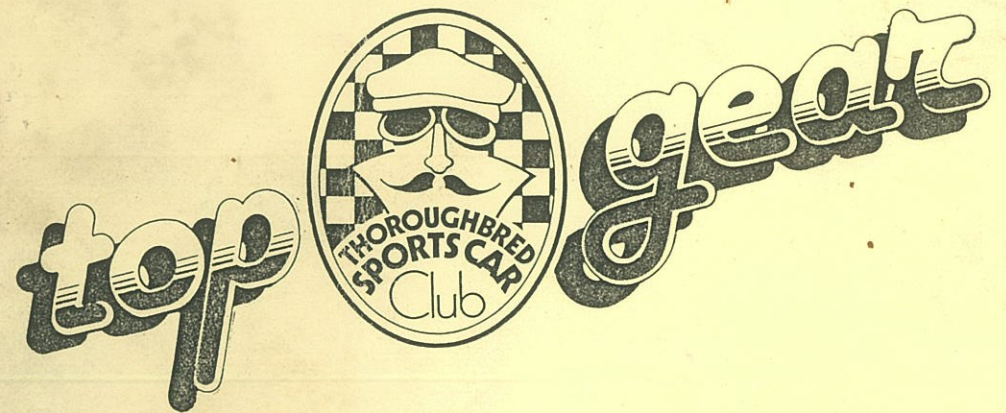


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FEBRUARY 1991

NEWSLETTER  
OF THE  
THOROUGHbred  
SPORTS CAR CLUB



# C O N T E N T S

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# 1 9 9 1 Committee

## President

Lester Gough (h) 799 3209  
(w) 750 8188

## Vice President

Ray Ross (h) 651 2013  
(w) 872 3439

## Secretary

Adrian Walker (h) 477 4299  
(w) 411 1055

## Treasurer

Max Pegler (h) 809 6538  
(w) 357 2077

## Competition Secretary

Vic Andrews (h) 528 3227

## Social Secretary

Jim Peters (h) 922 6807  
(w) 669 2777

## Editor

Penny Creighton (h) 499 2102  
(w) 906 1055  
(fax,) 906 1273

## Board Members

John Burton (h) 875 1050  
John Hudson (h) 484 3802

## 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.

# President's Report



Dear Members,

Welcome to the Tenth Anniversary Year of the TSCC. Jim Peters, your Social Secretary for 1991 has arranged a very special event (see Social Secretary's Report) to celebrate this occasion, along with a very active social calendar of no less than twelve events. Not to be outdone, Vic Andrews, the Sporting Secretary has arranged thirteen sporting events for 1991.

This being a very important year for the TSCC, I encourage all members to attend and participate, to achieve the importance that this year holds.

Wishing all past and present members a very Happy New Year from your 1991 Committee.

Lester Gough



# 1 9 9 1 Calendar

- January** 9 Club meeting - Ryde RSL
- February** 3 Oran Park South Circuit - Super Sprint NSW RRC  
13 Club meeting - Ryde RSL
- March** 2 Back to TSCC Dinner. Special opening dinner to celebrate 10th Anniversary of the club. All members, both past and present to be invited. Venue: Special function room, Rosehill Race Course. Includes car display.  
13 Club meeting - Ryde RSL  
24 Concourse - Club display day set in parkland at Lane Cove, a family picnic combined with the opportunity for members to display their "special" cars.
- April** 7 Oran Park South Circuit - Super Sprint NSW RRC  
10 Club meeting - Ryde RSL  
20 Woolshed Dance. An opportunity to turn back the clock and enjoy some "participation" with down home folks.
- May** 5 Motorkhana - Fiat ground, Richmond. A family picnic day with a little action on the side.  
8 Club meeting - Ryde RSL  
11 19 Oran Park South Circuit - Lap dash Volvo Sporting Club  
26 DC3 Australia - Winery flight, up up and away in a beautiful DC3, fly to the Hunter Valley, enjoy a luncheon, and home again.
- June** 9 Oran Park South Circuit - Super Sprint ARDC  
12 Club meeting - Ryde RSL  
16 Amaroo Main Circuit - Super Sprint ARDC

# 1 9 9 1 Calendar

- July** 6 & 7 Christmas in July. Observation run - Katoomba. A brisk early Saturday start following devious clues, hopefully will lead us to a hot dinner with a little wine as snow falls. Then a slow gentle return on Sunday.  
10 Club meeting - Ryde RSL
- August** 4 Oran Park South Circuit - Super Sprint NSW RRC  
10 & 11 Mystery Weekend. This exciting trip cannot be revealed at this time (by order of the social secretary)  
14 Club meeting - Ryde RSL  
25 Amaroo Main Circuit - Super Sprint ARDC
- September** 8 Huntley Hill Climb & Barbecue. Our major family day with a monster barbecue by "El Presidente". A must.  
11 Club meeting - Ryde RSL  
14 Oran Park South Circuit - A special Saturday meeting with Volvo Sporting Club.
- October** 6 Bathurst 100 social day. A relaxing day at the home of Bob and Jenny Smith, television coverage for the fans and chat for the balance.  
9 Club meeting - Ryde RSL  
13 Motorkhana - Fiat ground Richmond. A family picnic day with a little action on the side. (Very popular!)
- November** 3 Australian Grand Prix Day. Another television extravaganza.  
13 Club meeting - Ryde RSL  
24 Amaroo Main Circuit - Super Sprint ARDC
- December** 8 Oran Park South Circuit - Super Sprint NSW RRC  
11 Club meeting - Ryde RSL  
14 Christmas Dinner - 10th Anniversary. A very special function to celebrate 10 years of the TSCC, location under negotiation.



## Minutes of January TSCC Meeting



Minutes of Meeting of the Thoroughbred Sports Car Club held on Wednesday January 9th, 1991 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:** Penny Creighton, Grant Liddell, Margaret & Ray Ross, Dave Muir and Angus MacDonald.

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

**Correspondence:** Adrian Walker presented correspondence received since last meeting, which was handed around; included invitation from MG Car Club offering free tickets to TSCC members who would like to put a classic car in the Sunday display at the Jan 27 Australia Day Historic Meeting at Amaroo Park.

**Treasurer's Report:** Treasurer Max Pegler presented his report on the club's financial position. Total funds February 1990 - \$1125; October 1990 - \$2300. This is after effects of Xmas party with all expenses paid.

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

**Upcoming:** Feb 3, 1991 Oran Park event with NSWRRRC promises to be a good event; other events will be scheduled for later in the year - Full 1991 calendar should be in next magazine (this issue).

**Social Report:** Newly appointed Social Director Jim Peters spoke about a few ideas he is putting together for 1991 Social events which sound great and will be firmed up at next Committee meeting Jan 23. Includes an idea for a "Back to TSCC 10 year Dinner" early in the year inviting everyone who is or has ever been a TSCC member (as our Club is 10 years

old) and having our Display Day earlier this year to flow on interest generated from that.

**Editor's Report:** Magazine Editor Penny Creighton is still away on holidays however we understand the next issue deadline is end Jan.

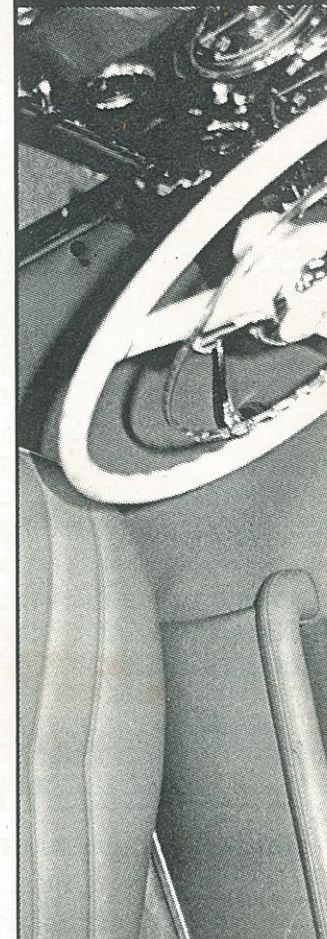
**General Business:** The following items were discussed -

- MG car club invited us to a Driver Training Day scheduled at Oran Park for end Feb and any interested members should contact Max Pegler.
- Committee Meeting at Penny Creighton's place Jan 23rd 1991 essentially to discuss 1991 calendar.

Meeting closed 9.30pm.

*Adrian Walker - Secretary TSCC.*

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# MONEY MATTER\$

Our New Year starts with \$2321.00 in the bank, full accounts will appear next issue. This amount includes a bank error of \$700.00 in our favour. Last year when the kitty started to look a little light our interest bearing deposit of \$1,000.00 was cashed, although in the end this reserve wasn't needed. this year \$1,000.00 is again on deposit. However \$250.00 will come up every three months to prevent any future crisis.

We start the year in a better position owing to several factors (apart from Westpac's assistance)

1. The Display Day and the Christmas Party making a profit.

2. Tighter control over magazine expenditure and advertising revenue by our fearless editor.

3. The club's decision not to risk a loss at the hillclimb and combining with Porche.

(Where membership fees sometimes subsidize functions, this didn't happen in 1990 and we are that much better off as a result.)

It is perhaps fortuitous, looking at this calendar of events for our 10th Anniversary year.

Max Pegler,  
Treasurer



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# FROM THE EDITOR

Well here we go again! Why do I do these things? Like say yes to yet another year of putting this magazine together? I must be crazy!

We have some interesting things for you this month... no events to report but seeing as this is the 10th Anniversary of the club we thought it appropriate to have a few snippets from the first magazine put out. Hope you enjoy them.

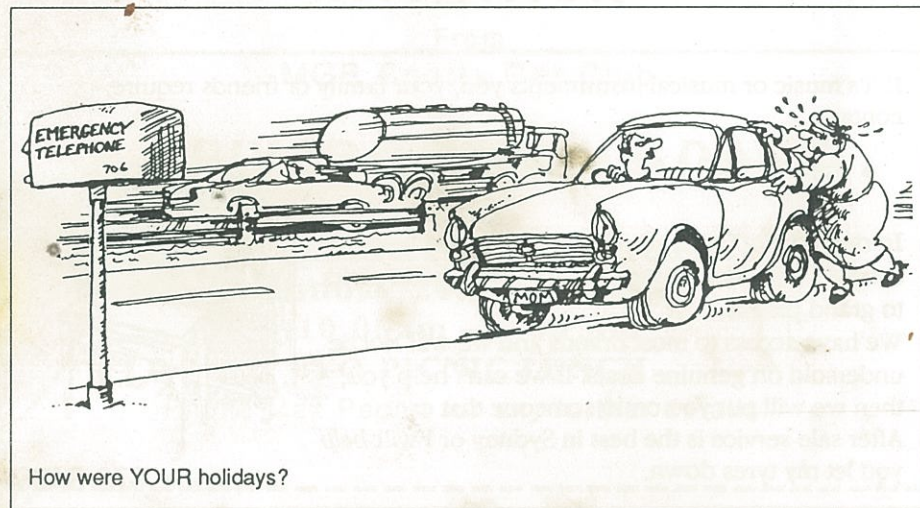
I have also been given quite a large article from John Hudson on the Lucus Rally which will be sent out separately as he did such a fine job.

There has been a really good response to advertising, thanks everyone it really makes a difference to the financial side of things.

I have also included a membership renewal form which should be sent off to Adrian Walker at 88 Old Berowra Road Hornsby (ASAP). Please note that CAMS Basic Licence has gone up to \$15.

The year is looking really good socially and sportingly - I look forward to hearing all about these events in all those articles you are going to write for me... or else!

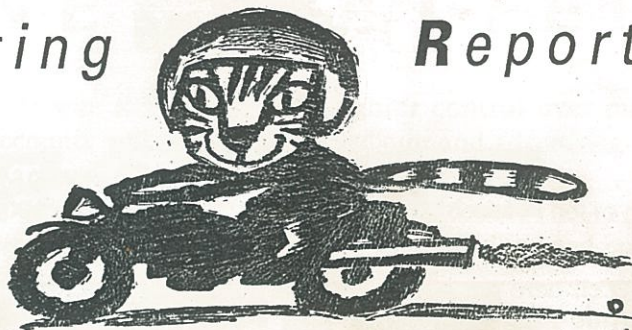
Thanks guys  
Penny



How were YOUR holidays?



# Sporting Report



This year's calendar consists of 11 speed events and for our pointscore your total for the year will be your best 7 results plus our annual hillclimb/social day. Points will be awarded as per last year for both sporting and motorkhana championships.

For our first event at Oran Park last weekend, five of us competed, however I am not sure how we went as I left early after a flat tyre at 80 mph due to a faulty valve. I was expecting my tyres to be off but not quite as dramatically.

Adrian and Les Johnson appeared to be lapping OK and Lester was giving chase to a Honda and the last time I saw him was in deep concentration with classic vs Hi-tech challenge. Dave Muir ran his F/Ford with me trying to keep ahead of him on the curvy bits while Dave was testing his new engine.

Next event is April 7 at Oran Park. Please let me know if you want to compete in this years events so I don't miss you or waste postage and entry forms.

Yours sportfully, Vic Andrews

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## INVITATION

From  
MGB Sports Car Club

## DRIVER TRAINING DAY

\$20

Oran Park Figure 8 circuit  
Sunday 24th February  
10.00am – 4.00 pm  
BYO PICNIC LUNCH

Phone Max Pegler for any further details.



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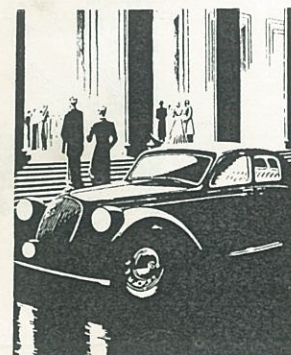
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# S O C I A L R E P O R T

~ 10th Anniversary Dinner ~



1991 marks the 10th Anniversary of the formation of the Thoroughbred Sports Car Club and we are celebrating our first decade with a special dinner, to which we have pleasure in inviting all current and past members.

Come along and renew old acquaintanceships and friendships and enjoy an evening of the fellowship which has

always been a hallmark of the Thoroughbred Sports Car Club.

Please R.S.V.P. by **15 February, 1991** by sending your cheque (payable to TSCC) for the number of tickets you require, to me at GPO Box 1963, Sydney NSW 2001.

For further information, please contact me at home (922 6807) or work (669 2777).

Your participation in this evening will help make it a memorable celebration for our 10th Anniversary.

Kind regards,

JIM PETERS  
Social Secretary

DATE Saturday March 2, 1991

VENUE Rosehill Race Course  
Function Centre

TIME 7.30 pm

FEATURES

- Special Guests
- Car Display by members
- History of the Club
- Dancing

DRESS Lounge suits for men

COST \$65.00 per person.  
Includes pre-dinner drinks and nibbles, three course meal and drinks.



# THE AMERICA'S CUP OF MOTOR RACING

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PO Box 24 Farmer AGT  
Australia 2607

When the French government stopped the tragic Paris to Madrid road race of 1903 it looked as if motor racing would be banned entirely. The English had banned it years ago! Road racing between cities and towns on public roads was definitely out. There was, however, a contest that was growing in importance, which if run on closed circuits, could keep motor racing going.

James Gordon-Bennett, the flamboyant sportsman, yachtsman and newspaper proprietor had opened the Paris edition of the New York Herald. He loved to be at the centre of things. Gordon-Bennett had sent Stanley to look for Livingstone, later when the Germans were at the gates of Paris and all his journalists had left for home, he stayed (age 74), and covered the western front himself.

He had put up the Gordon-Bennett Trophy which was given into the care of the Automobile club of France. It was to be contested as an international challenge event for national motor associations who could each field a team of no more than three cars.

France was then the undisputed leader in motor production and motor racing. In 1902, the third running of the trophy, an Englishman, S.F. Edge, driving a Napier, had pulled off a rather fluky victory. By the rules of the contest, as the Royal Automobile Club had won the event, England had to host the next challenge. ( You can see the similarity to the America's Cup).

That was out of the question because road racing was totally banned in England. But there was always Ireland and it was worked out that the trophy would be defended on an enclosed circuit between Dublin and Kildare.

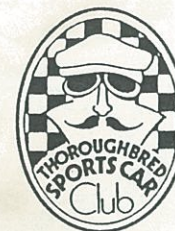


Mercedes won. The French could not believe it! It was grossly unfair that they should be limited to only three cars. They vowed that never again would the race be held on French soil! They had many more makes worthy of the contest, as everybody knew! This was undoubtedly true, but rules are rules.

When the German club got around to defending the trophy at Homburg in 1904 the great French driver Leon Thery in a Richard-Brasier won. Now the Automobile club of France was in a quandary, they had to hold a further Gordon-Bennett race and with some muttering of discontent did so. Fortunately Leon Thery won again. But a matter of principle was involved, and the sponsor was none too happy either, to see his attempt to initiate an international sporting event between gentlemen, degenerate into a commercial contest between rival makes.

The French were no longer prepared to restrict their teams to three cars. The Automobile Club of France instead proposed to hold it's own race under it's own rules. It was to be the French Grand Prix of 1906, and it was the first Grand Prix in the world. It had grown out of the Gordon-Bennett Trophy series which is the true ancestor of all international motor racing competition. Gordon-Bennett retained his love of France but he turned his attention away from motor cars to aircraft and ballooning, but his contribution to motoring had been made, and the seed he planted had germinated; I suppose if he were alive today he'd be offering a trophy for space travel.

## -----CLUB REGALIA-----



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## TIT BITS

The earlier cartoon says it all – mighty MOM has finally succumbed. On our Christmas pilgrimage to Lake Eucumbene, just out of Goulburn, she gave an almighty heave and died. We now know where all the water Penny had been worried she had been consuming goes – out the exhaust. A phone call to friends at Binalong, 35kms from anywhere, and arrangements were made to pick MOM up next morning. One and a half hours on the trailer behind the F100 complete with blue heeler saw MOM in some fine company, albeit on a dirt floor. Bugatti, Lancia Brescia, MG P type and nearby in the local garage, the doctor's special to end all specials is being built featuring twin turbo charged V12 Jaguar

motor among other delights? Back to MOM, a head job was in order so after completing our trip, in a borrowed car, to Eucumbene. A rented Falcon from the Ford dealer in Yass saw us doing a quick trip to Sydney to pick up the required parts, most of which I had at home. MOM now sports A modified 1500 truck head side draught 45mm webber, extractors and 2" exhaust. And Penny is worried MOM is blowing smoke – guess I had better stock up on bottom end bits!

Penny is working for an interesting character. His office shelf includes among trophies from Macau small models of the old Norm Beechey Humpy Holden which he campaigned in touring car events there.

Anyone interested or knows of anyone who may be interested in an '88 Lotus Espirit turbo, dark blue with cream leather upholstery, 18,000 kms, current body shape – please let me know.

Grant

NEWSLETTER OF  
THE THOROUGHBRED  
SPORTS CAR CLUB.

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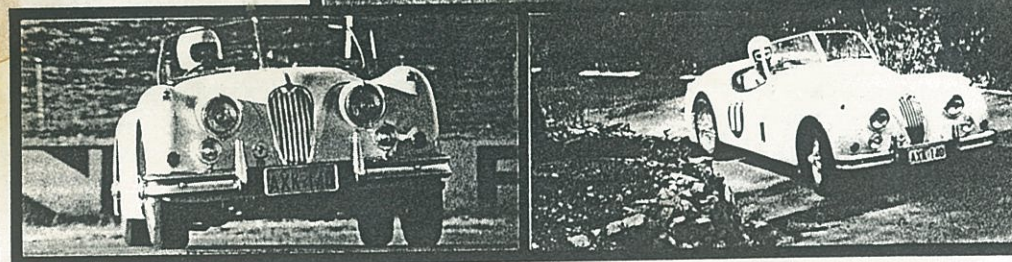
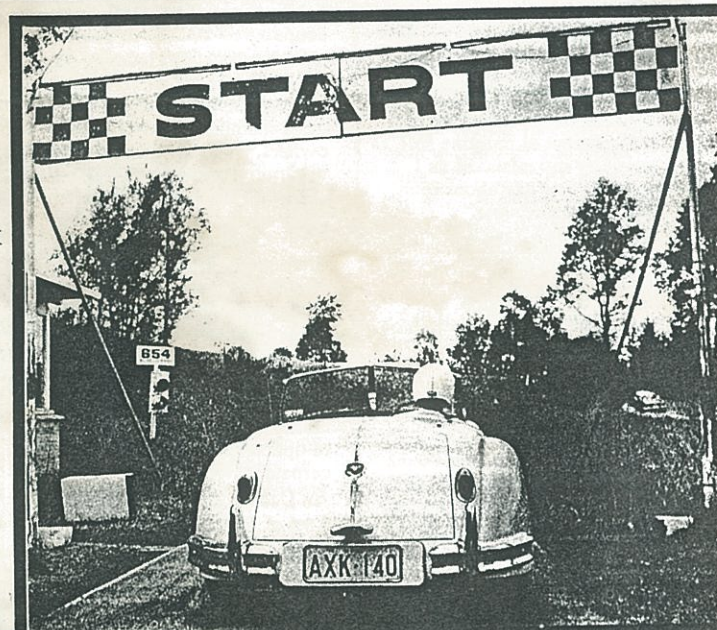


gear  
Vol.1 No.1  
September 1981

## Enjoying an XK An 18 Year Affair

Having been introduced to Jaguars by helping to rebuild my brother's XK 120 roadster, I decided to graduate to an XK myself. So in July 1963 I started looking.

Within the month two XK 140 roadsters came up for sale. This appears to be the last time an XK 140 roadster (let alone two) was sold in N.S.W. I purchased the better conditioned of the two, it being equipped with a detachable hardtop and AXK 140 number plates. The other one, a blue special equipment model, was sold the next week and we have not seen it since.





## Enjoying an XK – An 18 Year Affair



Unfortunately about 6 months later the duco started to crack, so in December 1965 I decided to repaint the car.

This involved removing everything which would come off or out, with the exception of the motor. As the duco was so bad I stripped it back to metal and to my surprise I found that the car had never been damaged. This was my first attempt at painting so I learnt by my mistakes as I went. It took me about four months to complete.

In December 1966 a 3.8 litre MK 10 motor became available and after a few checks on installation, I bought it. To install the motor it was necessary to cut the inner guards out to clear the front carburettor and the newly-acquired XK 150S air cleaner. This involved relocating the brake fluid reservoir to the opposite side. To enable the front carburettor to also clear the bonnet the motor was lowered in the engine mountings by 1/4".

As the original mechanical clutch was always quite heavy for traffic I decided to convert to a hydraulic clutch because I fitted a sintered steel solid-plate clutch with special 90 lb competition springs to the new motor to obtain the full effect of the new power. I found that the later Girling clutch out of the later MKVII could be fitted with a minimum of trouble.

As the two pedals were different a composite one was made up with the XK top half and the VII bottom. The fluid reservoir was mounted beside the relocated brake reservoir.

During the final stages of assembling we found we had overlooked the acceleration linkages. The butterfly operation was opposite that of the original motor. This was solved by reversing and relocating the pivot toggle.

On the road the performance proved quite staggering since she was nearly four cwt lighter than an XK 150S coupe.

The car was also lowered by 1" to stop the tail shaft from striking the centre chassis cross-member. As with all XK owners, I had always dreamed of wire wheels and then in May 1967 all my birthdays came at once – I discovered a badly damaged XK 150 coupe fitted with chrome wire wheels and overdrive.

After buying the car I fitted the wire wheels, disc-brakes and the overdrive unit to the XK 140.

In 1968 a new hood was made and in 1969 the car was re-upholstered and re-carpeted.

In December 1968 I obtained a set of 15" chrome wire wheels from England and these were fitted to the car. This considerably improved the general road-holding and steering of the car.



The car was first registered in 1955 being one of only four cars brought into Australia by Brysons. There are now eight roadsters in Australia, out of the 73 right hand drive roadsters made.

During this time I have competed in lap dashes, motorkhanas, hill climbs and drag sprints.

I have won the XK Class in the N.S.W. Jaguar Concourse 1973, 1974 and the National Concourse in 1972, 1973 and 1974.

During the last few years I have competed regularly in Club events at Oran Park and Amaroo Park.

My best times so far are:  
Silverdale 43.65  
Oran Park South 58.42  
Amaroo Park 59.02  
LIONEL WALKER  
477 1464

*nice  
one*

**ACHTUNG!** Das machine is nicht fur gerfinger-poken und mittengraben. Is easy schnappen der Springenwerk, blowenfusen and poppen-corken mit spitzensparken. Ist nicht fur genwerken by das Dummkopfen. Das rubbemecken sightseeren keepen hands in das pockets. Relaxen und watch das Blinkenlights.

# PRESIDENT'S REPORT



At the outset, I should like to welcome the several new members and trust that they will benefit from their association with the Club, as the Club will from their membership.

During the last month Sue Hall and Sue Williams organised a picnic at Warragamba Dam. Approximately 15 cars attended this outing, together with their owners and families. A most enjoyable day was had by all. It was heartening to see so many Club cars together, especially as they had all obviously been polished for the occasion.

Bill Rankin and I attended the Highland Society Ball recently where we were both photographed in kilts and regalia. A photograph is scheduled for the next issue of the magazine.

While on the topic of Bill Rankin, I must reiterate a recent incident. Bill has had major work completed on the engine in his Aston Martin which has resulted in the car's performance having increased markedly. To prove his point, Bill and Chris Dale, in an identical Aston Martin, decided to partake in an illegal drag at the notorious Brick Works at 'dawn' on a Sunday morning. This drag came to a rapid stop shortly after they had changed into third gear (120 mph?), at which time Bill was leading by one car length. Not to be outdone, Chris promptly blew his diff to pieces!!!

BILL MARSHALL

## Oran Park Lap Dash 5th July 1981

The weather was sunny but cold at Oran Park for the University Car Club Lap Dash.

The day started slowly as the organisers got sorted out but things moved more swiftly in the afternoon as runs were had more frequently.

Only three of our members competed – Bernie Leimeister Bill Marshall and myself. Unfortunately, Chris Dale's entry was received too late for inclusion, but he and Lionel Walker had fun waving yellow flags 'till late lunch time.

Bernie Leimeister in his Alfa open wheeler did well until he connected with the fence at BP Corner causing damage to the rear suspension etc.

Bad luck Bernie, but if it's any consolation, your standing start time was only half a second slower than the fastest flying lap.

Bill Marshall was spectacular as always raising dust at the esses and I was sideways most of the time in my Triumph automatic, trying to get it all together, a little difficult with only two laps at a time, but enormous fun, and I recommend these days to all those who wish to get to know their cars better by doing things you just can't do on public roads.

Our thanks to the University Car Club for the invitation, we look forward to our next meeting with hopefully more entries from our Club.

JOHN SCOTT





## Gold Panning Weekend

Roland Clark is organising a gold panning weekend to Nundle which is a few miles out of Tamworth. We have made a block booking for November 14th at the Nundle Hotel which is only capable of accommodating approximately 25 people, so any extras would have to stay in Tamworth, or accommodated on the Hotel verandah.

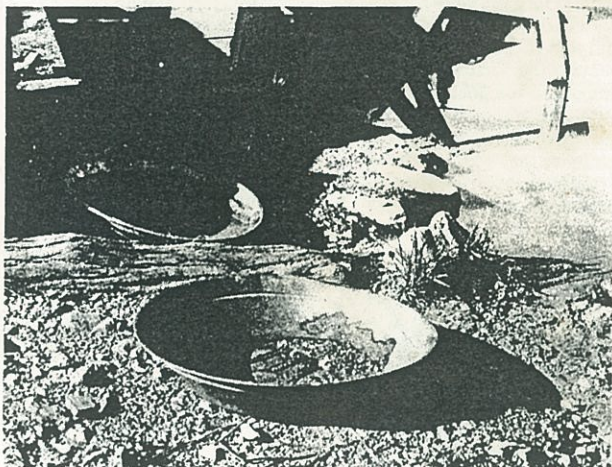
The programme will be as follows: Early start from Windsor to arrive for a barbecue lunch at Nundle Hotel on November 14th. A local gold expert will take us to an area where we can all enjoy a few hours gold panning. Return to the Hotel for a Saturday night dinner. Sunday morning members of

the Classic & Specialists Car Club of Northern New South Wales will be joining us at a nearby venue for a motorkhana. After lunch returning to Sydney.

Accommodation costs \$8 to \$9 for the night, plus meals. It should be noted that this is just a country Hotel and the accommodation standard is fairly basic but I am assured that it is clean and well run, and the meals are very good. Children will be welcome so please let me know your accommodation requirements as early as possible with a deposit of \$10 per booking.

We will be required to take our own goldpans, so keep a look out for a suitable vessel. Some sapphires may also be encountered.

ROLAND CLARK



### Social Activities of the Club August - December 1981

A social evening will be held at Vicary's Winery, Bringelly Road, Bringelly, on the 30th October at 7.00 p.m. Already 25 people are attending and numbers will be limited so if you want to go please call Sue or John Williams on 634 5281 (evening). There will be a barbecue, square dancing, wine tasting etc. Should be a WOW of a night. \$5 deposit required.

### Christmas Party - Friday December 4th.

Further information in future newsletters. Don't forget to mark in your calendar Friday December 4th.

### Competition

Our next event will be the Amaroo Park Lap Dash on September 6th, run by the University Car Club. If you are not entered, they would appreciate help in running the event - officials and flag marshals. Contact me if you are able to help prior to the event as I won't be here on that weekend.

The next C.A.M.S. Licence Lectures will be held on Monday 31st August, Monday 19th October and Monday 7th December.

C.A.M.S. Observed Licence Tests will be held on Saturday 31st August - Oran Park and Saturday 7th November - Amaroo.

Contact me for the general licence forms if you wish to apply.

### Coming Events

September 6th - Lap Dash - Amaroo.

September 26th - ARDC Driver Training - Amaroo.

LIONEL WALKER  
477 1464



## Report on Barbecue Day at Warrangam Dam on Sunday 2nd August, 1981

Well, Sunday was a bright winter's day and a good congregation of Club members congregated at the Prospect Hotel for the pilgrimage to Warragamba Dam.

Great to see new member Geoff Belshaw in his very nicely prepared Scimitar. Bill Marshall in his Ferrari, volunteered to drag any of the Aston Martins along the Freeway to Warragamba.

After a pleasant run to the Dam, lunches were set up and car talk got down to earnest on the arrival of Tony Lehnert's Maserati.

It was really great to see Bernie Leimeister and his wife Jeannie who made the trip from Dapto in their immaculately restored DB4.

Laurie and Sylvana Perin were offering a fine vintage of white wine to any alcoholics who were wandering in their direction.

Gordon Monk deserted his Aston Martin and MG to bring along a new V8 Rover.

Late arrival Norm Owens and wife Marg. in the 300 SL Sports with the new baby snugly nestling in the tiny space behind the seats.

### Noticeable Absentee:-

Bill Rankin who furiously rang, encouraging everyone to attend was reported to be vulcanized to the sheets after two very heavy evenings consuming his favourite beverage and dancing the Scottish Reel.

Frank Grech was a late arrival and was piloting a late model 280Z.

Good to see Patrick and Suzannah Brown who had been invited along by the Williams. Hope to see Patrick as a member in the future.

Geoff Belshaw brought along some very imaginative logos for the Club. His professional talents will no doubt be a great asset to the Club. Many of those present inspected the Dam after a most enjoyable day with family participation the key note. Everyone had a very happy day.

### New Members

The following new members are welcome to the club:

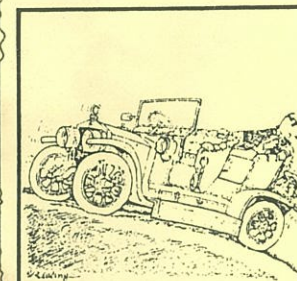
Margaret Mobbs, Associate Member, from Parramatta, driving a Honda Accord.

Les Johnson, from Chatswood, who drives a Lamborghini, two Aston Martins, and a Bugatti.

Bruce McBride, from Cabramatta, who drives a Ferrari Dino.

Geoff Belshaw, from Chatswood, who drives a Scimitar.

We hope they participate in and enjoy all the activities available.



'No, no, James - I said jam your brick under the back wheel.'



