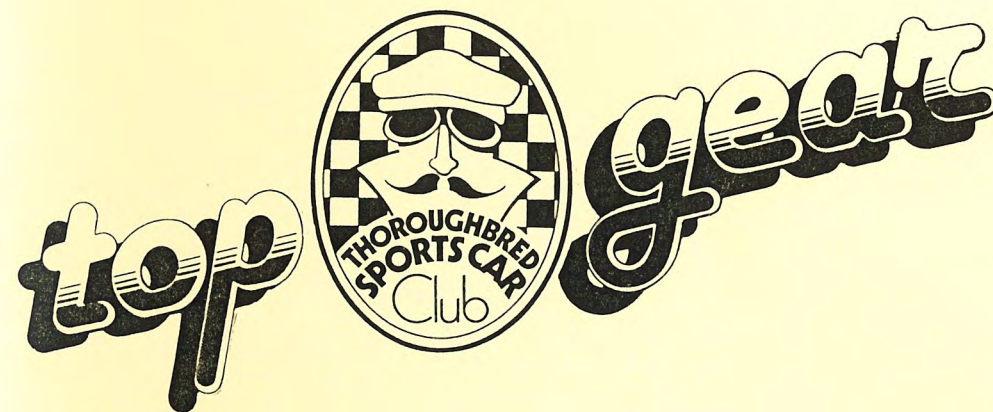
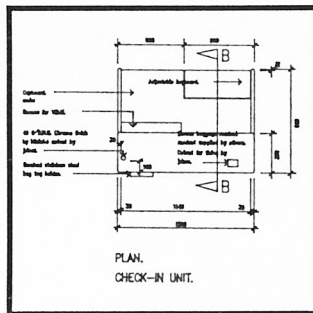


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DECEMBER 1990

**NEWSLETTER
OF THE
THOROUGHbred
SPORTS CAR CLUB**



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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 are held on the second Wednesday of each month, commencing at 8.00 pm at the Ryde RSL Club, 724 Victoria Road, Ryde.

TSCC is affiliated with The Confederation of Australian Motor Sports.

This magazine is published by
The Thoroughbred Sports Car Club.

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.

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Advertising costs for 1 year - 6 issues

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Inside Back/Front	\$188	\$113	\$63
Back Cover	\$195	\$117	\$65

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1 9 9 0 Committee

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Social Secretary

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Board Members

Gary MacDonald (h) 440 8271
John Burton (h) 875 1050

Life Members

Roland Clark and Jim Peters

Note: These are all honorary positions, carried out by individuals in their own time. Please contact them at sensible times and accept that they may prefer to call you back at a more convenient time.

Minutes of November TSCC Meeting



Minutes of Meeting of the Thoroughbred Sports Car Club held on Wednesday November 14th, 1990 in the Cottage at the Ryde Ex-Servicemens' Memorial Club, 724 Victoria Road, Ryde.

The Meeting opened at 8.15pm with President Lester Gough in the chair.

Apologies: Roland Clark, Val MacDonald, Grant Liddell, Margaret and Ray Ross, Bob Smith and Kevin Leggott.

Minutes: Minutes of the previous meeting were read by TSCC Secretary Adrian Walker. Moved they be accepted: Stephanie Clark; seconded: Max Pegler.

Correspondence: Adrian Walker presented correspondence received since last meeting, which was handed around; CAMS board of management minutes, etc.

Treasurer's Report: Treasurer Max Pegler presented his report on the club's financial position. Total funds February 1990 - \$1125; October 1990 - \$2845. Some money in for

Xmas party and no expenses yet - accounts for the healthy looking balance.

Sporting Report: Competition secretary Vic Andrews gave a review of recent competition events and spoke about future events.

Held: Hillclimb at Amaroo Nov. 11 run by Porsche club was very enjoyable and successful day. Ray Ross was fastest in our club in his Formula Ford.

Upcoming: Nov 25 - Amaroo Park with ARDC. Dec 2 - Oran Park with NSWRR.

Social Report: Social Director Stephanie Clark gave us a review of recent Social events and spoke about arrangements for future events.

Upcoming: Next social event is Club Display Day at Rozelle Hospital Oval on Nov 18.

Arrangements progressing for Xmas Party & Presentation Night, Saturday, Dec 1st at Roland and Stephanie Clarks place - theme is back to 50's night.

Editor's Report: Magazine Editor Penny Creighton spoke about the

next issue of the magazine and what she needs. *Deadline* - End of November for December issue. *Articles required from:* Oran Park Sep 22 - Adrian Walker; Grand Prix Social Day - Joan Johnson; Amaroo Park Hillclimb - Grant Liddell; Club Display Day - Ray Ross; Lucas Rally - John Hudson; Sporting Report; President's Report; Sept Minutes; Treasurer's report.

General Business: The following items were discussed:

- Committee meeting to discuss possible schedule for 1991 - Jan?
- Trophies have been organised including one additional one.

Meeting closed 9.30pm.

Adrian Walker - Secretary TSCC.

MONEY MATTERS

Financial Report as at 31 October

Year to date basis:

Opening balance (including IDB)	\$1125.00
Receipts to date	\$4527.07
Payments to date (no costs for Xmas party as yet)	<u>\$2806.90</u>
Closing balance	\$2845.25

(The \$4524.07 has an amount of \$700 credit which Max is still trying to figure out from whence it came - don't worry about it Max, let's just have another party!)

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PRESIDENT'S REPORT



Dear Members,

The year is drawing to an end and I would like to thank the 1990 Committee and all members for their support throughout the year.

Many thanks to Stephanie and Roland, who made their home available for the Christmas Party and Trophy Night. The night was a great success, attended by about 50 people and continuing on till about 1.00 am. A theme of "Back to the 50's" was well patronised by all who attended, with Carol Trimble and Angus MacDonald being the most authentic dress of the night.

Finally, I would like to thank all Members and their families and wish you all a very Happy Xmas and Prosperous New Year.

Lester

RECIPIENTS OF THE TROPHIES

TSCC Clubman	Lester Gough
TSCC President's Award	Penny Creighton
TSCC Competition Champion	Lester Gough (Overall)
	Ray Ross (Open)
TSCC Display Day	Max Pegler (Overall)
	Margaret Ross (Modern)
TSCC Hillclimb	Ray Ross (Overall)
	Penny Creighton (Ladies)
TSCC Motorkhana	Lester Gough (Overall)
	Penny Creighton (Ladies)
FTD Awards	Brian Wilshire (Amaroo 11.2.90)
	Ray Ross (Oran Park 24.6.90)
	John Burton (Amaroo 22.9.90)

1991 COMMITTEE

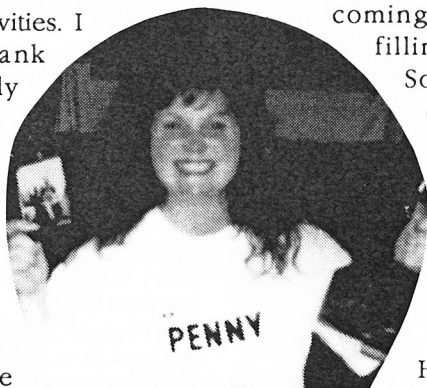
President and New Members	Lester Gough
Vice President	Ray Ross
Secretary	Adrian Walker
Treasurer	Max Pegler
Competition Secretary	Vic Andrews
Social Secretary	Jim Peters
Editor	Penny Creighton
Board Members	John Hudson
	John Burton
Life Members	Roland Clark
	Jim Peters

FROM THE EDITOR

What a great year it's been with all our successful competition in the sporting arena - good on Vic for the organising and hard work. And all the wonderful social activities. I would like to thank Stephanie personally for the great job she has done and for being so helpful with articles and information for this magazine - it really makes my job easier.

Stephanie asked me to take photos on the Christmas/Trophy night and I managed to get a lot of really good shots. (Thank goodness the camera is auto focus - because I certainly wasn't). I tried to get a pic of everyone but by the end of the night I couldn't remember who had had their picture taken. (It really was a good night!)

It was certainly a thrill and an honour to be awarded the Don MacDonald Memorial Trophy and it now has prime position on the piano.



Aren't I the lucky one

I'm looking forward to next year as the mighty Datsun is having a few things added and I hope to be more competitive.

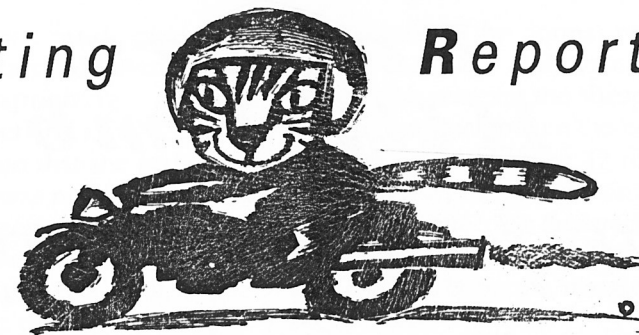
Thanks to Jim Peters for coming to the rescue by filling the position of Social Secretary. I'm certainly looking forward to seeing our social calender for 1991.

Well, I suppose that's it folks, have a great Christmas and Holidays and I'll see you next year at the club meeting on Wednesday, January 9.

Merry Christmas,
Penny.

P.S. I would like to thank my sub-editor and Tit Bits writer - Grant Liddell. I couldn't have done it without him. We make a good team.

Sporting Report



Since we have completed our sporting calender for the year I would like to thank those who represented the club at our invited speed events and motorkhanas, although we are not a large club, competition and comradeship within our club is very strong providing some great results through the year.

Contratulations to our new sporting champions.

Overall Club Champion:

Lester Gough with his 1964 Cortina has been blitzing the type 1 brigade at supersprints this year. An excellent effort considering this is a classic car and only two wheels are used for cornering. Total 97 points.

Open cars Champion:

Ray Ross with his Formula Ford has notched up two FTD's and five 1st places and one second out of six events, a commendable result in a very fast and competitive class. total 78 points.

Motorkhana Champions:

Overall Lester Gough with Penny Creighton taking out the ladies class with a second place overall, both results were well earned. You had to be there to experience and taste the dust while negotiating my courses.

Vic Andrews



Len Madar and Vic Andrews at the Xmas Party exchanging notes on spotted shirts.

CLUBMAN POINT SCORE

Lester Gough	31
Vic Andrews	24
Ray Ross	24
Penny Creighton	21
Adrian Walker	20
Stephanie Clark	18
Roland Clark	17
Grant Liddell	17
Margaret Ross	16
David Muir	15
Val MacDonald	14
Max Pegler	10

Parkes Hillclimb

or

"The Two Card Country Trick"

After a lot of "Oh, yes... we'll be there" by some of our members, it was finally left to the Andrews and the Rosses to attend the "Parkes Hillclimb". When Margaret developed a case of the "rather be at our place", son Michael and I with "little Henry" in tow left early Saturday morning for the trip over the mountains to Parkes.

The countryside looked more like a picture postcard of England (with gum trees) being green as far as you could see after all the heavy flooding rains of recent months and not at all like the Australian bush that we all know so well.

But the roads were something else! Everywhere there were ruts, deep wash-a-ways, corrugations, trenches, patches, you name it, they were all very well represented. We had to stop six times to retie "little Henry" back onto the trailer and I managed to miss most of the really rough stuff!

Arriving at Parkes we found our Motel, booked in, started up "little Henry" to see if he was still talking to us after the trip up. Found out that he was and so we unhooked the trailer and went into town for lunch. Just a

little tip for you here if you are going to the Paragon Cafe in Parkes... well the food is fine - forget about the coffee. Lunch sort of over, we wondered back to the Motel to find Vic and son Ross had arrived so it was to be a real father and son weekend. Vic deciding to try the delights of the Paragon, Michael and I decided we would walk up to see the track as the Motel owner said it was only about 200-300 metres behind the Motel...

Well 1 1/2 hours later we returned to the Motel, sweat-stained, fly-blown and as for me, twice as hot under the collar for being silly enough after all my time in the bush to fall for the old "yeah, it's only just up the road". The track was behind the Motel alright, well behind, more like 3 kms PLUS up and down country dale to be finally discovered amongst a flock of around 200 sheep.

Recovered from the walk, Vic and I took the boys to the telescope and the R.S.L. club for dinner, then an early night ready to take on the local opposition next morning.

Morning found us at the locked gate at the appointed time of 9 am, cars in tow. About 10.30 am we thought it maybe a good idea to go

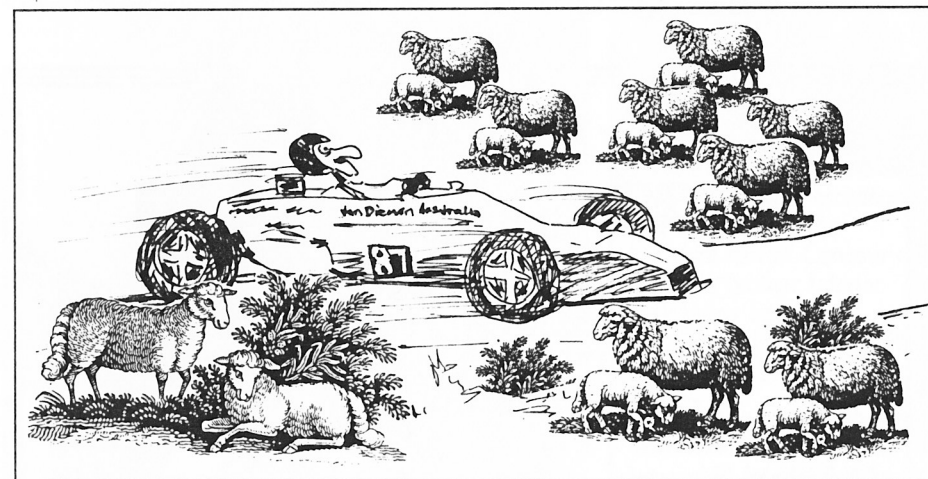
back into town and give the organising secretary lady a call to see what was happening. So we unhitched a trailer and away Vic went returning to report that she had made a mistake, there was no hillclimb on at all and that someone would come out and let us into the track as soon as he finished shearing sheep. Well, if you were to ask Vic or I right then and there we both felt that we had been well and truly shorn.

Anyway at around 11.30 the fellow arrived full of apologies having driven 80kms to let us onto the track. He set up his timing gear and with Ross and Michael's help, cleared the sheep from the track so that we could have a run up the hill. So the procedure was that he would call us up to the start in turn, make sure we were in the correct place to start the timing, lift his eyes to survey the area for straying sheep and if clear give us the green light.

Apparently the normal practice is for the local car club to notify the farmer who removes the sheep into an adjoining paddock before the weekend. Well we both had about 12 runs each up the hill and at the meeting on the Wednesday after, Vic declared we had both won our class and "little Henry" and I got FTD by the margin of two sheep skins.

In all seriousness, the Parkes Hillclimb is a good track. From a spectator's point-of-view you are never out of sight of the cars and for a driver a good safe track - the last 50 metres or so being all power with elapsed times being similar to Amaroo Hill. With proper organisation at the Parkes end, it would be a good weekend away venue for our club. Travelling time from Sydney is about 5 hours.

Ray Ross.



Just as well there were some spectators!

Oran Park

Super Sprint - September 22

This event was run by the Volvo Sporting Car Club and turned out to be quite a good day. The weather was good and upon arrival we were informed at the drivers meeting that this meeting would be held under the new rules of CAMS for club events in which 4 car starts are permitted.

In the morning the format with 4 car starts was one standing start lap, followed by two flying laps making 3 laps in total.

Three club members were in attendance being John Burton in the super quick Clubman, new member John Bishop also in a Clubman and

myself in the BRG Jaguar MkII.

Overall the circuit wasn't in bad condition and John Burton ended up knocking off his old arch enemy D. Sanders in the F5000 inspired Sceptre with a 45.25 secs followed by John Bishop with a 45.41. These two turned on a bit of a display of fast and close open wheeler style racing for the spectators and were most entertaining. The Sceptre got a 46.70 giving John Burton FTD which he was pleased about. I got down to a 57 dead in my Jag which is only .6 secs off my fastest time ever of 56.4 around that circuit.

TSCC people generally did

reasonably well as the times and results below indicate.

- John Burton - Clubman 1300
45.25 1st in class, also F.T.D.
- John Bishop - Clubman 1300
45.41 2nd in class
- Adrian Walker - Jaguar MKII
57.00 1st in class

The 4 car starts were interesting particularly as we were not running in class order but however we liked.

Usually people talk amongst themselves and the two quickest gravitated to the front row grid hence keeping pretty much out of each others way. It all worked out quite well and made for an exciting days racing - and Volvo certainly ran a good tight meeting.

Adrian Walker



"Oh Santa! I hope it's a gift voucher from Easy Tow."

Adrian Walker

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Motorkhana

Sunday, October 7

Lester, running late, as per usual, decided to give my Gemini a "thorough" service on the Sunday morning to make sure all was in running order for the day, so we eventually arrived at Richmond about 11.30 am.

Grand and Penny had arrived shortly before us - they had driven all the way from Dungog that morning and were feeling a little seedy having attended a wedding there the previous day. (Under the weather and all, Grant was the fastest driver of the day and Penny was second overall and fastest lady - not bad going).

Vic and Judy Andrews with their children, Ross and Nadine, apparently

had got up with the larks so they could be at the venue "hours" before anyone else to map out the various courses and did a wonderful job as usual.

Adrian and Lorraine Walker (driving Lorraine's Alfa); John Hudson and his son; Clay Burton and a friend of his; Stephanie and Roland Clark; Chris and Joan Johnson and Adrian, their son, were all there to make a most enjoyable day.



Above: Penny & her MOM on their way to 2nd place.

Left: Pam enjoying her first Motorkhana.

Opposite Top: Chris making LOTS of dust!

Bottom: Lunch time break and contemplation of what's to follow.



Stephanie had brought some champagne - just for the ladies - to toast her sister, in absentia, who was getting married that day. As it was quite a thirsty day it really hit the spot.

Early in the piece John had a flat tyre so he was very busy crawling under and over and around his car making sure all was right with it.

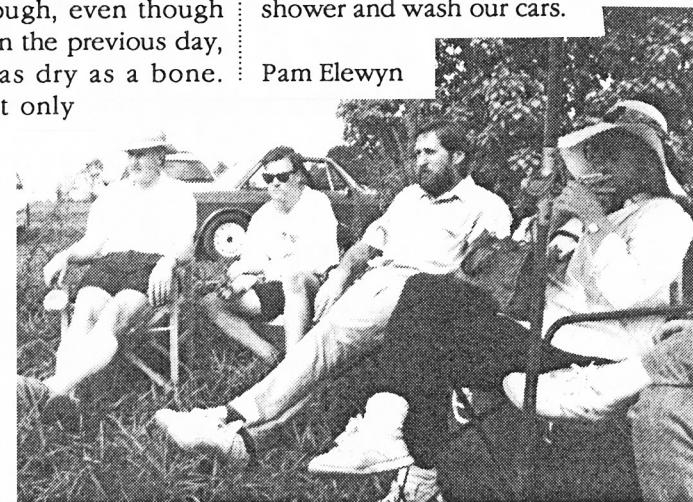
Amazingly enough, even though there had been rain the previous day, the ground was as dry as a bone.

Needless to say it only took a short while before all our bright sparkling cars were covered by dust not to mention anyone who was on the wrong side of the course. When Chris was driving his Station Wagon

he made his presence felt, it didn't matter where you were standing a cloud of dust seemed to cover everything in close proximity.

The day ran very smoothly, thanks to Vic and Judy, so we were all packed up and ready to go home at about 4.30 pm - all of us, I think, with the same purpose in mind, to have a shower and wash our cars.

Pam Elewyn



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Grand Prix Day

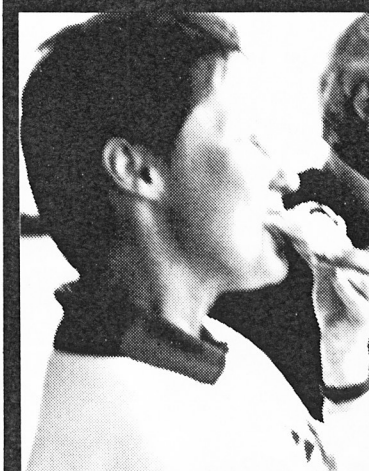


November 4th was Australian Grand Prix Day. Margaret and Ray kindly offered their house and hospitality to all club members to view this classic event. The weather was not too kind to us as it was cool and cloudy and always with the threat of rain - it did not dampen the spirits, however, we had a lovely day.

Ray lit up the BBQ for those who wanted to cook, and we had our lunch in the "cabana". We all know that it was a super television event and enjoyed the thrills of the racing.

Thank you Margaret and Ray for a lovely day out.

Joan Johnson



A few "classic" photos supplied to the editor by Joan Johnson from our Wolombi excursion.

Porsche Hillclimb

Saturday November 10 and I'm fitting the first of a few small items to Penny's MOM in preparation for tomorrow's Porsche Hillclimb at Amaroo.

Front and rear sway bars, Tokico gas strut inserts and shocks all in preparation for the forthcoming engine and drive train mods being put together with the help of the people at Datsun specialists SSS Automotive.

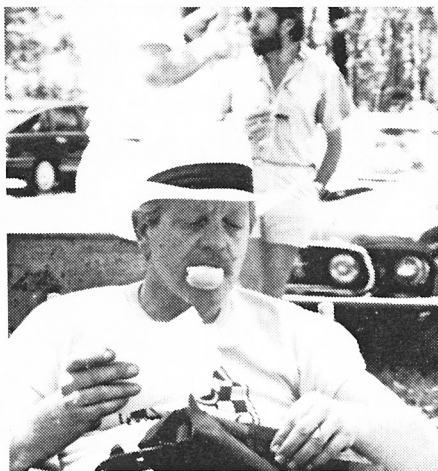
All goes reasonably well although time runs out and one strut remains unchanged as on Sunday we drive out to Amaroo.

The guys at the gate break up when Penny replies to their "Spectating?" with "No, driving!",



followed by their "We will be down to check". MOM certainly is good for a laugh.

Find regular runners, Lester (64 Cortina), Vic (Viper) and Ray (Formula Ford, Van Dieman), along with David Muir (Formula Ford, Elfin) and Bruce Kennedy (Bolwell Nagari V8) all ready to attack the hill. Six



entries out of a total of 23 being excellent for our small club and greatly appreciated by the PC NSW.

The standard of driving varied greatly with Penny (Datsun 120Y) 31.30 secs, being first finisher in class 1A from Heather Kemp (Honda Civic Turbo) 33.64, Heather being the only other woman competing.

Lester in Class 1B finished third in 27.63 behind two Lancias 25.38 and 25.41 respectively.

Bruce in Class 1E finished third in 27.31 having to leave for home with the Bolwell losing water from a pin holed upper radiator hose, finishing behind a 984 in 25.59 and a Velancia (Jaguar engined special) on 26.91.

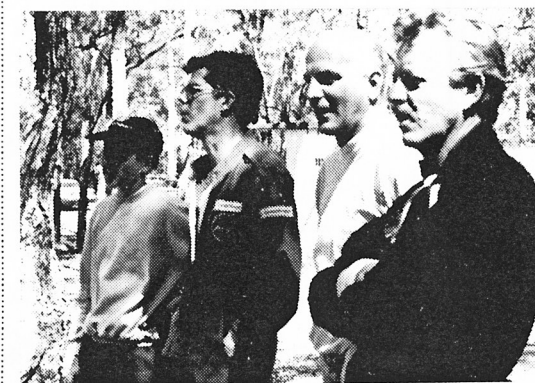
Class 4B saw three (all TSCC entries) Ray finishing first 22.82 secs followed by Vic 24.45 and David 24.88. Ray held FTD until late in the day. David Withers in his Travelplan 916 managed a 22.63. This being an exceptional time. Third fastest time of

the day went to Stan Adler in his 911 on 23.14 albeit on the 14th of his 17 or so runs - see "tit bits".

These times by comparison with, firstly the outright hill record of 19.95 and their respective class records of 24.9, 21.05 and 23.94 (held by Stan) speak for themselves.

All in all an excellent day and hopefully one we can repeat next year.

Grant Liddell



Clockwise from opposite top:

MOM getting new suspenders!

Interested spectators - watching the times and the great competition.

Lester on the starting line with Vic right behind. In the foreground we have Ray with Dave just behind.

How's the bun Dave?

Lester and his sausage sizzle.

CLUB REGALIA



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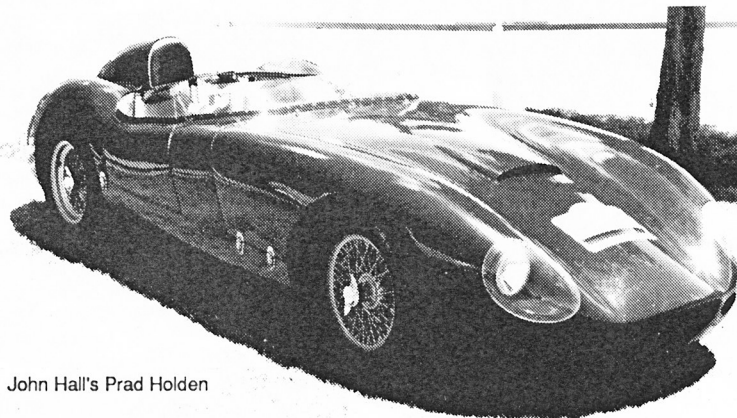
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Please let him know if you would be interested in sweat and T-shirts.



John Hall's Prad Holden

Display Day

11 th November

We had 11 members cars plus an old member, John Hall, in his Prad at our display day at Rozelle. Three of our members brought two cars, so as you can see there should have been a few more in attendance.

All of our cars were very well presented and our judge - Stuart Ratcliff worked hard to separate the winners.

The classic section was won by Max Pegler who cleaned up in his father's 1949 Buick. A beautiful old car very well restored.

The modern section was won by Margaret Ross with her Honda Legend, two door.

Thank you to everyone who attended - we all had a good time kicking a few tyres.

Ray Ross

List of cars:

49 Buick - *Max Pegler*
GT Cortina 64 & Turbo
Dunnydore - *Lester Gough*
Prad Holden - *John Hall*
Aston Martin - *Roland Clark*
MGB - *Stephanie Clark*
E-Type - *Ray Ross*
Legend - *Margaret Ross*
XJC - *Dave Muir*
Mustang - *Adrian Walker*
Nissan - *Val MacDonald*
Volvo 122 - *Vic Andrews*



The line-up

CHRISTMAS PARTY

AND

TROPHY NIGHT



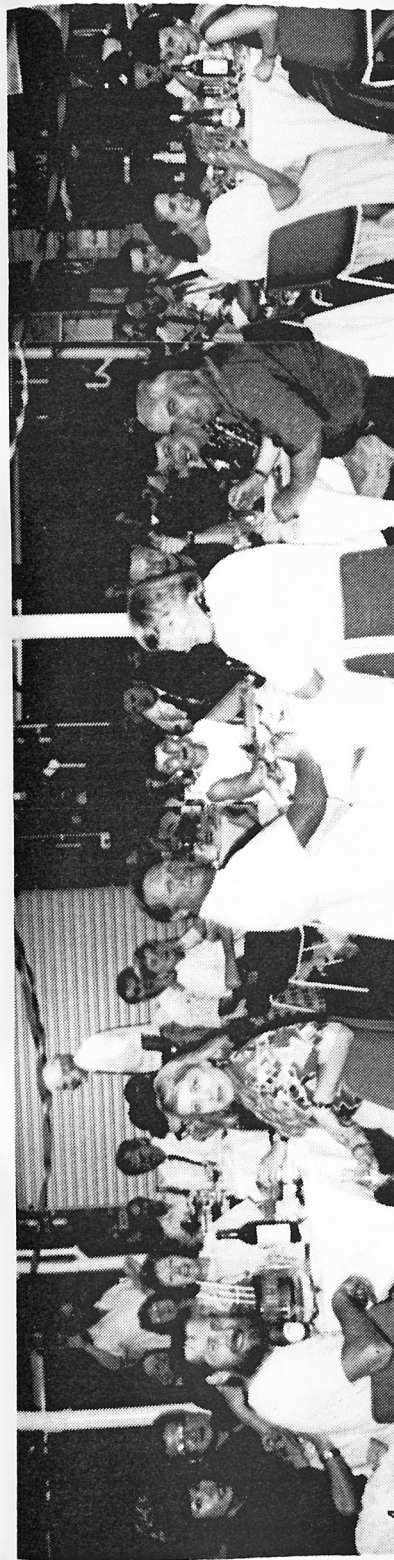
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10



11

1. Roland & Stephanie Clark - thanks for a great night.
2. President Lester & the lovely Pam.
3. Barbara & David Muir - right out of the 50's.
4. All the gang - eating again! What a great turnout.
5. Pam knows what she wants as Chris Johnson calls for "last bets please".
6. Santa gave all the "good" boys a present. Roland should know they don't make up a car!
7. The cheesy Mouseketeers.
8. Santa spent some time with Ray Ross. Was he a "good" boy??
9. Angus MacDonald looking very much the part in his gold jacket and prize to boot!
10. Our infamous croupier extraordinaire - Val Peters.
11. Last but not least - many thanks to Santa.

TIT BITS

Amaroo Hillclimb is rumoured to be closing - apparently the section at the top has been sold although it is also rumoured that it will remain open with an alternative return road.

Stan Adler's name had me looking to my old result sheets and sure enough back in November '69 he, I believe, recorded a time of 28.91 in the Group 'C' Improved Production FJ Holden and he is still more than keen. My time on that day being 29.99 in my then Group 'E' Series Production Cooper 'S'. Class times top 10 cars being Gordini 28.33, then nine Cooper 'S's 29.76, 29.98, 29.99, 30.24, 30.28, 30.46, 31.32, 31.37 and 31.84.

The hill now seems faster, I believe it has been resurfaced and seems wider and not so

tight. Is this my vision growing dim or can someone out there enlighten me.



On the motor racing scene **Gary MacDonald** in his Craftmaster sponsored Commodore VN ran in the Winton 300. He teamed with Ben Ruggles of BR Motor Sport. Gary Practiced off the pace on 1.13.17 for 19th grid position. The race went to the Falcon EA of the Youlden brothers who qualified in 1.10.88 with a fastest lap of 1.11.98. Gary's best lap of 1.13.76 saw him finish six laps behind in 19th place. No doubt the three pit stops for fuel to the Falcons' one and running on one set of rather too hard tyres contributed to this result.



Meanwhile at Amaroo on December 7 (yes the day after the Christmas party), **John Burton, Kevin Leggot** and new member **John Bishop** ran in the final round of the Clubman series for 1990.

LEONARD P. MADAR

D.C., D.O., M.U.C.A.

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TIT BITS CONTINUED

Going into this last round Kevin held second place in the series with John Burton in third.

The result - Kevin and John finished in joint second place behind Keith McClelland. Kevin in his Bullant being very consistant throughout the year while John's Robin was quicker yet not so reliable, at least not until Kevin helped John replace his BMC rear end with a Ford unit, that's clubmanship.

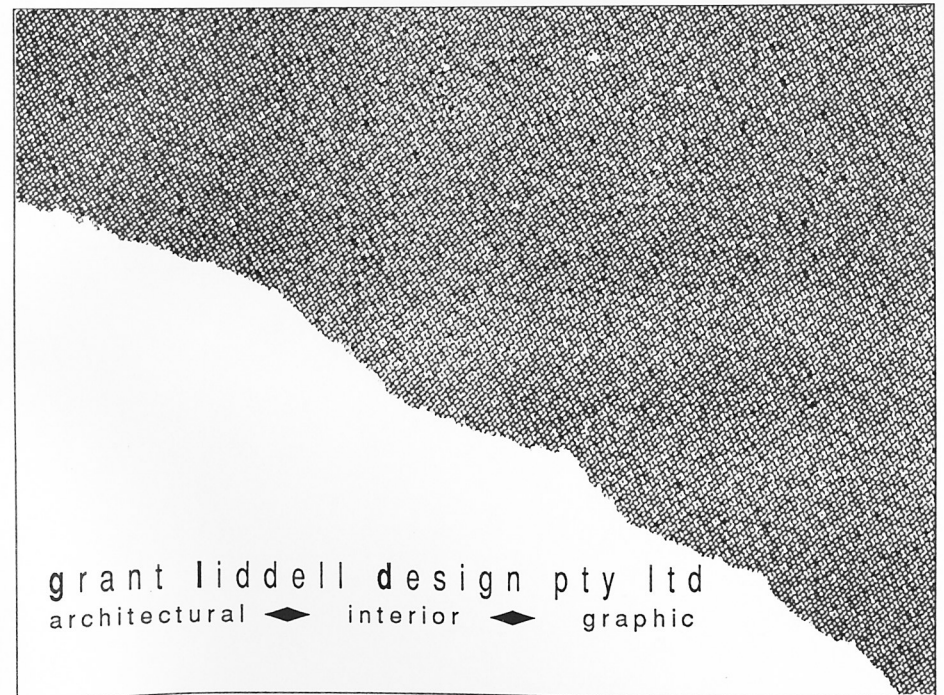
John Bishop, I believe, has the nickname "spinner". He and his Panther clubman being credited

with what must be the slowest recorded lap at Amaroo of 9 mins. plus.

Both Kevin and John Burton are constructing Amaroo Clubmans for street use. These should prove to be more than adequate performers. I can't wait to see them finished.



Don't forget the next club meeting is the second Wednesday in JANUARY.



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