

JUNE 1991

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.

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President's Report	Page 3
▼	
1991 Calendar	Pages 4 - 5
▼	
Minutes of meeting	Pages 6 - 7
▼	
Money Matters	Page 8
▼	
From the Editor	Page 9
▼	
Sporting Report	Page 10
▼	
Social Report	Page 13
▼	
Oran Park Super Sprint	7th April
	Page 15
▼	
Woolshed Dance	Pages 16 - 17
▼	
Wine Tasting	Pages 18 - 20
▼	
Oran Park Super Sprint	11th May
	Page 21
▼	
Motorkhana	Pages 23 - 25
▼	
Tit Bits	Pages 26 - 28

1 9 9 1 Committee

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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,

We are fast approaching the halfway mark of this calendar year and what a success it has been. For those members who have not attended any or all of the Club's activities in the first half of the year – don't miss the second half, finishing with the 10th Anniversary Christmas Dinner on the 14th December.

Speaking of the Christmas Dinner, Jim Peters has arranged as part of our observation run to Katoomba – Christmas in July. If you have not booked – contact Jim Peters or myself A.S.A.P.

Jim Peters has done it again, arranging the DC3 Australia Winery Flight. I believe it to be one of the highlights I have enjoyed since joining the TSCC, to fly in a plane that was built in March 1943, see Report on page 18.

Les and Roselee Johnson are entrants in the re-run of the London to Sydney Marathon in '93 driving an Aston Martin DB4. Further up-dates on their quest for victory will be posted in future magazines.

If you have any queries concerning the Club's activities, please do not hesitate to contact Jim Peters or myself.

Safe and happy motoring.

Lester.

1 9 9 1 Calendar

- January** 9 Club meeting - Ryde RSL
- February** 3 Oran Park South Circuit - Super Sprint NSWRRRC
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 NSWRRRC
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 Oran Park South Circuit - A Saturday Lap dash with 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 NSWRRRC
12 Club meeting - Ryde RSL
16 Amaroo Main Circuit - Super Sprint ARDC

1 9 9 1 Calendar

- July** 10 Club meeting - Ryde RSL
13 & 14 **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.**
- August** 4 Oran Park South Circuit - Super Sprint NSWRRRC
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 Saturday meeting with
22 **Motorkhana - Fiat ground Richmond. A family picnic day with a little action on the side. (Very popular!) Volvo Sporting Club.**
- October** 6 Bathurst 1000 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
19 & 20 **Mystery Weekend. This exciting trip cannot be revealed at this time (by order of the social secretary)**
- 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 NSWRRRC
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 March TSCC Meeting



Minutes of Meeting of the Thoroughbred Sports Car Club held on Wednesday MAY 8th, 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: John Burton and Kevin Leggott

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

Correspondence: TSCC Secretary Adrian Walker presented correspondence received since last meeting, which was handed around. This included the latest CAMS newsletter and minutes from a recent CAMS Board of Management meeting.

Treasurer's Report: Treasurer Max Pegler reported on the club's financial position - good financially:

Total funds
February 1990 - \$1125
March 1991 - \$1200

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

Held: Successful Motorkhana held Sunday, May 5th which was well attended and people really enjoyed themselves. Oran Park meeting April 7: Five TSCC members including Les Johnson - Aston Martin V8; Adrian Walker - MK2 Jag; Lester Gough - Cortina GT; Ray Ross - Formula Ford and Vic Andrews - Viper. (Report on page 15)

Upcoming: Next Motorkhana will be on Sunday, September 22nd (not as originally in Calendar); Saturday, May 11 - Oran Park meeting with Volvo club; also June 9 - Oran Park run by NSWRR.

Social Report: Social Secretary Jim Peters spoke about recent Social events and spoke about future events which sound very enjoyable.

Held: The Woolshed dance was a great night; the Motorkhana Panic family day (I think Adrian meant

Picnic, the editor) was a great success with quite a few people turning up.

Upcoming: The DC3 trip to the Hunter Valley is all organised - 4 seats left; the Xmas in July - Blue Mountains weekend is being organised for July 13-14 promises to be a lot of fun - golf, tennis, a few ales, a bit of fun answering route questions on the drive up, etc. Will be approx. \$80 per person - Book with Jim Peters now - limited places \$20 deposit.

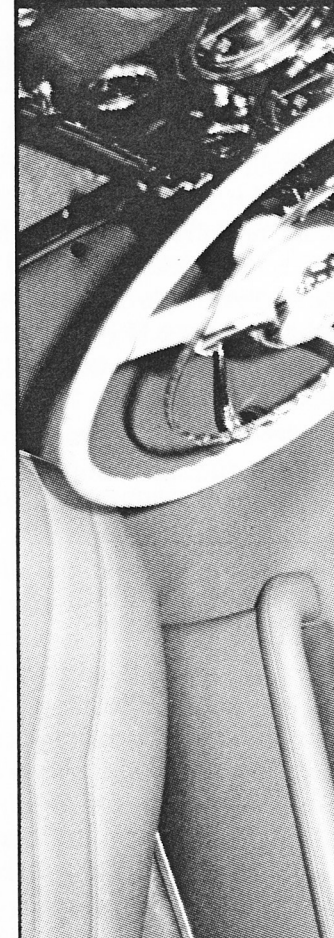
Editor's Report: Magazine Editor Penny Creighton spoke about the next issue of the TSCC Magazine - next issue deadline is end May. Required from: Oran Park, April 7 - A. Walker; Oran Park, May 11 - L. Gough; Woolshed Dance - J. Burton; Motorkhana - G. Liddell; DC3 day - C. Johnson.

General Business: It was reported that no progress had yet been made on the Club plates issue by Roland Clark. As there was no further General Business meeting closed 9.30pm.

Activity: A video of our 10 year dinner and Car Display was shown - copies may be available in the near future.

Adrian Walker

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MONEY MATTER\$

It is pleasing to be able to report that the club finances are slowly but surely improving, due in no small part to the efforts of our Social Director, Jim Peters. The last few events have all returned a small profit – long may this continue!

You might notice our interest bearing deposits are down to \$500.00. This will be back up to \$750.00 by the next issue. The aim is to get back up to \$1000.00 on deposit again by the end of the year.

Lastly, CAMS have changed their procedures regarding basic licences, in that these now have to be paid for in advance. This means that unless we want to finance CAMS, there won't be a book of licences available. If at all possible please give some warning as to when you may require a licence, because it seems in the future these will have to be applied for in batches.

Max Pegler

RECEIPTS & PAYMENTS FOR THE PERIOD TO 31 MAY 1991

Cheque Account	Apr/May	Year to Date
Opening Balance	4,273.62	2,321.12
Add: Subscriptions & Cams	460.00	1,090.00
Regalia	45.00	95.00
Interest	5.39	27.87
Functions	4,734.50	8,259.50
Advertising	50.00	190.00
Raffle	88.00	179.40
Sporting	—	—
Misc	251.00	256.00
	<u>\$5,633.89</u>	<u>\$10,097.77</u>
Less: Cams	—	160.00
Magazine	—	—
Functions	\$8,357.52	9,427.87
Postage	30.40	80.95
Regalia	—	446.00
Sporting	120.00	120.00
Rent	10.00	30.00
Bk Chgs	16.75	31.23
Misc	—	750.00
	<u>\$8,534.67</u>	<u>\$11,046.05</u>
Closing Balance	\$1,372.84	\$1,372.84
Interest Bearing Deposits	\$750.00	\$500.00
TOTAL FUNDS	\$2,122.84	\$1,872.84

FROM THE EDITOR

Thanks to all those people who have contributed to this issue of the magazine. I couldn't do it without you. I received the last article on the 12th which makes it a bit late but better late than never, so they say. You know, I've always wondered who "they" are.

Anyway on with the show. The last meeting was really good with a good turn out. Les Johnson brought along a video of the history of Aston Martins which I found really interesting - such beautiful cars.

A welcome to the club for new member Mark Robinson who judged the Display Day. He recons he is going to give some members a hurry up in his 1974 Mini Clubman and was looking at me when he said this. I must admit I growl at all minis now as they are my competition in the Hillclimb Championship. The Robinson family own a 1963 Aston Martin DB4 and a 1958 Porsche 356A which I hope we get to see some time.

Congratulations from all the club members to out president, Lester Gough and the lovely Pam Elwin on their engagement.

Our congratulations also go to Jenny and Bob Smith with the birth of a baby daughter and sister for Nicola.

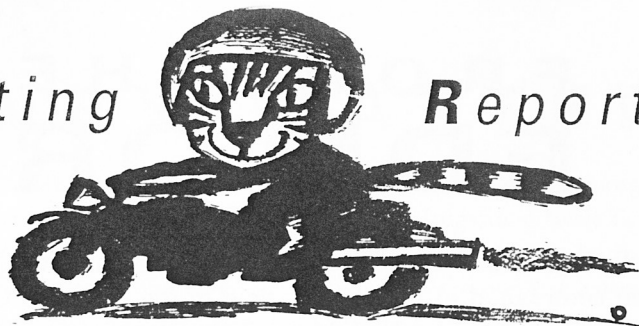
I have been having a really great time in the Hillclimb Championship which Grant is covering in Tit Bits. But I would personally like to thank all those wonderful people in Grafton especially Tony and Robyn Beadman who helped Grant and I with the car and to Ian Anlezark for the run in his Cooper "S". Against all odds, these people made our trip really worthwhile and interesting to say the least. I recommend this Championship to anyone who wants to run their cars on some of NSW's most interesting tracks and to meet a great bunch of people.

The next magazine should be an interesting one with an article from some of the foundation members on how the club came to be. Looking forward to this in our 10th Anniversary year.

If you have any tit bits, please let us know as I think it's interesting to read about what people are doing with their cars. Selling, buying, doing up and racing in events other than the club's. Also, how about some pics of your classic cars so I can put them on the front cover?

See you all soon,
Penny Creighton

Sporting Report



The Motorkhana, 5th May, was another "eat my dust bonza day" with a photo finish between Chris and Adrian Johnson. Adrian achieving the best total by .08 sec – well done Adrian and thanks to all those who supported this event. Great to see younger drivers having a go and doing well.

Oran Park, 11th May, was an excellent event with two flying laps

and a slow down with 4 cars at a time. I entered my Volvo Amazon for some Type 1 action, heaps of body roll here while trying to convince the car where I wanted it to go. Looking forward to getting back into the Viper which is having a gearbox transplant. No results available from this event yet, so points are as follows:

NEXT EVENT

June 9
Oran Park NSWRRRC
Supersprint

June 16
Amaroo Main ARDC
Supersprint

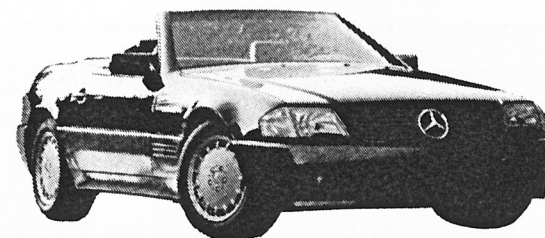
POINTSCORE

After May 11th Supersprint

Les Johnson.....	27
Lester Gough.....	23
Vic Andrews.....	17 (open)
Adrian Walker.....	15
Chris Jackson.....	7
Ray Ross.....	7 (open)
Dave Muir.....	5 (open)

Beaut to see Marque cars leading the pointscore this year which is shaping up to be Thoroughbred vs open wheelers challenge.

Vic Andrews



QUALITY

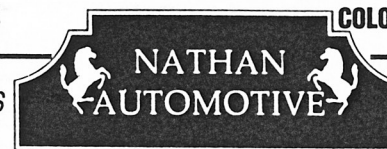
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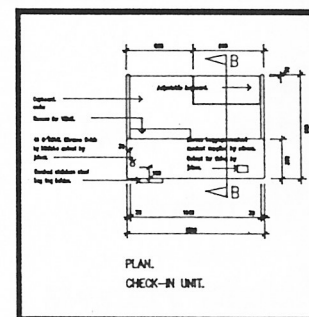
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SOCIAL REPORT

Elsewhere in this magazine you will read all the details about square dancing at the Woolshed, driving furiously at the motorkhana, and maybe look at photos of people unloading boxes of wine from a DC3, but this column is only allowed to look forward to the next events.

Christmas in July

This should be a great weekend, particularly the observation run on Saturday, remember, you can run in the observation part only if you wish, \$10 per car (plus \$10 for the magic envelope that tells you how to find the finish should your skills desert you).

Come and enjoy

Mystery Weekend

In view of the current recession, and the many calls on members, it has been decided to slightly delay this event to October 19 to 20. Thus the next social event will be the Huntley Hillclimb/picnic day, including the now famous barbecue by Lester Gough!! On September 8.

More on these upcoming events in our next issue.

Regards,
Jim Peters

(H) 922 6807

(W) 667 2777

PLEASE NOTE CHANGES TO CALENDAR

Christmas in July, Sat 13 & Sun 14

Mystery Weekend, October, Sat 19 & Sun 20

(IMPORTANT: Please always take note of dates on flyers as changes may not be updated in magazine calendar in time.)

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Oran Park Super Sprint

7th April, 1991

We were invited to this event by the NSWRRRC and it turned out to be quite a good day. The weather was sunny and we were told at the drivers's meeting that two CAMS license sessions would also be run during the day.

The format was 2 car starts after one warmup lap – one standing and one flying lap and straight in the gate. The day was a bit slow with the CAMS license sessions as well as getting off to a late start. Towards the end of one half-hour CAMS session, someone did an engine and dumped quite a lot of oil on the circuit around Yamaha which made it very interesting for the rest of the day.

Five club members were in attendance being Lester Gough in his neatly prepared Cortina GT with several sets of wheels/tyres ("incl. wets", we were informed); Les Johnson in the beautiful red Aston Martin DBSV8; myself in the BRG Jaguar MKII; Ray Ross in his Formula Ford; and Vic Andrews in the trusty rotary-powered Viper.

Les Johnson had a few interesting runs with some fairly quick machines and acquitted himself quite well with a 57.0 sec lap. Lester did very well with a 57.2 which I think is a personal best for him (...but the mice are running faster this year Lester!). Ray Ross had a few problems and had only one run and Vic Andrews did a 53.0.

TSCC members generally did well and the times and results are below:

Lester Gough - Cortina GT - 57.2
3rd in class

Les Johnson - Aston Martin DBSV8 - 57.0
2nd in class

Adrian Walker - Jaguar MKII - 58.4
4th in class

Ray Ross - Formula Ford - 65.4
3rd in class

Vic Andrews - Viper - 53.0
2nd in class

I was 2 secs off my fastest Oran Park time calling it quits after 2 runs with a couple of small problems (... NO we did NOT have to call Easitow this time!) The gearbox universal joint was threatening to chew through the tunnel under full cornering force creating a hell of a din - I thought I was going to see daylight there at one point - problem since fixed.

Overall it was a fairly good day and the circuit wasn't in bad condition. Strangely enough, D. Sanders in the F5000 inspired Sceptre did not get FTD this time - it went to George Parkinson at 44.4 in a F2 Cheetah.

Adrian Walker

Woolshed Dance

20th April, 1991

It was with some reluctance I agreed to support the Woolshed venue. You see, dancing has a very low priority on my list of favourite activities – probably because of my main critic, Sue.

The evening started off like many others. The Thoroughbred gang gathered (minus 10 or so people who Jim thought were, but obviously decided not to attend) and settled down to our farm style

dinner. We proceeded to put away a thick creamy veg soup, steak and salad followed by dessert. The empty spares at our tables were also served initially, which must have aggravated Jim – you see there were no refunds for absenteeism.

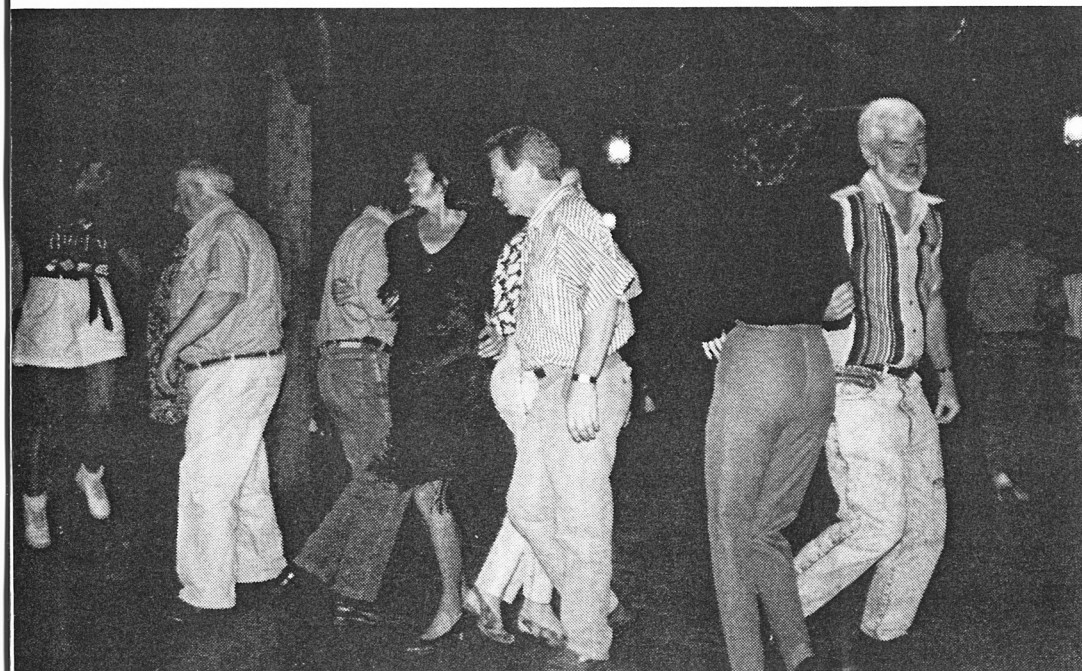
After the courses, our compare established some good ole rivalry between the Soldiers and the Convicts (we were the soldiers) before choosing some lowly convicts to demonstrate to us soldiers the steps to the first progressive dance.

Dances of many descriptions

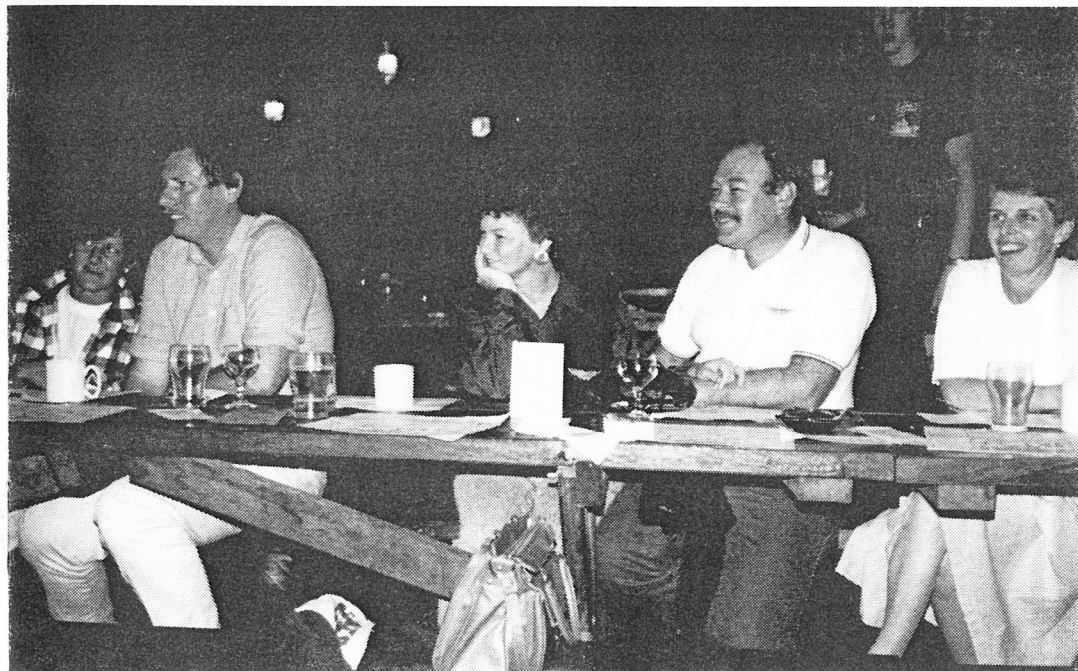
and a contest or two carried us through the evening and before long it was midnight and even the soldiers were given their marching orders.

In the end I ate humble pie (not on the menu) having thoroughly enjoyed the evening and a good workout. A healthy and memorable event, not to forget the company and the many experiences. It was the first time in 20 years I'd held so many members of the fairer sex in my arms in one night.

John Burton



"Here we go do-ce-do... twirl your partners and on you go"



"How about it Max?" "Oh, I don't know Carol, it takes a lot for me to get up on the dance floor".

WINE TASTING



Most of the gang... some were checking out the plane!

We met at Bankstown Airport at 0845 for the flight North to the Hunter Valley in the glorious DC3 Dakota. Many Members had definite looks of anticipation on their faces as boarding time drew near, other had looks of sheer terror! Being a seasoned aviator, I, of course appeared totally nonchalant and non-plussed!!! I also thought it prudent to give the old machine the quick once over, just to make sure all the string was tightly secure.

Dead on 0900 we taxied out and the crew prepared the aeroplane for

take off and within a few minutes we were winging our way towards Cessnock at 2000 feet. It was a lovely clear day and the views were superb as we tracked North just in from the coast. The "Hosties" served wine, cheese and biscuits and tea to the masses and many visited the cockpit for a rundown on the mechanics, marvel at the gauges, paraphernalia and pilots. The very smooth landing at Cessnock was rewarded with spontaneous applause and jocular comments.

The coach was ready and waiting

and we made our way via Branxton to Wyndham Estate Winery for our first session of wine tasting. Lester and Les decided to titillate their taste buds in preparation for the big event by demolishing a hot roast beef roll and a bag of chips respectfully – or maybe they were just hungry!

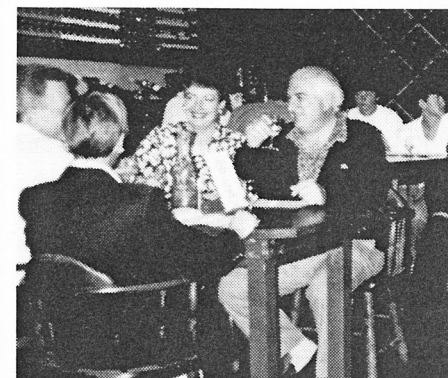
The tasting was interesting and informative with some very nice, and some very ordinary wines being sampled. Lester's table had a fair volume of "slops" in the carafe and

there is no truth in the rumour that he asked our Presenter to bottle it for him so that he would have something to drink on the way home! We left Wyndhams with some Members being laden down with cases of wine, and drove back towards Cessnock for lunch.

Our table at the Casuarina restaurant had been set outside under the pergola and apart from the septic tank (or was it Lester) it was a lovely setting. Jim had clearly wanted



Pam, are you sure?



Still smiling... the wine must be good.



A beautiful setting for a gorgeous lunch... apart from that smell!!!

a roast meal for lunch as per his suggested menu, however the restaurateur denied all knowledge of Jim's menu and suggested one of her own. The food was superb and so was the wine, and everybody had such a good time that we forgot to leave, and consequently we missed out on the wine tasting at the Golden Gate Winery. We finally left our long lunch and went straight to Rothbury Estate Winery and continued with out tasting. Again a few cases were loaded onto the coach to be consumed later at leisure.

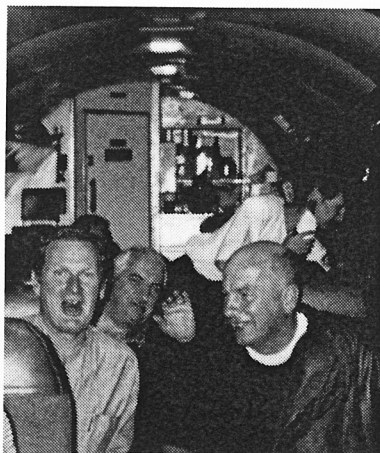


One of our pilots.

We arrived back at our trusty steed for the flight home, happy and glowing, and just to ensure we didn't dehydrate on the flight we were served more wine until we landed at Bankstown Airport just on dusk.

Everybody agreed that we had had a great day out, with great food, great wine and more importantly great company. Thanks Jim.

Chris Johnson



Hi folks.



The true alcoholics... who said there was a recession?

Oran Park Super Sprint

11th May, 1991

The third sporting event of the year was the Volvo Supersprint attended by:

Vic Andrews - Volvo 120 GT
Les Johnson - Aston Martin V8
Adrian Walker - Jaguar MKII
Lester Gough - Cortina GT
Louis Britain - Lancia
John Hudson - Spectator

Unfortunately this report is brief due to the fact that, to this date, no results have been received from the Volvo Car Club, and secondly, I had a

problem with a cracked oil pump which allowed oil to spray all under the car, causing some spectacular spins.

With this problem I spent most of my time in the pits, trying to stop the oil leak as to enable me to drive the car home. With some careful driving and a lot of luck, I finally made it home.

When the results come to hand I will forward a further report.

Lester Gough

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Motorkhana

Sunday, 5 May

Our May 5th motorkhana saw an excellent turn out with 17 entries. Penny decided to play photographer for the day as the Datsun was resting at home and the Commodore is a beast to drive. (Like me!)

The weather was, as usual, bright and sunny with a number of spectators quietly knitting, some pursuing other activities... many golf balls being found.

The results follow with the son and father Johnsons cleaning up outright and Val Peters winning the ladies competition.

It has been said that I made the most dust, devious eh? If I can't be seen, I can't get a wrong direction. Pity I couldn't see the flags and as Penny reminded me "If the wheels are spinning, you aren't going anywhere" - still it's great fun even if the harmonic balancer spun off shortly after.

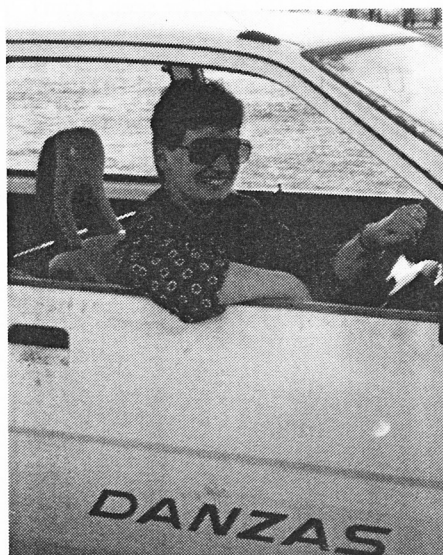


The line up

Les Johnson's bash Fairlane 500 complete with assorted animal sounds proved to be the favourite as Les, as usual, enjoyed himself immensely along with those who went along for the ride.

Speaking of rides Piotr Fast competed with two baby seats strapped firmly in the back. Yep, complete with babies - one of whom showed little interest in the proceedings and in fact slept through most of the events. Says something for Piotr and the Honda's smoothness.

It was the Johnson's day with Joan



Quickest lady - Val Peters

commenting "He will be unbearable tonight" after Adrian's win while Chris advises Adrian that "Next time you want to run - pay your own way". I'm led to believe that early in the piece Adrian actually asked Joan to ask Chris to stop wrecking her car. As I have said all in good fun even down to our own air display of Sabre and Mig jets from the RAAF base performing overhead. Don't miss the next one.

Grant Liddell



Dust machine - compliments of Grant



Les Johnson's wildest, noisiest car.

P	O	I	N	T	S		
						Course	
	1	2	3	TOTAL	PLACE	POINTS	CAR
ADRIAN JOHNSON	43.14	35.30	39.87	118.31	1	8	Toyota
CHRIS JOHNSON	41.81	35.96	40.60	118.37	2	6	Toyota Seca
LESTER GOUGH	42.70	37.00	41.62	121.32	3	4	Gemini
JIM PETERS	45.03	35.96	43.81	124.80	4	3	Honda Legend
VAL PETERS	42.86	37.58	44.42	124.86	5	8	Subaru Fiori
DAVE MUIR	45.79	36.04	44.44	126.27	6	2	Honda Legend
PIOTR FAST	45.59	35.52	45.80	126.91	7	1	Honda
ADRIAN WALKER	45.34	39.24	43.22	127.80	8	1	Alpha 1750
GRANT LIDDELL	46.35	38.74	45.00	130.09	9	1	Commodore
RAY ROSS	46.56	40.42	44.06	131.04	10	1	Commodore W
VIC ANDREWS	49.65	40.70	45.14	135.49	11	1	Commodore W
ROSELEE JOHNSON	44.19	44.28	47.77	136.24	12	6	Subaru Fiori
MICHAEL ROSS	48.39	41.98	47.63	138.00	13	1	Commodore W
VAL MACDONALD	46.24	41.50	57.50	145.24	14	4	Subaru
STEVEN	52.61	43.10	50.67	146.38	15	1	Bluebird W
PAM ELWIN	51.26	44.67	52.50	148.43	16	3	Gemini
LES JOHNSON	52.49	50.20	47.84	150.53	17	1	Fairlane 500



Lunch break - what a setting

TIT BITS

NSW Hillclimb Championship Round 3 - Parkes April 28

Penny with myself in tow as the ever-suffering pit crew (the pay's non-existent but the side benefits are great) made the trip to Parkes. After driving up Friday night, Saturday morning saw the final preparations being made - plug checks, oil change, etc. on the highway just out of Parkes. The locals being friendly enough to ask us if we needed a hand.

Saturday practice saw a few quizzical looks - after all, there aren't too many standard height and tired 120Y's contesting championship events. The driving won through with Penny a little faster, and more sideways on each of her runs. Evening saw us in good company,

although we left the Rumbles at the second hotel. Father Stan at 77 years of age still drives the Cheetah Renault, which, in son Robbie's hands, holds many hillclimb records including Parkes at 22.54 secs. Sunday being an exception, as the Rumble trio arrived in Cadillac tow car, very much sunglassed and a little the worst for wear. Still, they had had a good night!! Robbie only driving three runs for a 24.11 (third place) to Gary McFadyen on 22.69 and Gary Houghton on 23.90.

Penny meanwhile was giving MOM a workout to the delight of the commentator. A third run of 32.41 saw her third in class to the Cooper "S" in front on 29.02 and 29.28; and fastest lady to Joyce Barnard's RX5 on 33.41. All in all an excellent weekend.

The Datsun now lower by 1 1/2" with reworked springs front and back, adjustable castor and sitting on 14" x 6 1/2" CSA wheels Bridgestone RE61s shod is waiting for the next event at Grafton. Meanwhile Penny is working on hating Cooper "S" which leaves me in a quandary as my first ever open event was driving an "S" in the Toby Lee Series in the early 70's and I at least still like them. Still there are the side benefits.

Past member, Gary MacDonald won't be rejoining the TSCC as it no longer meets his needs. This being understandable as Gary now is beginning to achieve very creditable results in the Production Car ranks. A second to Peter Fitzgerald and a third at Eastern Creek being followed by a fighting twelfth from back of the grid at Amaroo Park's round of the Production Car Championship. Both CAMS and the ARDC it seems having failed to realise the problems involved in combining a National and Local series in the one race. Gary being in 5th place in the local series - the ARDC Production car series, initially not being given a start by the ARDC with CAMS's backing. Gary being 2nd reserve. After much infighting, it was agreed that Gary

could start if all other drivers agreed. Gary having practiced 2nd fastest to Fitzgerald in the first practice and rather dejectedly drove the second practice still for what could have been an excellent fourth grid position. All but Mark Larkham agreed to have Gary start from what I believe, as did many others, was his rightful grid position. Mark's disention saw Gary start alongside Roland Hill, who had been sent to the back of the grid for a rule infringement.

The rest is history - Gary finished out of the points, close behind Larkham who had slipped from 5th at the start. In short, after 20 plus years involvement with motor sport, I still see it being run by people who are out of touch with those competitors who make up the bulk of their membership.

Adrian Walker

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NSW Hillclimb Championship Round 4, Grafton June 9

An eventful weekend seeing the fun begin during practice on Saturday when after 2 runs and still on road tyres Penny notices a knock in the engine. Further investigation sees a big end bearing has given up the ghost. Saturday night, with much help from the locals, especially Tony Beadman, sees the mighty MOM having a heart transplant in Tony's garage. This following a fun tow on a very short rope at no reduced speed behind a very close and seemingly large 4-wheel drive - did I say fun?! A used 1400 motor being supplied at a very reasonable cost by Sam Campbell who had more motors to choose from at his boneyard than you would hope to see in a lifetime.

A very wet Sunday sees Penny off to the track while I finished MOM. The track which has undergone a \$84,000 resurface, basically being a hillclimb with Go Kart track on top, combined to make for a truly interesting test of driver and car. Late Sunday I arrive at the track to find everything over, Penny having driven

a super-charged Cooper "S" engined Morris 850 in 2E 2001 to 3000 cc thanks to Ian Anlezark of Zakspeed. (I think she has a greater respect for the Cooper "S" now!)

Monday sees us return home through driving rain and at one stage the additionally lowered (by 4 wheels and tyres on the back seat and engine in the boot) Datsun, being all but the last car through a shallow (according to Penny) creek near Kempsey - yep the highway was closed just after we got through which made for a good trip home as there was no traffic.

All in all an excellent weekend despite the wet and problems. The Grafton Sporting Car Club members being helpful beyond anyone's expectations.

As an interesting aside, Tony Beadman owns the ex Jack Robinson historic Jaguar which won the NSW Grand Prix in 1953 at Mount Druit. Penny's mother being best friends with Barbara Robinson, wife of Jack's brother. Penny having spent time with the family at Mt Druit many many years ago these being her first memories of motor sport - what a coincidence!!

Grant Liddell