his class.

Chris Jackson in his "fill in" car (while he finishes building the Torana) the little Mazda, came second in class, if he can do this in the Mazda what can he do in the new one??

Our new member Allan Gibson in his Type 3 Mini Sports sedan came fourth in class and should be an asset to the club in the future.

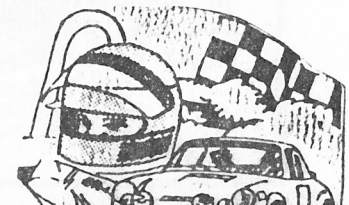
Ray Ross started his Torana off steadily in the morning and by the afternoon got his times right down and in the largest class field of the day came third and ninth out-right. I am sure Ray's still got a bit up his sleeve.

Vic's Viper is going well and as usual is our fastest competitor, he came second in class and fourth outright. I have reason to believe he spends a lot of time with his car as he has built a caravan to put it in (I wonder if it is some kind of dog house!).

Which leaves me, I was very fortunate everything went right and was able to manage a class win and eleventh out-right and able to pick up a trophy.

By about 2.30 in the afternoon a storm started to roll in and not wanting to get our tails wet we packed up. In all a satisfying day.

Bill Long.



T.S.C.C. SPORTING CHAMPIONSHIP 88 - HOW THE POINTSCORE WORKS.

The pointscore is for Speed events, motorkanna and Silverdale. It is basically the same as previous years with 4th. place points added and the value of all points doubled to avoid having ½ point adjustments.

FOR ALL VEHICLE TYPES 1 TO 4

- 8 points - 1st. in any engine class - min 3 entries (e.g. Type 1 1301-1600 cc)
- 6 points - 2nd in class - min 3 entries
- 4 points - 3rd in class - min 4 entries
- 3 points - 4th in class - min 5 entries
- 2 points - DNS, DNF entered and arrived at track (car broke etc.)

Also 1st. out of 2. See note below.

- 2 points - Competed with no place in first four.
- FTD (the big one) = 10 points + 1st in class points.

When there are less than 3 entries in any class then for our pointscore these will be combined with the next larger engine class of classes until at least 3 entries result. If after combining engine classes still only 2 entries possible in a particular vehicle type then :-
1st out of two = 3 points, 2nd out of two = 2 points.

Confused! Sorry, please read again. If not I hope this arrangement is acceptable since I took the liberty to make some changes to clarify things and to provide a fairer system without favouring anyone vehicle type, so gentlemen start your engines and good luck with coming events.

Vic Andrews.

Pointscore After 31st. January.

- 8 - Bill Long
- 6 - Chris Jackson, Vic Andrews
- 4 - Ray Ross, Adrian Walker
- 3 - Alan Gibson (R)
- 2 - Lester Gough

"R" denotes "Rockie", and this person is defined as one who has not had more than 3 speed events with the T.S.CC at their commencement.

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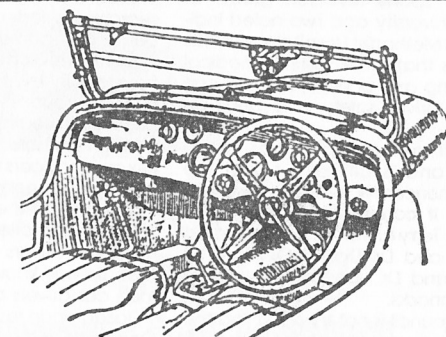
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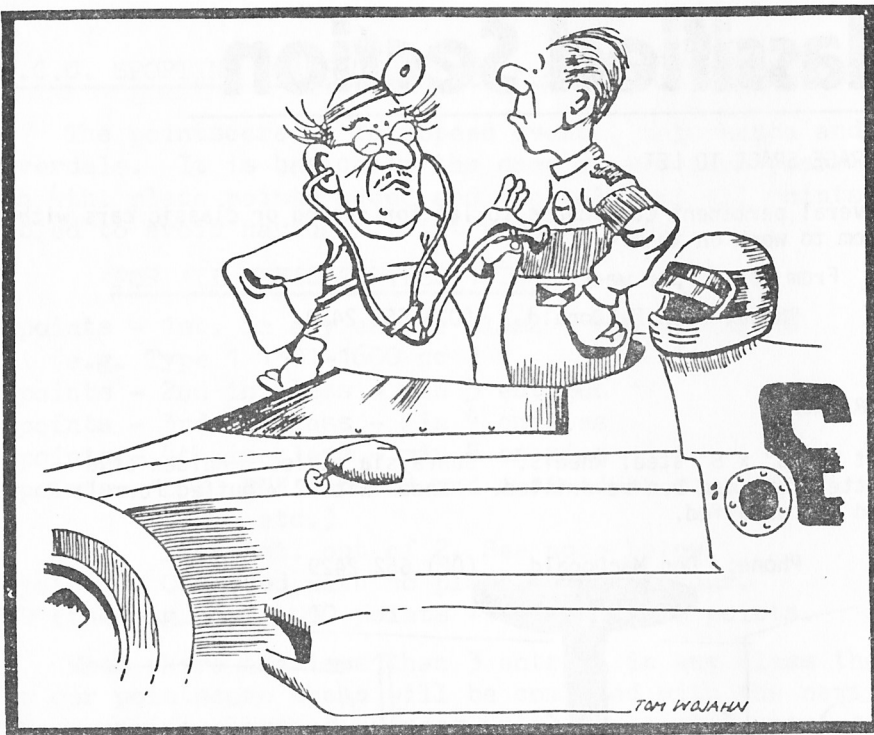
"He used to be a motor mechanic."

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DOCTORS LOOK AT DRIVERS

**What happens to a race car driver's heartbeat when he's competing?
Are the chances of injury much greater at 195 MPH than at 175 MPH?
The North American MotorSports Research Council has answered these
and many other interesting questions.**

by Al Stille

THE "PERFECT" race car driver does not exist, according to sports medicine researchers.

With that fact in mind, the combined research performed recently by a motor sports research group at McGill University and two noted Indianapolis Methodist Hospital specialists indicates that driver testing, medical counseling and physical training can improve driver safety and performance.

A four-man council has been formed and is officially called the North American Motor Sports Research Council. It consists of Dr. Stephen E. Olvey, Dr. Terry R. Trammel of Methodist Hospital and Dr. Daniel O. Marisi of McGill, and Dr. Jacques Dallaire of Sport Canada.

"The council is not trying to find the perfect race car driver," Dr. Olvey said. "We are seeking ways in which individual drivers can improve their perform-

Their on-going research is designed to discover various physical and psychological traits that contribute to improved driver performance. The research was fostered by the constant demands upon drivers of competing in high-speed open cockpit race cars traveling in excess of 200 miles per hour. The council's "findings" through its continual research will have an effect throughout motor racing—from Grand Prix and Indy cars to Midget car racing.

At a joint meeting earlier this year in Indianapolis, the council revealed many of the effects of motor racing upon the drivers and easily reached the already-known conclusion that race car drivers are indeed athletes.

Based upon research of 48 Formula One and CART drivers, it was reported that a race car driver's heartbeat is at 90 percent maximum for an entire race

motor coordination and exertion capacity. Race car driver's heartbeats, especially in a Grand Prix race with no pit stops, are similar to the sustained heartbeat of a marathon runner, research showed.

The council seeks to inform race car drivers of the demands upon the mind and body from racing in hopes of promoting proper training, physically and mentally. They pointed out that higher oxygen volume is essential to combating fatigue, a high carbohydrate and high sodium diet is preferred before a race, less body fat enables the driver to better fight heat and resultant fatigue, and proper exercise is important for head, neck, back and extremities flexibility to lessen injuries in accidents.

Dr. Marisi reviewed various psychological traits of race car drivers, from among 48 drivers tested since 1983.

"Race car drivers are sensation seekers," Dr. Marisi stated. "They thrive

on life-threatening situations."

However, the sports medicine specialist pointed out that "race car drivers can become bored with repetitive situations which can lead to 'brain-fade' and that's when accidents can happen."

Dr. Dallaire pointed out that race car drivers are best described as "Big T" personalities, as are most athletes, because their "sensation seeking" is fulfilled through athletics.

Psychological research pointed out that race car drivers are indeed individuals when it comes to mental preparation for a racing event. The ideal approach for optimum performance was described as an "icepick" effect: low in depression, high anxiety level, high confidence level, moderate feeling of stress. Race car drivers must learn from experience to focus upon the proper amount of information they can handle in racing conditions. It was explained that each driver has his own mental limit and is ultimately limited in the amount of information to be processed.

The researchers explained various ways to combat some of the mental and physical problems of race car driving by having "jungle juice" (electrolyte solution) on board to replenish sugar and salt levels lost due to heat, by using cool suits and by trying to reduce

various factors that can lead to fatigue.

The council pointed out that good nutrition and physical training are important to improved performance. The council's objective is to develop various programs for race car drivers that will put them on a "training table" similar to the training of athletes in other major sports.

The council's testing program includes a complete assessment of the driver's anthropometry, muscular function, cardiac-respiratory endurance, concentration, and reaction time. The test results eventually lead to an individualized physical, psychological and nutritional program for each driver to enhance physical performance and coping with the mental demands of racing. Indy car drivers Emerson Fittipaldi, Jacques Villeneuve and Raul Boesel have taken part in the council's program.

Of course, part of the council's research is aimed at providing race car drivers with the physical means of being able to survive a high-speed racing accident.

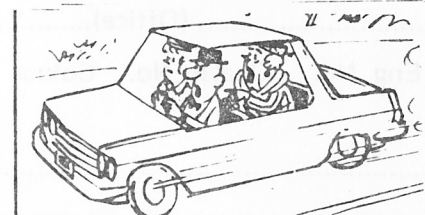
"The driver is an athlete," Dr. Olvey stated. "It's very apparent that for someone to survive this type of (high-speed) crash, they have to be in reasonable physical condition."

Dr. Trammel, an orthopedics spe-

cialist who aided drivers Rick Meyer and Derek Daly in their recovery from devastating leg injuries, provided conference attendees with various figures on high-speed/low-speed accidents in CART events from 1981 through 1990. On low-speed (below 145 mph) track one injury occurred for every 47 accidents, but on high-speed tracks (Indianapolis and Michigan), one injury was reported for every 2.4 accidents. Those records compare to a National Safety Council figure that shows one injury for every 8.2 accidents in street vehicles.

Dr. Olvey pointed out that the chance of injury in an Indy car at speeds over 195 mph is equal to that of a passenger car at highway speeds and that the chance of being injured in a passenger car is three times greater than being hurt in an Indy car driven at speeds up to 175 mph.

With increases in technological physiological and mental forces upon drivers, the council firmly believes that a need exists for a similar increase in physical and mental conditioning to deal with those demands. When that happens, the word "training" will have an immediate impact upon auto racing just as it has had for decades in other sports. ●



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