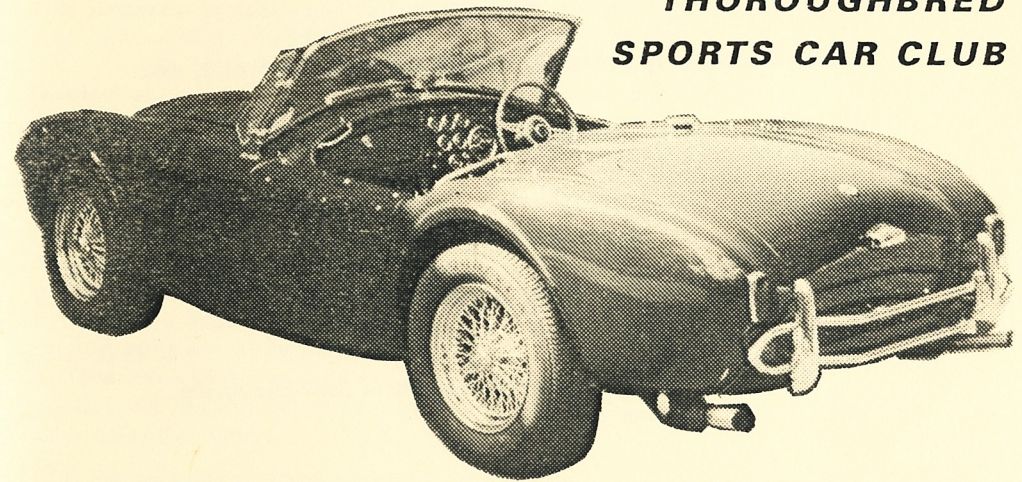


JUNE 1992

**NEWSLETTER
OF THE
THOROUGHBRED
SPORTS CAR CLUB**



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Motorkhana

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1 9 9 2 Committee

President

Jim Peters (h) 922 6807

Vice President

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

Secretary

Chris Johnson (h) 875 3691
(w) 888 3375

Treasurer

Max Pegler (h) 989 8114
(w) 357 2077

Competition Secretary

Vic Andrews (h) 528 3227

Social Secretary

Les Johnson (h) 412 1838
(w) 742 6302

Editor

Adrian Walker (h) 987 4299
(w) 449 9795

Board Members

John Burton (h) 875 1050
Ray Ross (h) 651 2013

Life Members

Roland Clark, Jim Peters and Ray Ross.

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.

Presidents Report



Dear Members,

As the second half of the year has commenced, I would seek club members participation in the club's activities organised for the rest of the calendar such as the Dawes Historic Run (13.9.92), Tulip/train trip (27.9.92), Display Day/Picnic Run (18.10.92), Bathurst weekend away (28/29.11.92) and the Annual Christmas Dinner (12.12.92).

An update on Les and Roselee Johnson's progress in the re-run of the London to Sydney Marathon in '93 has revealed that the Aston Martin DB4 was almost destroyed by fire, with the Shelby Mustang being prepared as an alternative vehicle. 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 Les Johnson or myself.

Safe and happy motoring.

Lester Gough,
Vice President

If it's music or musical instruments you, your family or friends require, contact...

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After sale service is the best in Sydney or I will *help* you let my tyres down.



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1 9 9 2 Calendar

- April** 8 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
Extraordinary General Meeting follows club meeting.
25-26 Combined Observation Run
Weekend away with a secret destination.
Les Johnson 412 1838 (H)
- May** 3 Oran Park South Circuit - NSWRRRC Super Sprint
Vic Andrews 528 3227 (H)
13 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
17 Austin Healey Club Run - Hunter Valley Picnic
24 Motorkhana - Fiat Ground Richmond
Combined picnic / competitive day
Les Johnson 412 1838 (H) or Vic Andrews 528 3227 (H)
- June** 10 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
27 Social / Theatre Night - In the City, "Under Negotiation"
Les Johnson 412 1838 (H)
- July** 8 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
12 Amaroo Park Main Circuit - ARDC-Super Sprint
Vic Andrews 528 3227 (H)
19 Oran Park South Circuit - NSWRRRC Super Sprint
Vic Andrews 528 3227 (H)
26 Motorkhana - Fiat Ground Richmond
Combined picnic / competitive day
Les Johnson 412 1838 (H) or Vic Andrews 528 3227 (H)
- August** 2 Ringwood NSW Hillclimb Championship Round. 7
9 Vintage Picnic Run
Visit one of Australia's largest restoration companies.
Aston Martin Co-Op event.
12 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)

1 9 9 2 Calendar

- September** 9 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
10-13 Grafton Aust. Hillclimb Championship.
13 Dawes Historic Run - Warwick Farm Circuit
13 Amaroo Park - Main Circuit - ARDC Super Sprint
Vic Andrews 528 3227 (H)
27 Train Trip/Picnic Day Bowral Steam Engine 3801 to
Tulip Festival.
- October** 4 Bathurst 1000 social day.
Les Johnson 412 1838 (H)
10-11 King Edward Park, Newcastle, NSW HCC Round 8
14 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
18 Display Day / Picnic Run
A 1 1/2 drive to a park setting
Les Johnson 412 1838 (H)
25 CARA, NSW HCC Round 9
- November** 1 Oran Park South Circuit - NSWRRRC Super Sprint
Vic Andrews 528 3227 (H)
8 Australian Grand Prix Day - Social B.B.Q.
Les Johnson 528 3227 (H)
11 Club meeting - Ryde RSL - Chris Johnson 875 3691(H)
22 Amaroo Park - Main Circuit - ARDC Super Sprint
Vic Andrews 528 3227 (H)
28-29 Bathurst Weekend Away
Flying 1/5th, Hill Climb, Dinner
Vic Andrews 528 3227 (H)
- December** 6 Oran Park South Circuit - Super Sprint NSWRRRC
Vic Andrews 528 3227 (H)
12 Christmas Dinner - Location under review
Les Johnson 412 1838 (H)

From the Editor



Our program of interesting events for the year is well under way and several reports in this issue cover these in some detail.

Also in this issue is an interesting report of the Targa Tasmania which was bravely entered by several members and the report in this issue was prepared by Stephanie and Roland Clark.

In our last issue was the first of a series of articles on cars in our club called OUR CARS by our resident staff journo and club member Grant Liddell. Hopefully the second in this series will be in this issue and members wishing to contribute articles about their cars, their travels or events etc. please give me (Adrian) or Grant a call. Any photos will be returned.

Two interesting events coming up are the AUGUST 9 VINTAGE PICNIC RUN with the ASTON MARTIN CLUB involving a look through a restoration operation and picnic and the DAWES HISTORIC RUN ending at EASTERN CREEK RACEWAY with a run around the circuit with passenger. For further information call Les Johnson - he guarantees fine weather for you to give your classic cars a run.

That's all for now, The Editor - Adrian Walker.

Adrian Walker

Dip.Tech. (N.S.W.I.T.)
Degree in Business
F.A.I.M.

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Minutes of June TSCC Meeting

Minutes of Meeting of the Thoroughbred Sports Car Club held on Wednesday June 10th, 1992 in the Bowling Club at the Ryde Ex - Servicemen's Memorial Club, 724 Victoria Road, Ryde.



Lester advised that if using "trick" tyres then get them checked by organisers at each event for legality.

Social: Les advised that the theatre party would be held at the Burning Log Restaurant at Dural on 27 June. He will send a flyer with details. The train

The Meeting opened with Vice President Lester Gough in the chair.

Apologies: were received from Ray & Margeret Ross, Ron & Cheryle Beaver Roland & Stephanie Clark, Grant Liddell, Penny Creighton, Joan Johnson and Vic Andrews.

Minutes: of the previous meeting were read by Chris Johnson and it was moved they be accepted by Bob Smith and seconded by Les Johnson.

Correspondence: was read out and circulated amongst members.

Treasurers Report : will be given at the next meeting as the treasurer was not present.

Competition Report: Lester reported that the semi family day motorkhana took place with 8 people attending. Clay Burton was the overall winner and everybody had a good day out. The next motorkhana will be on 26 July and it is hoped that more members will be able to attend. The next competition meeting is at Amaroo Park on 12 July, the Sup. Regs. are not yet available but would be sent out on time.

The next event at Oran Park is on 19 July.

trip to Bowral is being organised, and details for the Dawes Rally would be promulgated later.

Editors Report: Adrian advised that the deadline for the next magazine is 30 June. He also advised that our advertisers would be staying with us for this year.

General Business: Jim advised the meeting that he had recently changed jobs and because of heavy commitments he would be unable to attend to Club business and therefore offered to resign. He was told that this action would not be necessary as Lester could easily continue to take the Chair and Jim would be known as The Phantom President!

There being no further business the meeting closed at 2135.

MONEY MATTER\$



The financial statements to the end of May show that we are breaking even, which I expect to be the case at the end of the year.

Advertising invoices have now been settled and have been sent out.

For those who haven't paid their subscriptions yet, may I quote from the Marque Sports Association: "1. President

(Greg) will be back from England with a new pair of Italian toecutters for use on those who are not financial; 2. Secretary (Jeff) has left hospital after a 2 week reconstruction of his right knee - he hadn't paid his annual subs!" Need I say more?

Onto more serious matters, the club was incorporated during June. While this has been covered in previous issues and at general meetings, if anyone has any questions as to the implications of this, please don't hesitate to call myself or Ray Ross.

Max Pegler.

THOROUGHbred SPORTS CAR CLUB INC. BALANCE SHEET AS AT 31ST MAY, 1992

31ST OCTOBER, 1991

31ST MARCH, 1992

2,333	Surplus Brought Forward	2,906
2,333		2,906
2,906	TOTAL MEMBER'S EQUITY	2,737
CURRENT ASSETS		
Cash		
1,894	Bank a/c - Westpac	1,470
261	IBD Westpac	261
250	IBD Westpac	488
500	IBD Westpac	518
2,906		2,737
2,906	NET ASSETS	2,737

THOROUGHbred SPORTS CAR CLUB INC.

RECEIPTS & PAYMENTS STATEMENT FOR PERIOD ENDED 31ST MAY, 1992

31ST OCTOBER, 1991

31ST MAY, 1992

\$455	Advertising	\$0
600	Club Plates	60
10,581	Functions	861
	Interest received	
80	- Bank	62
6	Miscellaneous	0
284	Raffle	41
95	Regalia	0
88	Sporting	0
1,615	Subscriptions and CAMS	924
13,804	TOTAL RECEIPTS	1,948
PAYMENTS		
46	Bank charges	8
190	CAMS	240
652	Club Plates	0
11,402	Functions	1,214
0	Incorporation Expenses	18
0	Insurance	192
0	Miscellaneous	3
206	Printing postage & stationery	49
446	Regalia	0
50	Rent paid	50
240	Sporting	0
13,231	TOTAL PAYMENTS	2,116
573	NET PROFIT (LOSS)	(160)

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Into leather?



Members and Friends who attended the theatre night appear to have enjoyed themselves. Show was great and we were all entertained. Truly a night to remember.

Many thanks to Chris and Joan Johnson for their after theatre navigation run with drinks and coffee at the finish, the Johnson house.

Any Members or Friends wishing to take the Steam Train Trip to Bowral (See Calander) contact me, a flyer, no not the train, will be sent out soon.

Yours in motoring,
Les Johnson

BITCH

Now I have your attention...

This magazine is out many weeks after it should be - the last report was received today (21st July) - the Vice President's President's Report.

In an effort to catch up ALL REPORTS and ARTICLES to me direct by Monday, 27th July, please.
Grant Liddell.

SOCIAL REPORT

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SPORTING REPORT

POINTSCORE

after May 3 Supersprint.



Lou Brittain	12 points
Vic Andrews.....	12
Les Johnson.....	12
Micheal Ryan.....	11
Lester Gough	9
Max Peglar	7
John Suttor	6
Carol Trimble	2
Irene Brittain	2

NEXT EVENTS:

July 9 Oran Park Supersprint
July 12 Amaroo Supersprint
July 26 Motorkhana Richmond

NSWRRC
ARDC

August 8 Day/Night Supersprint Oran Park
To be confirmed.
VIC ANDREWS

NSWRRC

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O R A N P A R K

South Circuit, Super Sprint May 3

Judging from the results, everyone must have enjoyed a great day.

Lester was up to his old tricks bending the rules, or should I say, making the best of current circumstances.

I had an exciting dice with Max who, thank goodness, was in total control of his M.G. My "three-sixty" caused Max to take evasive action. Thankyou Max.

Carol drove the M.G. at an impressive rate. Knowing Carol, I venture to guess that she was probably laughing and giggling the entire length of the track.

Michael had a good run in the P76. I know Micheal is a keen participant, because he was overheard making enquiries for various bits and pieces to enhance the performance of his car.

I had to admire John Suttor driving the Commodore, he managed to make the trackwork appear so easy. His smooth driving technique gave the illusion of being slow. Quick Vic in the Viper, once again, managed to bring the crowd to the fence on take-off, leaving plenty of rubber on the track after his spectacular wheel spins.

The day was, as always, made more enjoyable by everyone being so willing to assist one another, which contributes to the already sociable atmosphere of the day.
Les Johnson.

Results

LESTER GOUGH	Cortina GT (Supperleggera)			2nd in class
65.2	57.5	64.9	DNF	63.9 57.5
65.2	57.4	63.4	57.2	
LES JOHNSON	Mustang GT			1st in class
75.0	56.2	64.0	56.0	64.7 55.6
MICHEAL RYAN	Leyland P76			2nd in class
67.8	60.9	66.3	59.6	67.1 59.6
65.4	58.9	63.5	59.9	65.3 58.7
MAX PEGLAR	MG T/C			3rd in class
64.4	57.7	75.7	58.1	66.8 60.3
64.3	57.5	65.2	58.2	
CAROL TRIMBLE	MG T/C			8th in class
82.5	75.5			
JOHN SUTTOR	Commodore			6th in class
63.8	56.9	62.2	56.1	62.2 55.9
61.5	55.7	61.8	55.6	60.4 54.6
VIC ANDREWS	Viper			1st in class
59.7	53.4	60.0	52.5	57.1 54.8
58.7	51.3			

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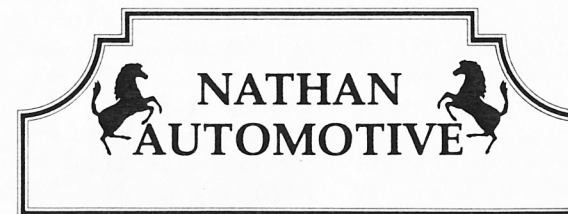
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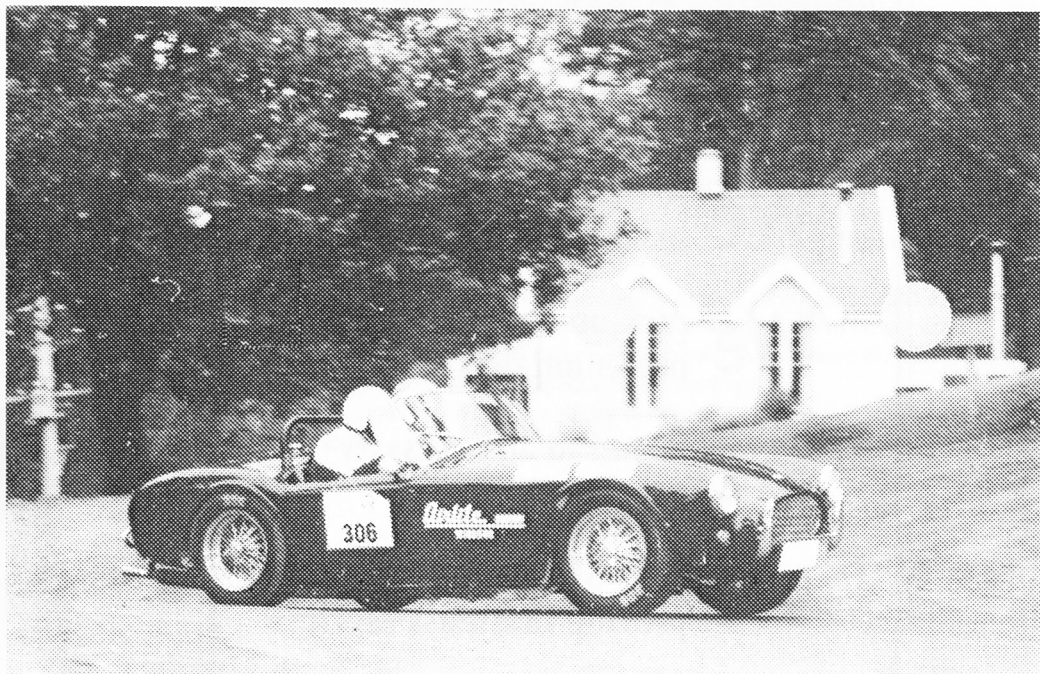
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TARGA TASMANIA

29 APRIL - 3 MAY 1992



TARGA TASMANIA '92 was promoted as: 'An Open Road Tarmac Rally for the Best Touring Sports and GT Cars in the World'.

FROM AN ENTHUSIASTS POINT OF VIEW

- It derived its name from 'Targa Florio'; 'targa' meaning plate
- It derived its competitive style from the best elements of the Mille Miglia, the Coupe des Alpes, and (more recently), the Tour de Corse.
- Targa Tasmania ran over five days, for a total distance of 2,000 km's, visiting Launceston Hobart, Burnie, and almost

every other major centre in the state of Tasmania.

Transport Stages:

- To move the field through areas that were unsuitable for competition, such as cities and towns, where speed and population conditions applied.

Touring Stages:

- Traversed roads that were too open to provide the ultimate driving challenge. Competitors were required to remain within the speed limit, but had to maintain a maximum permitted average speed of 100 km/hr

Targa Stages:

- Traversed sections of road that were

highly competitive, and were closed to all non - rally traffic.

These stages varied in length and difficulty: the 1.6 km Longford Mile to a 53 km. section on the final day.

Cars were classified as follows:

- Thoroughbred (up to 1960) featuring:
 - '08 MAB (27.0 ltr ; chain driven)
 - '33 Packard 636
 - '34 Bentley (3.5 Drophead) Classic: (1961 - 1976)
 - '63 Porsche 356
 - '65 Ford Lotus Cortina
 - '72 Rolls Royce Corniche Convertible
- Contemporary Exotic (1977 onwards) featuring:
 - '91 Fraser FC 7 (Clubman)
 - '85 Audi Quattro
 - '86 Ford Sierra RS Cosworth

A truly magnificent array of cars !!

Representing TSCC were:

Roland & Stephanie Clark (64 AC Cobra Roadster)

Robert Smith (navigating ; '66 Volvo 122S

Along with two hundred others, we were competing against:

Sir Jack Brabham ('91 Honda NSX)

Roger Clark ('92 Ford Falcon XR8)
Denny Hulme ('91 BMW M5)
Andrew Miedecke ('74 De Tomaso

Pantera)

Stirling Moss ('67 Shelby Ford Mustang GT350)

FROM A NAVIGATOR'S (and wife) POINT OF VIEW:

The inaugural Targa Tasmania was the ultimate test on:

- the skills of the driver,
- the ability of the navigator,
- the endurance of the car,
- the strength of the marriage (in the case of a husband and wife team)

Being my first taste of rallying, it was an unforgettable experience:

- the rush of the wind against my helmet,
- the constant noise of engines revving,
- the screech (and smell) of brakes,
- the aroma of petrol and exhaust fumes,
- the thrill of passing another car on a Targa Stage,
- the ultimate thrill of not being passed by Stirling Moss on one particular Targa Stage
- the enthusiasm and support shown by the locals (one almost felt 'regal', waving to the crowds), ... the list is endless.





We arrived in Launceston (Silverdome) early on the morning of 25 April, to be greeted by a superb collection of over two hundred Classic Cars: a sight not easily forgotten.

The five days of the Rally really tested all aspects.

Mechanically our car brought to light a few faults (nothing that couldn't be overcome by a little love and affection):

- the wind - screen wipers packed it in, not totally, but we were driving in the rain with only one working spasmodically (the other being taken off to relieve the pressure on the motor); at times the hand of R C did appear over the rim of the windscreen and seemed to move in a definite left - to - right motion.

- on the vital Targa sections, when the car was really fanged, water became a problem: the radiator just blew it out. We overcame this: before and after each Targa Stage (thirty - seven in all), we stopped and filled the radiator. (Problems are only ment to be solved ! !) We did miss out on being presented with the all important Targa Trophy as on the second of these

Targa Stages I had to walk back at least a mile, to the control for water, taking thirty - eight minutes on a five minute allowable time.

- we were touring along nicely on day three, when a definite scraping noise could be heard. We stopped, jacked the car up, took the tyre off, only to find that a bolt had come loose from the calliper (a vital part if you want to keep your brakes intact). Not to worry, after stopping at the next group of spectators, we were directed down a dirt road for seven miles, to the first house we come to. After travelling through Deliverance Country, we came upon the said Tasmanian, and sure enough, after much rummaging through a box of assorted bolts, the necessary one was found - - another hour and ten minutes late on time.

All this aside, we did make it to the finish dais in Hobart on that last night; exhausted, but thankful.

It had been a bit disconcerting to come around a bend and see an '72 Aston Martin off in a ditch (obviously having been airborne); a '58 Mercedes 300SL Gullwing

also off in the scrub; a newly acquired '79 Morgan Plus 8 written off (after rolling three times); a '63 E Type Jaguar (Replica) spread from one end of a bridge to an other; a '92 Ferrari F40 with hundreds of thousands of dollars damage sustained (being shipped straight back to the factory for repairs); two Japanese competitors in their '50 Jaguar XK 120 SS hanging on to the wire enclosure on the Queenstown Road, their only saving grace being their roll bar..... but, we made it, safely to Hobart.

We did feature in the news (locally) one night; we lost it on a bend; Roland did some very fancy manoeuvring; the crowd was ecstatic, cheering us on; Roland waved; I just hung on !!!!

It was a credit to the drivers involved - the roads were very demanding.

Apart from a few organisational hiccups, which will no doubt be fine-tuned before any future Targa Tasmania's, the event was a success, and it will go down in the history of the motor car: the only rally in the world where the Classic Car of the Past met with the Classic Car of the Future

The road system of Tasmania lends itself to the running of the event; it had the support of the Tasmanian Police; and it gave the competitors a chance to see many

scenic parts of Tasmania (even if it was at one hundred miles an hour).

Sad to say, there are few pictures to accompany this rather long report - I was a little busy with my trusty calculator and tiny stopwatch (we have a miles per hour speedometer, the directions were in kilometres).

There is a Video being released in June of the Rally. We'll bring it along to a Monthly Meeting, and you can judge for yourself the merits of Targa Tasmania .

DO'S and DON'TS FOR FUTURE INVITEES:

DO take a cheque book with you, and a well-oiled pen.

DO take out comprehensive Insurance on your vehicle.

DO have a capable mechanic on call, ready to work on the car at all hours of the night .

DON'T expect much sleep - constant mechanical checks on the car are necessary at night.

DON'T take your wife as navigator, if you want to remain married.

DON'T expect to have a leisurely scenic tour of Tasmania.

In conclusion: an experience not to be forgotten (but was glad that I was part of it).
Stephanie Clark.

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Austin Healey Club Breakfast Run to Hunter Valley

MAY 17

The day started off with us all heading rather keenly toward the assembly point which was the old heavy vehicle weighing station at Mt Colah, Les Johnson having given us instructions to be there 6.30 and don't be late.

Some of us arrived shortly after 6 am - the weather was in fact brisk - in fact bloody cold at that time of the morning and we joined a multitude of sports and classic cars both as we neared and assembled in the area. Parking was pretty tight - there would have been over a hundred vehicles - it was a great feeling bringing back memories of days gone by...

Les arrived at about 6.30 and by that time a lot of us had obtained our directions from the Austin Healey Club organisers and some groups were beginning to set off northward up the expressway.

Our club was represented by a number of members including Lionel and Gael Walker in their red Aston Martin DB6, Chris and Joan Johnson, in a BMW, Les and Rosalie Johnson in a red Aston Martin DBS V8, some friends of theirs also in an Aston Martin DBS, Penny Creighton and Grant Liddell in Les Johnson's white Mustang GT (borrowed for the day), Lester and Pam Gough in the Triumph 2000, Max and Carol Pegler in their Aston Martin DBS V8 and Lorraine and myself in our BRG 3.8 Jaguar now sporting club plates.

The drive up was very enjoyable with over 100 sports cars strung out between Mt Colah and the Hunter Valley. Some of us wondered initially why some of the others were going so slowly. We in fact were ripping along in the vortex of V8 Aston Martins etc at fairly high speeds at times passing many MGs, TRs and other sports cars doing what seemed to be 30 mph in the inside lane.

It was only later when a chap in an MGB said to me "Gee your Jaguar sounded good when you ripped past us - I only wish we had a closed vehicle with heaters full on this morning instead of the intense cold of a hood down experience - we soon found the faster we went the colder we got!!" Hence the rugging up with duffel coats, beanies, scarves, etc.

After an interesting and enjoyable drive up through some country that proved very nice in the bright sunshine as it emerged, we arrived at a winery in the Hunter Valley where we all spent a time parking and sitting down to a lovely breakfast of eggs, bacon and all sorts of things and chatted over coffee etc for most of the morning.

The carpark of course became an impromptu display of sports and classic cars and most of us indulged in a leisurely stroll around and had a look over the hundred or so vehicles parked around the place some of which were quite interesting.

Our group then decided to make our way to another winery which had a restaurant attached namely the Hungerford Hill Winery, and after a few wine tastings etc spent a few hours in the afternoon eating damper and various assorted dishes followed by a nice red or two.

As mid afternoon approached, we began thinking about making our way back to Sydney and most of us ended up at Lionel and Gael Walker's place at Hornsby Heights where we had been invited for coffee and a leisurely chat.

Overall the day was a resounding success - full marks to Les Johnson - a ripper of an idea. Max tells me this sort of thing is held by the MG car club about 4 times a year. It may be good to keep in mind if it fits with our calendar.

Adrian and Lorraine Walker.

MOTORKHANA ROUND 1

RICHMOND 24 MAY

The day was fine for this event and we arrived to find Clay Burton and friends waiting.

After setting out the course competition started. Dave and Barbara Muir arrived followed by the Ross's.

The competition was really hot between Clay and his friend Peter, while our son Ross had some runs doing fairly well.

Lunch saw some wonderful conversation followed by the last run. Peters engine mount broke while our car ran out of brakes.

Results after a wonderful day - Clay Burton first - and guess who won the ladies class? Me!

Please come along to our next day on 26 July, it is a lot of fun.

See you there!

JUDY ANDREWS

MOTORKHANA POINTSCORE ROUND 1

Best Run per Course		1	2	3	TOTAL	POINTS
1.	Clay Burton Skyline	39.31	44.51	36.34	120.16	8
2.	Peter Commodore	40.71	45.26	39.48	125.45	
3.	Ray Ross Commodore	39.80	46.00	40.34	126.14	6
4.	Dave Muir Falcon	41.14	46.86	40.76	128.76	4
5.	Vic Andrews Volvo	44.08	49.77	43.18	137.03	3
6.	Ross Andrews Volvo	44.49	52.59	53.09	150.17	1
7.	Judy Andrews* Volvo	43.50	49.46	DNS		8

*Ladies Class

The Historic Sports and Racing Car Association of New South Wales Inc.

Dear Competitor,

The H.S.R.C.A. of NSW is pleased to invite you to participate in our second meeting to be held at Sydney's Eastern Creek Raceway over the weekend of 12th and 13th September 1992.

We were fortunate, last year, to have some 330 competitors which made for a most exciting and busy race meeting. Our decision to encourage divisional racing, meant large fields of cars with comparable performance were able to put on quite a show for such a large track.

During the past twelve months we have had an increasing demand from owners of Classic Saloons to have their own regularity event. We are pleased to advise that we will conduct a Regularity Trial for "Classic Saloons". That is saloon cars manufactured at any time prior to 31st December 1955, with seating for at least four adults.

As this is a new venture for our Association, we would appreciate help from competitors in suggesting to friends who have appropriate cars, that they should participate in this new event. We particularly want to see makes and models that were popular at Mt Druitt and Fishermans Bend during the 1950's.

The meeting will also include the 3rd round of the Appendix J "Hessone Engineering Tri-State Challenge". Also, the Appendix J Association has invited a number of 1950's and 1960's competitors to attend as guests. Other categories are encouraged to do likewise.

The Dawes Run for 1992 will finish at Eastern Creek this year, rather than Warwick Farm. This event for pre 1977 vehicles has become quite popular during recent years and some 300 classic cars will converge on Eastern Creek on Sunday

September 13th. We hope this will encourage even more of our competitors to dust off their racing overalls.

We are pleased to announce that we have secured the attendance of Peter Giddings and his famous 1934 8CV monoposto Maserati - known as the "Whitney Straight" Maserati. This magnificent car with its twin overhead cam supercharged straight eight engine should really show its true colours at a big track like Eastern Creek. We also hear that Max Lane Type 51A Grand Prix Bugatti will be making a welcome re-appearance at Eastern Creek.

For those who attended last year and our new competitors, we will be providing our free Sausage Sizzle on both Friday and Saturday afternoons, commencing at about 3 pm. Chef Frank Cuttell has kindly offered to cook again.

After some discussions at Winton, recently, with the Formula 5000 - Group P contingent, we are pleased to extend them an invitation to participate at our race meeting. These marvellous cars are a credit to their owners and drivers and should give us a great show in September.

The H.S.R.C.A. is conducting Private Practice on Friday 11th September and we plan to have a number of Flag points manned as well as an Ambulance in attendance.

For new and old competitors alike, Eastern Creek is a marvellous track for drivers and you may be assured that H.S.R.C.A. will make every effort to make your weekend with us enjoyable and memorable.

We hope to see you in September.
Yours faithfully,
Malcolm Shaw, Vice President.

The Tour T'Adelaide

The Tour T'Adelaide was started in 1990 to provide an event for the owners of all sporting and collectable cars, to enjoy the drive to the Adelaide F1 Grand Prix in the company of fellow enthusiasts, via the fantastic coastal route!

Now in its 3rd year, the "Tour" will leave from Melbourne's National Art Gallery on 31st October, for 6 days of fun and competition.

The 100 competing cars will travel via simple navigation and questions along some of the most scenic country in Australia, (all of THE TOUR is conducted on good sealed roads) to arrive in Adelaide in time for the start of the Grand Prix festivities.

A number of competitive events are held on-route, the points scored in these added to the navigation and questions decide the overall winner. There is no handicap system and an exotic hi-performance vehicle is not required to place well or enjoy the event!

Events en-route this year include a 200 meter sprint at the Ballarat Aerodrome, Hillclimb and motorkhana at Mt Leura - Camperdown, grass motorkhana at Mt Gambier, economy trial at Padthaway and

bitumen motorkhana at Victor Harbour.

These competitive events need only be completed as fast as he or she (first prize for an all lady crew) and their machinery feels comfortable with, and will be interspersed with plenty of social events, such as a wine tour at Coonawarra, Devonshire tea and croquet at the Padthaway Winery Estate, and the "Mayor's Lunch" at Victor Harbour.

Plus the nightly wineing and dining and presentations at the nominated watering holes, makes the "Tour T'Adelaide" a classic car rally in grand touring style. (Still; - no competitor has clean sheeted the event!!!)

With only 100 cars in the event, it also ensures there are more runs and more fun with the minimum time wasted. Requirements for entry are: a classic car in excellent condition (anything from a Goggomobile to a Lambo Diablo) and a love of touring in fine machinery.

All enquiries should be directed to the Directors: Terry Lawrie, Lorraine East, PO Box 270 Moorabbin 3189. Telephone 553 2290. Facsimile 532 1382.

The Tour T'Adelaide is not associated with the GP office or GP rally.

TIT BITS

A short rundown on the last few hillclimb rounds. Yes, we went to Grafton - No, the car wasn't finished, but that's another story. The stay at Bluey's beach for a few days on the way home proved very relaxing and what a pretty spot. Checked

out a proposed new hillclimb at Forster while there - great views but a hill not unlike a longer Dapto. Good power hill but not much good for the Datsun.

Penny's trying to find her lead foot after the Parkes rollover - she thinks it went out the windscreen!

Will cover Oran Park and Ringwood in the next magazine. Ringwood will be interesting as the little Datsun will be much better for it's run at Oran, Penny and the car being a little underdone for that outing, and Penny can practice on the Saturday at this tight little circuit just North of Newcastle. Grant Liddell.

-----CLUB REGALIA-----



CLOTH BADGES IN YELLOW AND BLACK

\$5

10 YR ANNIVERSARY LAPEL BADGE

\$10

METAL CAR BADGES

\$20

TRANSFER STICKERS

\$0.50

These items will be available at club meetings or
phone Lester Gough on 799 3209.

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