

NEWSLETTER
OF THE
THOROUGHbred
SPORTS CAR CLUB

JULY

1993



thoroughbred sports car club

INCORPORATED AS AN ASSOCIATION

Registered no: Y15083-35

TSCC is affiliated with The Confederation of Australian Motor Sport

OBJECTS OF THE CLUB

"Fostering a 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

Held on the second Wednesday of each month, commencing at 8:00 pm
at the Ryde RSL Club, Bowling Club rooms, 724 Victoria Road, Ryde.

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The Thoroughbred Sports Car Club.

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Val Peters, Editor
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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 or photographs are invited and should be sent to the editor for publication bearing the name and address of the writer.

1993 Committee

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Vice President & New Members Secretary	David Muir	(h) 413 1692	
Secretary	Chris Johnson	(h) 875 3691 (w) 888 3375	
Treasurer	Terry Gibbs	(w) 261 8255	Life Members Roland Clark Jim Peters Ray Ross
Competition Secretary	Vic Andrews	(h) 528 3227	
Social Secretary & Regalia Officer	Lester Gough	(h) 799 3209 (w) 750 8188	
Asst. Social Secretary	Les Johnson	(h) 412 1838 (w) 742 6302	<i>Note: These are all honorary positions carried out by individuals in their own time. If you call them, please accept that they may have to call you back at a more convenient time.</i>
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President's Report

Winter is upon us, excellent weather for our forthcoming trip to Meadlow Bath, hope to see many of you there for what will be an enjoyable lunch.

The May meeting saw Les Johnson give an interesting account of his London to Sydney exploits. Those who missed this missed an insight into the hardships faced along with the lighter moments of this event - thanks Les.

The go-cart outing, organised by Vic, was fantastic fun, while keeping my broken left foot out of trouble and off the break (sic) peddle added to the excitement. Please don't too many of you make it to our next go-cart outing as the more time I can spend behind the wheel the better.

The fish wrapper sees both John Burton and Bruce Kennedy gain mentions. John for his continuing excellent results in Sports 1300 racing and Bruce for his drive at Grafton. Congratulations to both of them.

Grant



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Minutes of TSCC Meeting - May 1993

Meeting of the Thoroughbred Sports Car Club
held on Wednesday 12 May 1993.

The Meeting opened at 2015 with President Grant Liddell in the chair.

Members Present:

Vic Andrews, John Burton, Roland & Stephanie Clark, Penny Creighton, Terry Gibbs, Lester & Pam Gough, Chris & Joan Johnson, Grant Liddell, David Muir, Max & Carol Pegler, Jim & Val Peters, Ray & Margaret Ross, Adrian Walker.

Apologies:

Jim Firth, Les Johnson, Barbara Muir, Bob Smith.

Minutes of the previous meeting:

Read by Chris Johnson, moved as accepted by Val Peters and seconded by Vic Andrews.

Correspondence:

CAMS Reports & brochures for the Macau Grand Prix.

Treasurer's Report:

Funds at hand - \$3,917.

Competition Report:

No sporting events held since previous meeting. Bathurst Flying Fifth results will be mailed to those who attended. Next event is Go-Karting - Club has booked track for 1 hour; cost will be \$20 per head. Supersprint on 29 May will be run by the Volvo Club.

Social Report:

Ten pin bowling proved a good night out & it was suggested that we do it again next year.
Good attendance from the Club at the All British Breakfast Run. Over 300 cars enjoyed the one & a half hour run from Chullora to Wollongong. Breakfast was disappointing, food ran out, hotel was poorly organised, not enough setas & long delays.
A booking for 17 has been made at the Chateau for Christmas Lunch on 25 July - \$34 p.p. and BYO.
Sylvan Glen Guest Farm, near Bundanoon booked for 7 August. Cost is \$110 p.p., dinner/bed & breakfast, BYO limited numbers, first in best dressed.
Editor's Report:
Val requested photos and story for the Go Kart meeting and the Super Sprint. Flyers (i.e. 'Club News') will have details of future social events.

General Business:

Grant mentioned a new magazine entitled Classic Car Australia; a history of our Club would be prepared and sent to the magazine.

The Meeting closed at 2145.

Minutes of TSCC Meeting - June 1993

Meeting of the Thoroughbred Sports Car Club
held on Wednesday 9 June 1993.

The Meeting opened at 2005 with President Grant Liddell in the chair.

Members Present:

Penny Creighton, John Evans, Lester Gough, Chris Johnson, Les Johnson, Grant Liddell, David Muir, Max & Carol Pegler, Bob Smith, Geoff Starkey.

Apologies:

Vic Andrews, Roland & Stephanie Clark, Terry Gibbs, Joan Johnson, Barbara Muir, Jim & Val Peters, Ray & Margaret Ross.

Minutes of the previous meeting:

Read moved and seconded.

Correspondence:

Secretary read out correspondence received. Of particular note - All British Ball on Saturday 9 October and the Snowy Mountains 1000 Rally on 20 - 23 November.

Treasurer's Report:

Treasurer absent, but advised that the Club is still financially viable.

Competition Report:

Vic Andrews absent, but Grant gave briefing on Go Kart meeting; attendees at Oran Park Supersprint; next event is Amaroo Park on 27 June.

Social Report:

Lester advised that DC3 trip to Hunter Valley was cancelled due to lack of support. Weekend to Bundanoon now fully booked & full payment due. Day run to Medlow Bath for lunch on 25 July. Steam train trip will be on 26 September with lunch at Robertson, or somewhere similar. It is intended to hold the Twilight Harbour cruise, listed in your calendar for 6 November, on the "Bounty" - cost will be \$45 per head.

Editor's Report:

The Editor was on holiday in Greece and regretting that she was unable to attend the meeting !!!

General Business:

None

The Meeting closed at 2100.

Following the meeting, Les Johnson gave a very interesting talk on the London to Sydney Rally; Grant Liddell & Bob Smith gave a briefing on Catalina Park at Katoomba.

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EDITOR'S COLUMN

It's been most interesting for me to catch up on the articles written by our members - thanks for the time you've taken to write these.

A very large 'THANK YOU' goes firstly to my daughter Anne for her tireless efforts in proof-reading all the 'Club News' mailings and 'Top Gear' magazines - without her eagle eyes, my "editing" life would be much more hazardous.

Secondly to Jim, who plays a very large assistant's role at production time, in relation to 'Top Gear' - he's a wizz at pasting, collating, copying, etc.

Our overseas trip went very well - I had a lovely time in England for one week whilst Jim attended his conference in Switzerland, then we went to Greece for three weeks.

Our travels took us not only to Athens, but to historic locations such as Olympia, Corinth, Delphi, Kalambaka etc. and to Crete (home of the ancient Minoan civilisation). Lastly to the beautiful islands of Santorini and Mykonos. We have funny memories of donkey rides and 4WD hiring. Of course, we arrived back with great suntans, but they are fading !!

Cheers
Val Peters

COMPETITION RACING REPORT

Go-Karts:

Go-kart event #1 was like a mini Monaco GP with everybody trying to be Ayrton Senna by passing under brakes at the hairpin or flat out up the main straight. Apart from a few aches and pains (must have been the G-forces) we all agreed it was great. The timing/laps were judged by the girls with the result being a tie between Ross Andrews and Michael Ryan.

Supersprints:

Oran Park 29th May VSCC event had an unusual 90 entries which resulted in long delays between runs. After three runs, most of us called it a day since the queue through the pits was still a record length.

New member Tony Lind, whom I never met on the day, achieved a 2nd in class with his V6 Commodore and a best lap of 57.0, just ahead of Bruce Kennedy for 3rd with a 57.3 best lap.

Chris Jackson surfaced, after some 18 months, with his super modified Torana which is now turbo charged and incorporating some innovations - just watch this go when it is sorted out. Best lap was 55.9 and 5th place in type 3 over 3000.

My highlight of the day was a dice with an open wheeler down the main straight until the oil temp went off scale due to a change in diff ratio. The engine now has better response to the Jesus pedal but I now need a change in oil cooler - sods law, one mod deserves another. However I was pleased to win my class with a best lap of 50.6.

Vic Andrews

Editor's note: see point scores on second-to-last page.

SOCIAL SECRETARY'S REPORT

Where are you Lester ?

Watch this space in the next magazine !

(Perhaps at least one in 1993 !)

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



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phone Lester Gough on 799 3209.
Please let him know if you would be interested in sweat and T-shirts.

BOWLING BONANZA

For those who weren't there on Saturday 17 April at the Enfield Bowling Alley - you really missed a fun evening.

We gathered between 6:00 and 6:30 pm, enjoying hot chips and cokes which were part of our admission price. Dividing ourselves into teams was not an easy task, but I suspect we were all fairly evenly matched !! With much nervous laughter, we selected our bowling balls, donned our special shoes, logged our names into the computerised scoring device and prepared to give it our best shot.

Jim teamed up with the Andrews family (Vic, Judy, Ross & Nadine) and I invited myself onto the Gibbs family team (Terry, Helen, Troy & Jason). Barbara & David Muir teamed up with Stephanie Clark & Grant Liddell, whilst Penny Creighton teamed up with Roland Clark and Joan & Chris Johnson. Pam & Lester Gough arrived too late to join in any of the teams - something about a bargain car piece available only in Wollongong late in the afternoon (or something along those lines - you know Lester !).

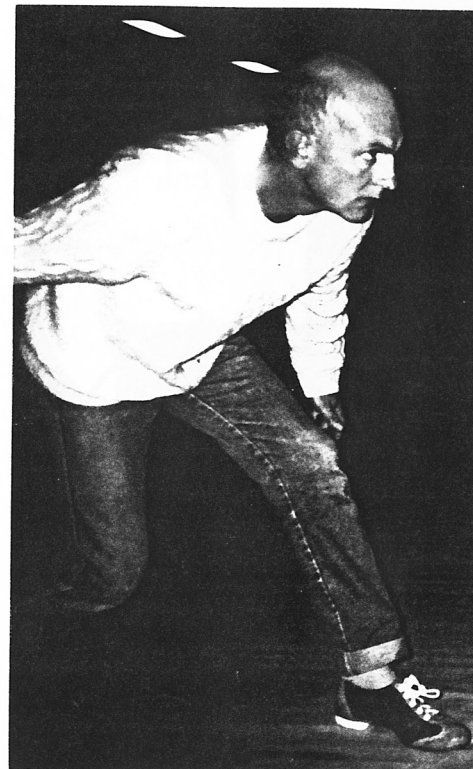
WELL - it became very apparent that, for most of us, it had been an awfully long time between strikes ! Just because both Grant & Jim were seen to be bowling with such vigour that they followed (or was it dragged by ?) the bowl down the alley, will tell you about prowess levels. Gradually, our enthusiastic teams found their feet and quite a few shouts of delight greeted successful bowls/strikes.

As two of our teams were not using adjacent alleys, this author had a bit of trouble not only keeping up with the game, but trying to "spy" on what was happening in the other lanes. I'm sure that humorous incidents took place whilst I was trying not to be the lowest scorer, as hoots of laughter were heard from the teams.

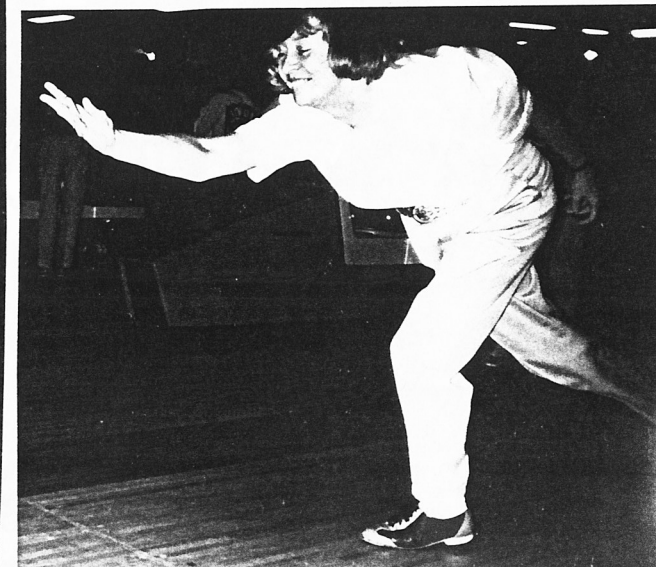
I don't intend to embarrass myself by revealing the final scores, suffice to say we all had a great time, and departed the bowling alley amidst laughter as we made our way to the Italian eatery. The restaurant contained a slightly separate room, into which we all piled and, after much rearranging of the circular tables, we managed to seat people so we could all see each other. A very enjoyable meal followed, and we were ravenous enough (by the time it came) to devour it heartily.

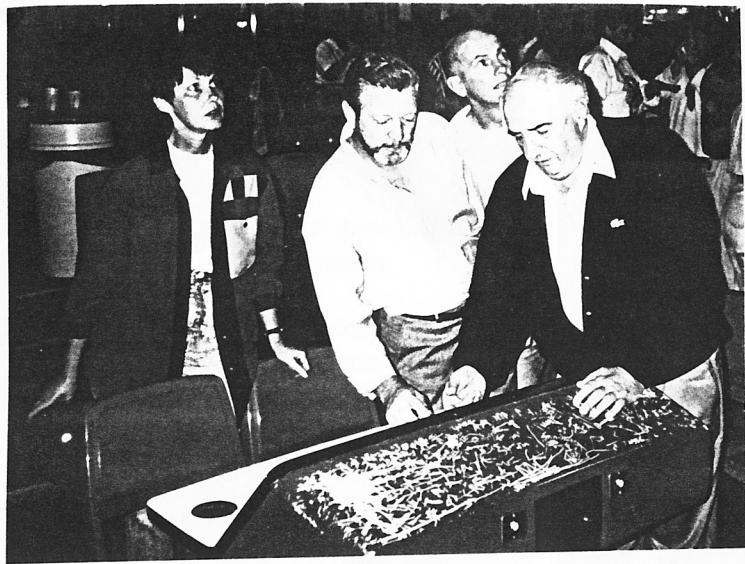
A great evening was had by all - I hope we do it again sometime.

Val Peters

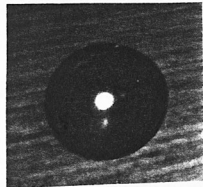
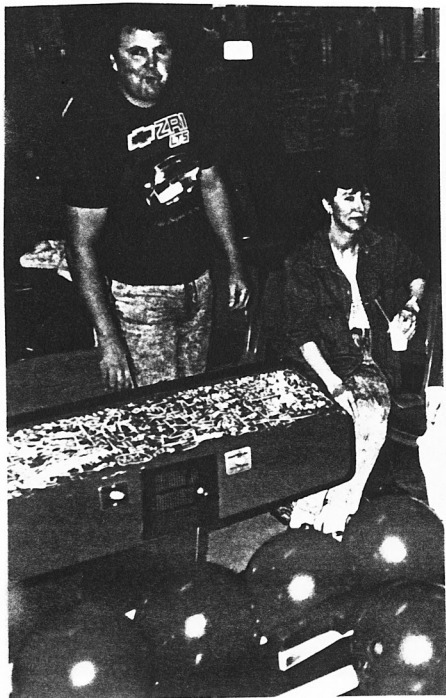


Firstly - demonstrations by the "experts"

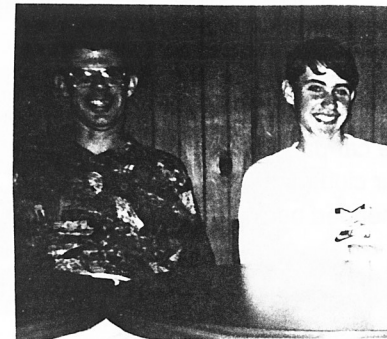




followed by some scheming/plotting and scrutineering



then we all gave up
and went to dinner !



ALL BRITISH BREAKFAST RUN

Sunday 2 May 1993

Did you know that 0515 hours is the middle of the night, especially when it is Sunday ?? Anyway the keen, the car lovers and the foolhardy arose at that time to take part in the All British Breakfast Run to Wollongong, organised by the Austin Healey Car Club.

After many frustrating hours - and dollars - , the E type was finally ready. Joan and I met Ray & Margaret, Terry, Helen and the boys, at 0615 hours to drive together to Chullora where the rally was to begin. The morning was brisk, if not to say damned cold, and the real enthusiasts with the hoods down must have had rock or ice) in their heads !!

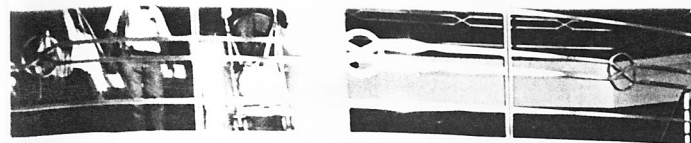
Almost every conceivable make of British sports car and sedan filled the Woolworth's car park at Chullora, including the odd Volvo masquerading as British by flying a Union Jack from the aerial - nice work Vic !!

0700 hours saw the procession start and 300 odd cars poured onto the Hume Highway to head south - a grand sight indeed. The route should have been through Campbelltown and Appin, but somebody either couldn't read or couldn't turn left because they were frozen, so a whole entourage continued south and went via Wilton; like sheep we all followed. Every so often a green Commode would flash past and pull over ahead of the stream, out would hobble Grant on gammy foot, take a few photographs then would roar off again to another vantage point.

Despite taking the wrong route we all arrived at the Northbeach Novotel Hotel around 0845 hours and stood in a queue for what seemed forever. Lack of attention to detail by the hotel management caused food to run out early, unless one had a passion for bacon which seemed to arrive by the truck load ! Long delays ensued while we waited patiently for eggs, sausages and rolls, not to mention tea and coffee. There were not enough seats and tables and some of us had to eat in the downstairs foyer; although a lovely sitting-out area in which one could partake in afternoon tea, it is not quite suited for a hot breakfast ! I would hasten to add that this comedy of errors was in no way the responsibility of the organisers of the rally, but that of the hotel management. Indeed the rally itself was well organised with clear and concise instructions and a lovely venue for breakfast.

After breakfast we all had a wander around the car park to check out all the magnificent machinery and drool accordingly. Our club members dispersed to do their own thing in Wollongong, whilst Joan and I headed back to Sydney.

Chris Johnson



Enjoying breakfast ? ! ?



THOROUGHbred 'SKID' GRAND PRIX
Sunday 23 May, 1993

This skid report covers our Club Calendar event, as arranged by 'The Andrews Racing Management' at Pit-Stop Raceway, Taren Point. Scheduled start time was eleven hundred hours.

The plan was to take up to 14 grid positions, being the number of skid karts available at the raceway - but you guessed it - some starters did not arrive. Shame - you missed a great day.

Teams:

- Andrews team - Victor & son Ross (do you need instructions Dad ?);
- Hoppy team - Grant 'Peg Leg' Liddell;
- I'm Crook team - Penny Creighton, suffering the blues (or was it reds);
- High Flyers team - Chris Johnson (alias egg beater) and son Simon (catch me if you can Dad !);
- Minchinbury team - Michael Ryan - 200 plus laps an hour;
- Spin-em Out team - Yours Truly - go get-em !

Track conditions:

Dry & black with possible changes during event duration !!

Race Criteria:

Duration - 1 hour plus. Distance - 200 laps or 5000 spins, whichever came first. Race Bosses - Judy Andrews (assisted by Nadine), Barbara Muir & Joan Johnson. Protests - refer Race Bosses (no win situation ruling). Fastest lap objective - 14 seconds or less. Timing conditions - you must have completed 6 consecutive laps to record lap time - Note: our official "Lap Race Bosses" could not control this rule because most drivers, except one or two, could not achieve the 6 lap criteria due to SOME DRIVERS who kept on bumping you & driving dirty tactics & all that (eh, eh, eh - we had a ball, eh Chris !!!).

After about one hour of racing, bumping, & settling down to hot tyres and a sticky track, a halt was called by Pit-Stop Raceway who claimed we were enjoying ourselves too much !!!

They then proceeded to sprinkle a white substance, in the form of Johnson Skid Powder, which turned the sticky track into, to quote a phrase, "smooth as a baby's b_m". Gentlemen, start your engines and enjoy 360's, 180's, 97.5's, etc., etc. - terrific !

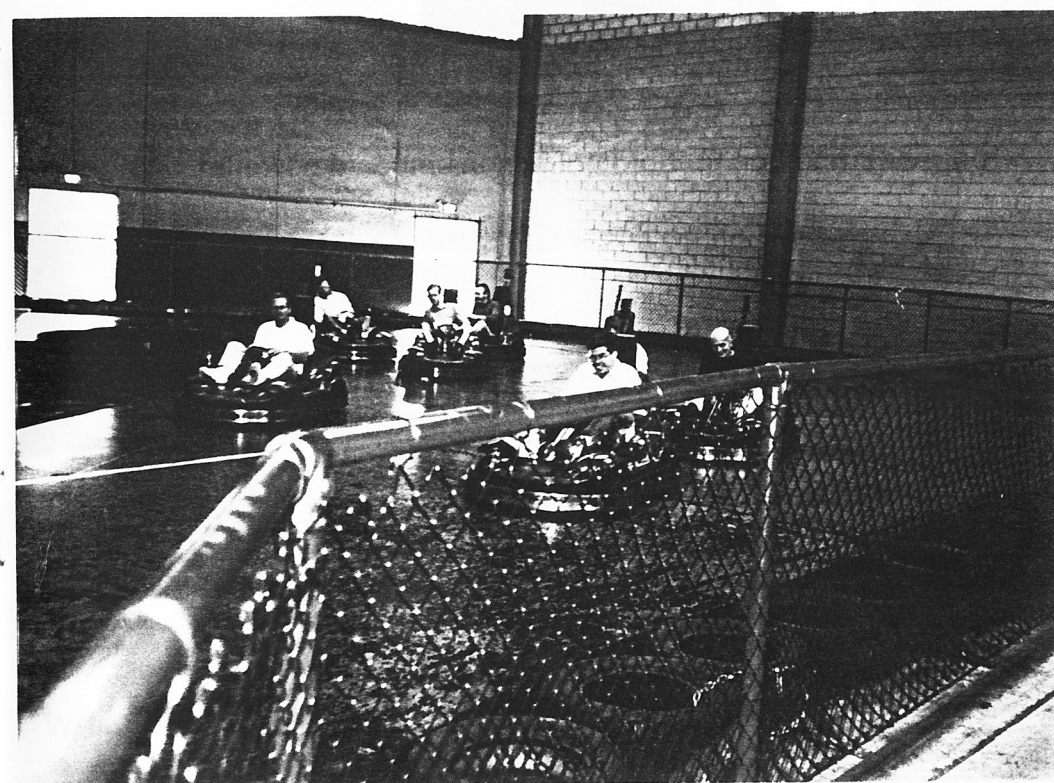
After an hour & a half of kart changes, fuel stops, protests, jump starts (or was it bump starts ?), we all had a fantastic time. The only downturn was the aftermath aches, pains excuses - let's face it - 'plum tuckered out'. Remedy - we'd better go and have some liquid painkillers and some food substance - great idea !.

THOROUGHbred 'SKID' GRAND PRIX
Continued

The stars of the day were Michael Ryan and young Ross "Ayrton Senna" Andrews. Well done guys. There were some other stars, but these were somewhat blurred !

In closing, "thank you" to the Andrews team for arranging the day. A must to re-book this venue for our Club Calendar event in August.

David 'Spin Out' Muir

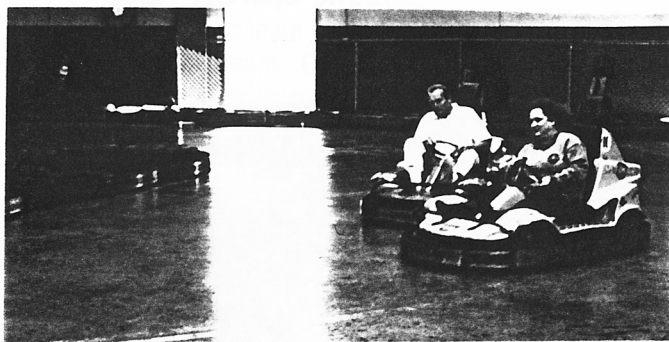
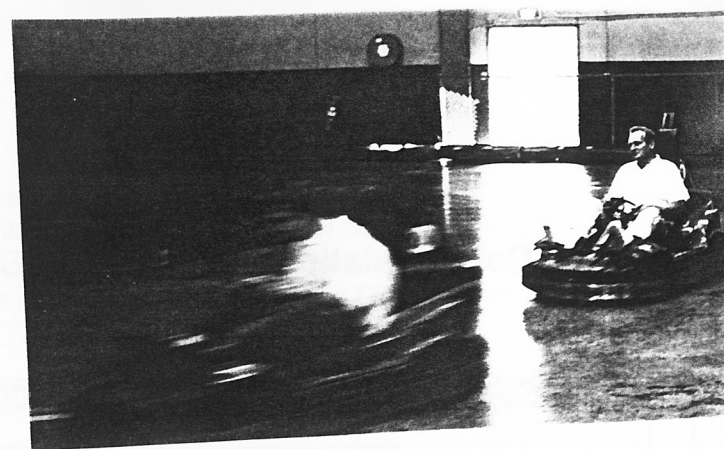


Off to a flying start

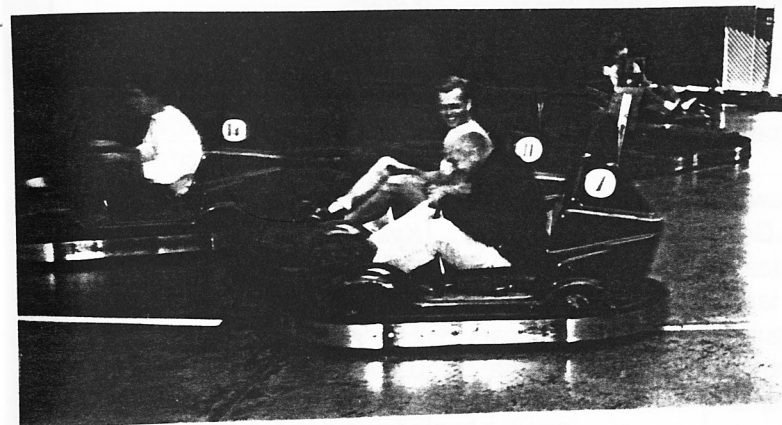


Rough play ?

Very sedate, Chris !

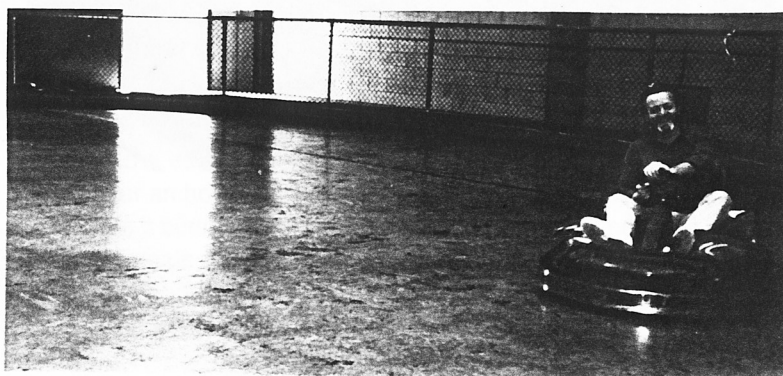
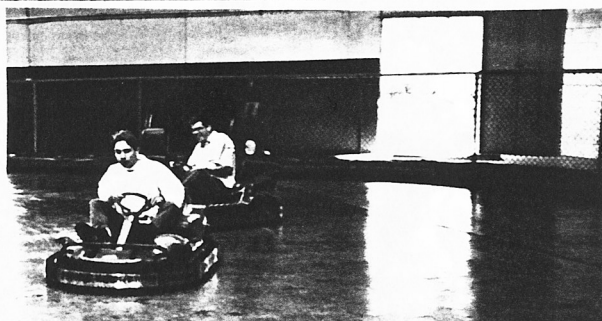


Go get 'em Penny



Very pushy !!

Keep up Dad !



The outside line
by "spin-out" Muir

Wrong way, Grant



SOLUTION TO
Quiz No. 1

Congratulations to: BOB SMITH

	<u>QUESTION</u>	<u>ANSWER</u>
1	Brand of car manufactured in Maranello.	<i>Ferrari</i>
2	Which famous racing driver started racing at 44 years of age.	<i>Fangio</i>
3	What is known as the "Brickyard".	<i>Indianapolis</i>
4	Oldest Formula One Grand Prix race.	<i>French</i>
5	English circuit Mercedes Benz competed at in the 1930's.	<i>Donington</i>
6	Which circuit is known as the Sarthe.	<i>Le Mans</i>
7	First Formula One Grand Prix race in 1993.	<i>Kyalami</i>
8	Who made the fastest 'trucks' in the world.	<i>Bentley</i>
9	What is Molsheim famous for.	<i>Bugatti</i>
10	Car maker with reputation for the lightest cars.	<i>Lotus</i>
11	Driver who won both motor cycle & Formula One championships.	<i>John Surtees</i>
12	Australia's most famous 'special' car.	<i>Maybach</i>
13	Name of circuit in pre-WWII Berlin.	<i>Avus</i>
14	Current Formula One driver whose father won a world championship.	<i>Michael Andretti/Damon Hill</i>
15	Name of father in Q 14.	<i>Mario Andretti/Graham Hill</i>
16	Which retired driver still wears his sponsor's hat.	<i>Niki Lauda</i>
17	Where does Nigel Mansell live.	<i>Isle of Man/Florida</i>
18	What circuit does Tom Wheatcroft own.	<i>Donington</i>
19	Which driver won a World Championship in pouring rain, in Japan.	<i>James Hunt</i>
20	Which car maker names all their models after the names of winds.	<i>Maserati</i>

QUIZ NO 2.

First correct entry received on the Editor's fax machine (02-929 0242), OR handed in personally, WINS a pair of T.S.C.C. transfer stickers.

Entries close by Wednesday 14 July (i.e. next Club meeting date).

	<u>QUESTION</u>	<u>ANSWER</u>
1	Famous Swiss tuner of Sierra Cosworths.	
2	Which car finished 12th at Le Mans in 1988.	
3	A Rolls Royce, chassis no. 17KG, was delivered new in 1922, to which famous political figure.	
4	Which stylist devised the "Nivola" show car.	
5	What was unique about the Ferrari 365 SP.	
6	What did Nigel Mansell do at 3:15 pm on 15th July, 1991.	
7	Which Formula 1 team fielded the RS2.	
8	In 1990 how much fuel, per 100 km, was issued to the Group C cars.	
9	Number of cars registered in Australia in 1927.	
10	Distance of a lap at Spa-Francochamps.	
11	Senna's age at his first grand prix win.	
12	What engine powered the 1989 F1 March.	
13	Year Nigel Mansell joined Ferrari.	
14	Which make of car won the 1975 Swedish rally.	
15	Year Peugeots placed 1-2-3 in the Baja run.	
16	No. of races won by Al Unser Jnr in 1988.	
17	Designer credited with creating the "Diablo".	
18	In 1990, manufacturer who developed the show car "Aurora".	
19	A last minute replacement for Mansell, driving a Williams, collided with Senna in the Italian Grand Prix. Who was the replacement..	
20	39 yr old rally driver who ended a run of bad luck, to win the Monte Carlo rally.	

TIT BITS

NSW HILLCLIMB CHAMPIONSHIP ROUND 3 MARCH 27

TAMWORTH, COMMODORE COUNTRY

RECORD: W BROWN - SCEPTRE V8 31.15

As DATSUN MK 3 was a long way from finished Penny arranged a log book for the tow car and we set off for Friday night scrutineering for this a Saturday event.

The automatic 6 cylinder VC Commodore required a tie rod end before it could be run, this was fitted on the Saturday after delivery by the Scrutineers - helpful lot these country boys.

This round would see Penny (although in hindsight I should have entered her amongst the sports sedans) running along with Bruce Kennedy in 2E over 3000cc. Bruce drove well, his 41.22 giving him 8th in class, Penny being the 10th. Last in class, last woman and last on the day on 51.24.

Joseph Roohan in his 5735cc Torana 37.14 being fastest in class.

All in all another good meeting with some excellent drives - most notably Neville Bridges driving Stan Adlers Porche to a 33.74 for 4th outright and Penny driving Neville, Stan and myself home much later after a really memorable evening at a bowling club.

FTD: IVAN TIGHE - KADITCHA 32.49.

ROUND 4 APRIL 25

PARKES

RECORD: R RUMBLE - CHEETAH 22.54

What a difference a month makes. Penny decided I should spend two weeks preparing the DATSUN so it was that I

spent my time at home beaver away while she worked night and day to cover the cost.

Avian at SSS supplied the setup info for the new 45mm WEBERS in the absence of Stuart Wilkins who was running a Porche 911 in the LONDON to SYDNEY. SSS not only being Datsun specialists but very capable with other vehicles.

Friday night saw the car unfinished. By late Saturday with continuing help we were ready for the drive to Parkes arriving at 2.30am. Yes we missed Saturday practice.

Scrutineering - and I hastily emptied 2 litres of orange juice - plastic breather bottle fitted, front guards cut to clear tyres, fingers bandaged and we were ready?

My first run saw the car very sideways while Penny was more restrained 34.21 and 34.36 times being the result. On the second runs the trouble started with the car developing a miss. I recorded a 33.44 while Penny barely made the top of the hill in 41.18.

I missed the next run, changing jets in an effort to put things right, to no avail as Penny left the start only to be pushed straight back in.

Luckily lunch intervened and it was during this time that I found PETROL in the WATER. The petrol tank was full of water. This fixed and the car sounded really sweet.

Two runs saw my time down to 29.92 with Penny running an easy 31.24. Smiles all round. The class was won by Mark Broadhead in his Cooper S 28.29 (record) with three others finishing in front of us. Close stuff. Penny being third fastest woman to Ruth Pobjoy VW 29.77.

Oh yes Bruce Kennedy ran - sorry Bruce. A best of 29.18 saw the Celica 6th behind Joseph Roohan 28.02 (record) an even closer class.

FTD: N. TRAINOR - HAY HONDA 23.35

Next round at CARA has been cancelled due in no small part to a lack of interest by the locals. It is to be hoped that this is not another venue that will be lost.

NSW HILLCLIMB CHAMPIONSHIP ROUND 6 JUNE 13

GRAFTON

RECORD:

Just a short drive to this event! My short cut - stay overnight Friday in Tamworth then on via Armidale to Grafton looked good on paper - only about 60km longer than the coast road with fewer traffic lights. Shame that what appeared to be tar between the Dorrigo turnoff and Grafton (the last 100 or so k's) turned out to be very very windy, dirt for the most part - sorry Penny, sorry tow car. From Grafton to the hill - about 10k's took around 1 hour. The Commodore having decided enough was enough - the rough roads and dust having seen to the fuel filter becoming blocked. We removed the filter and all was again OK.

Time to practice - what a change. Two runs with no trouble although I became lost - yes lost on the hill (I went the wrong way).

Now for Sunday. Penny not yet to grips with the car, did however improve over her 4 runs from 66.74 to 62.64 secs.

I started with a 60.91 to improve to 57.28 on my fourth which saw me just quicker than our club's other entrant and fellow team member, Bruce Kennedy whose best time up to his third run was 57.31. Bruce came through with a much improved 56.44 on his last to take fourth in his class of seven behind Dave Body's Torana on 55.35 (53.34 record) to pip me.

Myself and Penny finishing second and third in class behind Mark Broadhead setting yet again another record at 54.53 secs.

By way of comparison Mark's times at Oran Park south circuit during the Volvo Car Club supersprint being 54.2, this being the lowest capacity class in the least modified of the sedans in the championship. FTD went to Queenslander Bill Norris in his Hawk Mk2 - 46.67 secs. Peter Finlay won the top 10 shootout in his S/C Mawer Formula Ford - 47.55 secs.

Penny is now 3rd in the woman's class and 4th in class. I am 5th in class behind Penny while Bruce is running 7th in his class.

The next round is at Oran Park North on the 18th July, more of a supersprint, really.

A track inspection for future hillclimb use saw Penny and I at Raleigh just south of Coffs Harbour on the holiday Monday. This was an excellent stop with the circuit owner allowing us to circulate at will in the company of Geoff Edenborough in his Bowin Hay and Stuart Creighton in his Techno as long as no go-carts were on the track.

Penny devised some new pit signals during her 15 or so laps coming into the pits pointing at her nose... this indicating that the front brake pads were cooked! I managed 5 laps in the company of the awesome Bowin with Geoff's son Jamie at the helm. This resulted in a beaut spin by myself much to the delight of everyone in the pits. Geoff followed later on the same very tight corner allowing us to compare skid marks.

Anyone heading north should look in at this circuit - say no more.

We spent 2 days at Boomerang Beach on the way back where Geoff explained his plans to build 2 Jordan F1 look-alike cars for hillclimbing, this will see the Bowin eventually for sale - anyone game enough?

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CLUBMEMBERS' NEWS

*** Please note the following alteration to one of Roland & Stephanie Clark's home phone numbers: 063-358201 (the last digit was missing previously).

*** Congratulations to the proud new grandparents - Joan & Chris Johnson - Gabrielle came into the world on May 24th, weighing 7 lbs 3 ozs. We understand that Nicole & Mark have settled into parenthood very rapidly, and we wish all three of them health and happiness for their future.

*** It's great to be able to welcome the following new members:

Chris & Sandra Jackson

19 Mantalini St., Ambervale, NSW 2560. (H) 046-284676
Torana XU1 Sports Sedan; Commodore.

Tony Lind

9 Bell St., Gordon, NSW 2072. (H) 498 2019; (W) 980 7422
VK Commodore

Geoff Starkey

31/38 Cope St., Lane Cove, NSW, 2066. (H) 418 6963; (W) 892 1300.

TARGA TASMANIA - 1993

It's one year since I wrote an article on the Inaugural Targa Tasmania for the Club magazine; that article having a navigator's (and wife's) (biased) slant. This year I am writing on the 1993 Targa Tasmania from a spectator's point of view (a thoroughly more enjoyable and safer slant).

1993 saw 247 cars start from Launceston on their 2,000 km, five-day trek around Tasmania. A large number of the cars/drivers/navigators returned for a second time (a chance to improve on their 1992 performance). There was a greater percentage of 'professional' drivers and navigators in 1993, the majority of entrants having had considerable experience in track and rally Events. There was a decline in the number of husband and wife teams this year (a definite marriage-saving device).

We were fortunate enough to watch the Hobart stage of the event. Day Two saw the fleet arrive in Hobart; a few cars less, some having come to grief on the drive down the east coast.

The Third Day brought back many memories:

Some good:

the cars were flagged off from the Hobart Mall, with great pomp and ceremony, cheered on by the locals, with a commentary about each driver/navigator, car as they set off 30 seconds apart.

Some not so good:

sitting very relaxed at one of the many vantage points (Ferntree Hotel, sipping the odd glass of white wine) watching the cars on one of the Targa Stages 'fly' past at speeds of over 80 miles per hour, knowing that a delay of over 30 seconds between cars meant that someone had had either mechanical and/or accident problems; and hearing the all too familiar ambulance sirens.

Some exhilarating:

being part of the Domain crowd, watching as a Porsche loses it on a sharp bend, spins a full 360 degrees, stopping for a few (vital) seconds, only to take off again as the crowd cheers and claps.

Some adrenalin-pumping:

watching as a car loses it on the same corner, slams into the guard rail, ends up with the back wheels in a ditch, spinning; the adrenalin pumping as the driver is urging the crowd to "lift him up, lift him out"; all this while the other cars are speeding past.

TARGA TASMANIA - 1993

(continued)

Some heart-stopping:

watching a replay on television of a Porsche just missing a corner, leaving the road, shaking hands with a tree, almost breaking in half; the driver and navigator having to be cut out of the wreckage.

Some rewarding:

watching a news report on the Ferrari F40 making it safely around Tasmania this year - 1992 saw it shipped back to Italy for major repairs, following an altercation with a gully.

1994 will see Targa Tasmania return yet again to the shores of Tasmania.

Will 1994 see any TSCC members there? I can thoroughly recommend it as a Spectator's Sport !!!

Stephanie Clark

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1993 POINT SCORES

At 31.05.93

**** SPORTING ****

21 points	Jim Peters; Vic Andrews.
18 points	Max Pegler.
9 points	Tony Lind; John Suttor.
7 points	Bruce Kennedy.
3 points	Carol Pegler; Chris Jackson.

At 30.06.93 **** CLUBMEMBER OF THE YEAR ****

27 points	David Muir.
24 points	Jim Peters.
23 points	Lester Gough; Grant Liddell.
22 points	Penny Creighton; Chris Johnson.
21 points	Vic Andrews.

Adrian Walker

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TROPHIES

PERPETUAL TROPHIES

The winner's name is engraved on the trophy and an individual trophy is given to commemorate the event.

**** Clive Sanderson Trophy ****

Awarded to the 'Clubmember of the Year', for attending the most events.

**** Don McDonald Memorial Trophy ****

Awarded to a member, chosen by the President, who has made a significant contribution to the Club during the year.

**** Sporting Championship ****

Awarded to the outright winner (see sporting awards below).

**** Club Car Display ****

Awarded for the best-presented car. Additionally there is an individual trophy for the best car which is less than 5 years old.

SPORTING TROPHIES

**** Sporting Championship ****

Two trophies awarded - one each for Open and Closed Sections, to the members with the highest points in these Sections. The one with the highest score also receives the perpetual trophy (as above).

**** Motorkhana/Go-Kart Championship ****

Two trophies awarded - one each for Ladies and Outright. In the event of equal times in both categories, there will be a trophy for the Men's section and both winners will be presented with Outright trophies.

**** Best Performance By A New Member ****

Awarded by the Sporting Committee members.

The Committee may, at its discretion, award other 'one-off' trophies for the year.