

OCTOBER 1990

NEWSLETTER
OF THE
THOROUGHBRED
SPORTS CAR CLUB





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.

COPY DUE THE FIRST OF EACH MONTH Remember, articles are given 1 point towards your point score to a maximum of 5 points. Send all copy for "Top Gear" to Penny Creighton PO Box C571 Clarence Street Sydney NSW 2000

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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.

1 9 9 0 Calendar

NOVEMBER

• Sunday 4 Grand Prix Social Day

Sunday 11

Amaroo Hill Climb (Final Points)

• Wednesday 14

Annual General Meeting - Ryde RSL Club

> • Sunday 18 Club Display Day

• Sunday 25 Amaroo Park - Super Sprint

DECEMBER

• Saturday 1 Christmas Party & Trophy Night

Please confirm dates with sporting and social secretaries

Minutes of September TSCC Meeting

Minutes of Meeting of the Thoroughbred Sports Car Club held on Wednesday September 12th, 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: Stephanie and Roland Clark; Joan and Chris Johnson.

Minutes: Minutes of the previous meeting were read by TSCC Secretary Adrian Walker. Moved they be accepted: Lester Gough; seconded: Grant Liddell.

Correspondence: Adrian Walker presented correspondence received since last meeting, which was handed around; CAMS committee questionnaire, CAMS State Council minutes.

Life Members

Roland Clark and Jim Peters

Treasurer's Report: Treasurer Max Pegler presented his report on the club's financial position. Total funds February 1990 - \$1125; September 1990 - \$1040.

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

Held: Aug 26th at Amaroo Park with ARDC - attended by some members, felt they should list all runs not just first 5. Parkes Hillclimb not terribly well attended but plenty of runs. Upcoming: Sep 22nd Oran Park with Volvo Club - promises to be a good event. Oct 7th Motorkhana and family day at Richmond.

Social Report: Social Director Stephanie Clark could not be with us but briefed Penny Creighton who gave us a review of recent Social events and spoke about arrangements for future events.

Held: Hunter Valley day, Sunday Aug 19 turned out to be a terrific day of motoring, tennis, lunch, etc. in Cessnock/Hunter Valley area.

Upcoming: Next social event is a Bathurst Social Day BBQ Sunday Sep 30th at Adrian and Lorraine Walkers place at Hornsby. Arrangements progressing for Xmas Party & Presentation Night, Saturday, Dec 1st at Roland and Stephanie Clarks place - theme is back to 50's night. Don't forget Club Display Day, Sun Nov 18th at Rozelle Park.

Penny Creighton spoke about the next issue of the magazine and what she needs. Deadline - End of September for October issue. Articles required from: Oran Park Aug 5th - Lester Gough; Amaroo Park Sun Aug 26th - Vic Andrews; Parkes Hillclimb - Ray Ross; Hunter Valley Day - Chris Johnson; Amaroo Historic meeting - John Hudson; President's Report; Sept Minutes; Treasurer's report. Photographs: Lester Gough to provide some photos of recent events.

General Business: The following items were discussed:

- Members were saddened to hear of the death of Clive Sanderson - a member of our club for many years. A funeral was held and many members and people from the motoring fraternity attended.
- Erina Grammar School classic car display no interest.
- Committee meeting set up for Wed Sept 26 at Grant and Penny's place.

Meeting closed 9.30pm.

Activity After meeting: A very interesting talk was given by Tony Burrows from the Motor Sport Officials Association representing Flag marshals and fire marshals who carry out a vital role in motor racing - if anyone is interested in doing some marshalling, we can put you in touch with Tony who would be only too pleased to hear from you.

Adrian Walker - Secretary TSCC.



PRESIDENT'S REPORT

Dear Members,

I would like to thank Adrian and Lorraine for making their home available for the viewing of the Toothey's 1000. It was great to see an Aussie car win this famous race, maybe a resurgence from the Aussie manufacturers to produce special models, thus maintaining the future of Motor Racing in Australia.

As mentioned in the August President's Report, there are amendments to the remainder of the 1990 Calendar. These amendments have been finalised and are as follows:

• 11 November

Hillclimb Amaroo.
TSCC Hillclimb 21 October is cancelled.
(See Sporting Report)

• 18 November

Club Display Day No. 1 Sporting Oval Rozelle Hospital. (Same venue as last year)

• 1 December

Christmas Party and Trophy Night At the home of Roland and Stephanie (See Social Secretary Report)

I would like to see all members attend the Annual TSCC Display Day on the 18 November. The venue is in the picturesque grounds of the Rozelle Hospital, Rozelle, situated on the foreshores of Iron Cove. This is a family day for all Club Members to enjoy, while they display their cars.

Also mentioned in the last report was questionnaire for CAMS. I do hope all members complete this questionnaire and forward it off to CAMS.

For any queries concerning the Club's organisation/activities, please do not hesitate to contact me.

Lester







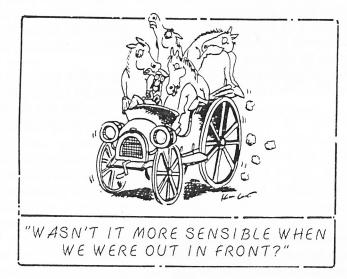
Oh, well... not all the photos and articles I was hoping for but the magazine must go out!

Thanks to those who have contributed to this month's magazine. I know we are a small club and people get asked over and over again to write articles – I do understand.

Enclosed are tickets to the Xmas Party and Trophy Night. If you need more tickets, please let me know and I will forward them to you. There will be one ticket per person for a lucky door prize. Should be a great night.

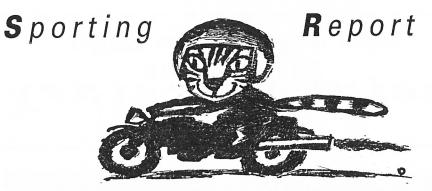
One more magazine at the end of the year which should be a big one as there are lots of events between now and then. Please give me your articles and photos early as it takes me a good 3 days solid work to put this together. Thanks,

Penny.



"The horse is here to stay, but the automobile is only a novelty – a fad".

- President of the Michigan Savings Bank, advising Horace Rackham (Henry Ford's lawyer) not to invest in the Ford Motor Company, 1903.



COMING EVENTS

November 11 - point score event

NEW EVENT

Amaroo Hillclimb with Porsche car club

This replaces our original event as the number of possible entries this year would not cover our expenses.

Porsche club said we are welcome to come along to their event, so I hope this date change is OK as it should be a very competitive day.

POINTSCORE

(After Parkes Sept 9)	
Lester Gough	90
Ray Ross	66
Vic Andrews	30
Don MacDonald	24
Adrian Walker	21
Brian Wilshire	19
Gary MacDonald	12
Dave Muir	10
Angus MacDonald	9
Chris Jackson	7
Penny Creighton	5

Vic Andrews

PLEASE NOTE



TSCC HILLCLIMB IS NOW JOINING WITH THE
PORSCHE CLUB
ON
SUNDAY, NOVEMBER 11

Social Secretary

Club Presentation and Xmas Party

Something a little different this year:

*

Date: Saturday, 1st December

*

Time: 7.00 pm onwards

*

Venue: Christmas at Clark's

*

Theme: 50's era

A chance to really let your hair down, rock the night away, be thoroughly entertained and perhaps pick up a trophy or two.

About 7.00 the quiet serenity of Glenhaven will be rocked by the sounds of the 50's filtering from the garage of No. 15 Grange Road. (What could be more fitting than to hold a Car Club Christmas Party in a muchloved and well-used garage?????)

During the evening if you get tired of eating, drinking, chatting, dancing, there's always the gambling corner. Who knows, you might even re-coup the cost of the tickets.

And, there's even a whisper that Santa will arrive...

Tickets are accompanying this magazine. Cost is \$35 per head which includes food, drinks and entertainment. For catering purposes, I need to know numbers as soon as possible.

See you on the 1st December, decked out in swinging 50's gear...

A club event not to be missed!!!

Stephanie

ORAN PARK GRAND PRIX SUPERSPRINT

SUNDAY, AUGUST 5

he ninth sporting event of the year was the Alfa Romeo Owner's Club Grand Prix Supersprint which was attended by Ray Ross, myself and Pam.

This event, as the name suggests, was run on the Grand Prix Circuit. For the morning session, the entrants were split into 4 groups, each group having two 15 minute sessions.

It was in the second session on the last lap at the kink, at the end of the main straight at about 110 mph, I braked for the left hand corner, the next thing I realised I was up on two wheels at about 45 degrees. With my heart in my mouth, I somehow managed to brake, steer, pray and line the car up correctly for the left hand corner.

After lunch and still shaking I went out for the afternoon session, recording times of 96.00 seconds and 97.11 seconds for first timed run. Lining up for the second timed run, the clouds opened up and that was it for the rest of the day. Again

winning my class with only one run. Ray Ross had mixed fortunes on the day, with officials allowing cars onto the circuit from the dummy grid as Ray was coming down the main straight. However, Ray with only one timed run won his Class with a time of 85.68 seconds.

F.T.D. was 82.36 seconds by D. Pate in a Commodore Sports Sedan.

Lester



North Coast Day

Sunday, August 19

God – it's still the middle of the night I thought as the alarm clock screeched into life at 0700 on Sunday 19th August. At least it was a lovely morning – bright and crisp – just the day for a drive in the country.

We mustered at Round Corner at 0845, eleven of us in all, in a variety of "club" cars and "company" hacks. Our route took us direct to Wisemans Ferry where Roland had arranged the timing perfectly – we drove straight on to the punt – thence via Spencer and a very pleasant





drive to Wollombi. There we met Grant and Penny and took morning tea. Thus sustained with scones, jam and cream we sped off to Cessnock for two hours of tennis. Great bunch of world beaters here! I hope none of the other car clubs have the audacity to challenge us to a match – they would get thrashed!

Our energies sapped, we retired to O'Neils' Wine Bar for a great lunch – including some entertaining jazz. Regrettably there was no beer to quench the thirst, especially needed by Jim who was on the verge of dehydration caused by expounding masses of energy watching the tennis. However, the wine was good, so too was the

food – for the most part cooked to perfection – except for Ray and Margaret's steaks. They had to send theirs back. Somebody must speak to the chef! The stawberries and ice cream were almost as good as the company and the great day out.

Joan and I took the "fast" route home as no doubt most did. This route does confirm that 90% of drivers cannot read – they all sit in the right hand lane of the freeway doing 100-110 km/h regardless of all the signs that say "keep left" etc. Rules enforcing lane control might alleviate the problem.

Enough of my soap box talk—thank's Stephanie for organising a great day out.

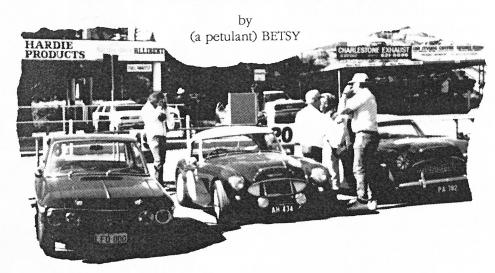
Chris Johnson







HYSTERICAL RACING



Well! I just do not understand my master. Let me try telling you what happened to me.

During July, there was a ring around by members of the Lancia Sport, mainly the Fulvia owners, all getting very excited about being invited by the Historic Cars racing Association to participate in their main August event. It seems that CAMS had agreed to allow a regularity trial to be conducted for all marque sports cars built between 1960 and 1970. The event was to be conducted as a regularity trial and NO racing was to be allowed. This suited me, because I did not like the idea to have to go out and race in the hurly burly against other cars. You see, I am only a small car and its this aspect I do not think my master really understands. What chance do I have

against my rougher brothers the HF's, just because they think of themselves as 'hi flyers'. I like to be a bit more lady like in my rally's and racing and meet refined brothers like Zagato.

Anyway I was entered into the event. My master was getting quite excited as he said we (I suppose that's the royal 'we') were going to have three days at the race track and that we (here we go again) would have plenty of practice laps before the regularity trials. What fun he said. Its o.k for him, but he's not the one that has to strain his cams up the straight at Amaroo. The first afternoon of practice came and I was taken out onto the track.. I showed him that I could be petulant if I wanted to be, by mis behaving on the top loop, the clot had not pumped up my tyres to racing pressure (perhaps he will not

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be so rough on me next time) He also wanted to go and race with some racing cars (sometimes I despair of my master) but fortunately he was not dressed correctly and wasn't allowed to go onto the track. So I did have a relative event free practice session

That was the first practice day over and I went back happily to have a rest in my cosy garage. The next day dawned fine and clear skies. So off we went again to the track. This time I had all the days racing clobber with me, things like water, tea and a gas primus, table (not much use to me!) and I met the other HF's. Rowdy group of 'hi flyer's', must be very distant relations, but they did talk to me sometimes, but really they are just not my type. There was a nice refined Zagato there but from a different family. She was called a Flavia. Sport. Having gone through scrutineering and my master attended the drivers briefing where I may add it was stressed again that the race was a regularity trial and definitely no racing would be allowed, we went out onto the track for a practice session. That wasn't too bad as everybody was behaving themselves and trying to keep out of each others way. There were some very nice cars there and I felt quite at home with them (much more my types)

The first regularity trial time came and we were all started, in pairs at approx 1 second intervals. Most cars started to try and keep to the times nominated, but that became very difficult, as you had to overtake slower cars and also you had to keep a look out for the faster cars coming up behind you. My master did quite well and finished 10th out of 35 starters.

The second trial came and I do not know what got over my master. He

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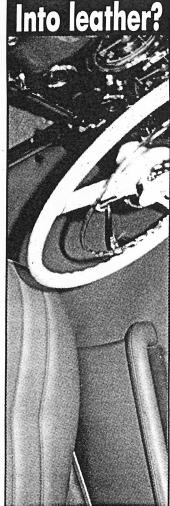
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started to try to overtake and so to passify him I caught up with the 'E' type and tried to overtake that. Going up the straight was a no show, but I soon caught up with it again on the bendy part and tried to find away around him. He was all over the place on the bends (made me feel quite superior) but I did not have enough puff to get past him, so thankfully that race came to an end. My master dropped from 10 to about 25th on that event, serves him right for trying to go fast and overtake all those nice cars. But others were starting to be more aggressive as well and it was becoming more like a race than a regularity trial.

Coming onto the third trial, my master tried to position me ahead of all the slower cars but behind the HF's and Lotus's. He mad a mistake and got held up by a Datsun 240 Z, so I thought I would show the breeding that I have and I harried it so much that it lost its grip exiting a corner and spun. Whoopsy, there was just enough room for me to get by between the barrier and the spinning Datsun. so I got myself into clear space and was then more able to concentrate on doing it right. Then one of the HF's came up to me far too quickly, so I moved over to let him past, but he couldn't take the corner and he proceeded to jump the ripple strip and do a bit of cross country rallying. Serves him right from being a show off. After that I caught up with the Zagato Sport and passed him on my final lap.

So that ended my weekend of regularity trials. They turned out to be much more like proper racing. I think the title of the event was a bit of a misnomer and should have been called hysterical racing, I certainly was!.



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---CLUB REGALIA----







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Adrian Walker

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Amaroo **Super Sprint**

August 26 ARDC

Ideal conditions for this event but unfortunately it was a long time between drinks as the event moved slowly due to a lunch break, numerical order and later in the afternoon a ute tripped over. Usually the queue becomes shorter due to mechanical problems, not this day... it just got longer winding through the pits. By 2.30 I had three runs and decided to leave early. Well enough of my whinging lets have some results.

TYPE 1 1300-1600

Lester Gough 3rd, best official lap was 67.22, however a quick lap was recorded but this was somehow outside the official number of runs, so Lester and the CORTINA GT missed out on his usual 1st place.

TYPE 2 1300-1600 Brian Wilshire came 3rd with his Fiat X19 and paired on each run with Lester for some friendly dicing with the Fiat sometimes passing under Lester's door handles, Brian's best lap was 66.94.

TYPE 3 3000-over Chris Jackson got a 4th place with his Torana and a best lap of 66.7. Good to see Chris out again. It's not easy going to sporting events and getting a house organised at the same time.

TYPE 4 1300-over F.T.D. went to **D. Sanders** in the Sceptre with a 55.8 and type 3 Torana P. Desisto 56.7 - 2nd outright.

As for myself, I did not appear on the result sheet. A phone call to Brian Gelding resulted in a 3rd place and a best lap of 63.82, slower than my usual, a plus being the cooling system which is more effective after fitting a mech fan (mod #6532).

The ARDC results now list your fastest official lap only, so if you want the others you have to jot them down yourself. I do not agree with this system and I have passed my opinion onto Brian Gelding considering it is an extra \$20 to enter on the day to cover a computer entry.



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TIT BITS

New member **John Bishop** is welcomed to the club. John has a Clubman 1300 and a Falcon 'S'. We hope you enjoy the sporting and social activities this club has to offer. See you soon.

Our Editor has a smile on her face. Yes, she has a new camera. A little Nikon zoom, can't wait to see the results. On the subject of Editors, guess the photos included with the entries in the BMW Celebrity Drive Competition weren't enough as she wasn't chosen. To make matters worse a close friend and work mate came back from a long Friday lunch with two plane tickets, Grand Prix entry tickets - box and pits, presented by Alan Jones over lunch. As no accommodation was included she is now looking for a tent to stay in.

A Bathurst crash you won't read about. Troy Nicholson had his Commodore in the TAFE workshop on Wednesday night after a heavy coming together in the pit paddock. Yes folks, the pits. Seems Troy had his car parked down hill of the Bridgestone Pantech as it was being unloaded and a driverless car found its way down from the trailer right across the paddock and the resulting crash saw both cars damaged

Gary MacDonald qualified thirteenth for the Friday Production car race at Bathurst. The race proved eventfull with Gary being attacked by a Falcon at 200 km/hr on the straight. After a frightening brush with the wall he continued only to be black flagged due to the body damage. Saturday's race was

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TIT BITS

to be a fiasco due to the DNF on Friday, the computer had not allocated a grid position for the car. Positions being as per Friday's finishing order. Gary along with others were not allowed onto the track as this was being resolved. Eventually they left after the field. A rather disgruntled Gary managed to finish around 12th out of 36 or so which would have been interesting to watch.

Look for a reappearance of the MacDonald Charger at Amaroo

Hill Climb in the hands of **Angus** – now that will be something to watch.

If anyone has any tit bits, please let the editor or Grant Liddell know as we feel this is an interesting corner of the magazine and an opportunity to let you know what some of the members are doing outside of the club's activities.





Lottery Ticket which was bought with left-over funds from the North Coast Day.

