

NEWSLETTER
OF THE
THOROUGHbred
SPORTS CAR CLUB

OCTOBER

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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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

President	Grant Liddell	(h) 499 2102	Board Members John Burton Ray Ross
Vice President & New Members Secretary	David Muir	(h) 413 1692	
Secretary	Chris Johnson	(h) 875 3691 (w) 888 3375	Life Members Roland Clark Jim Peters Ray Ross
Treasurer	Terry Gibbs	(w) 261 8255	
Competition Secretary	Vic Andrews	(h) 528 3227	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.
Social Secretary & Regalia Officer	Lester Gough	(h) 799 3209 (w) 750 8188	
Asst. Social Secretary	Les Johnson	(h) 412 1838 (w) 742 6302	
Plate Registrar	Roland Clark	(h) 899 1205	
Editor	Val Peters	(h) 922 6807	

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Presidents Report

A Committee meeting held recently has seen some overdue changes made in a number of areas. Most importantly the monthly meetings have been streamlined to enable members to spend more time chatting with one another or in time (it's due in November) watching videos on our recently purchased 2 in 1 Video Unit.

What with one thing or another, I find not enough time to attend all of our events. Those that I have attended have been more than enjoyable. While it seems from feedback, this applies to all of our events held so far, I can only urge members to avail themselves of our events.

See you at the Vice President's run.

Grant Liddell



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Minutes of TSCC Meeting - September 1993

Meeting of the Thoroughbred Sports Car Club
held on Wednesday 8 September 1993.

The Meeting opened at 2000 hrs with President Grant Liddell in the chair.

Members Present:

Penny Creighton, John Evans, Terry Gibbs, Lester Gough, Chris Johnson, Les Johnson, Bruce Kennedy, Grant Liddell, David & Barbara Muir, David & Conny Pratt, Ray & Margaret Ross, Michael Ryan, Bob Smith & Adrian Walker.

Apologies:

Vic Andrews, Roland & Stephanie Clark, Joan Johnson, Val & Jim Peters.

Minutes of the previous meeting:

Read, moved and seconded.

Correspondence:

Secretary read out correspondence received; left for members to peruse.

Treasurer's Report:

The Club has \$2,424.57 in the bank.

Competition Report:

Vic Andrews absent. Grant reported the Go Kart meeting had been successful & a lot of fun. 13 members attended. Michael Ryan completed the most laps, with Ross Andrews second and Grant third. Penny won the last race.

Editor's Report:

Val unable to attend meeting. Chris reminded the meeting that all articles

for the magazine were now due.

Social Report:

Les confirmed the Xmas Party has been booked at the Artarmon Motor Inn for 11 December; the 'free room' raffle would again be conducted. The Great Train Trip has been booked out with 44 & a half people attending. The Bounty has been booked for 20 people on 6 November. Details later. Phantom of the Opera booking probably be March next year. Lester will produce details soon.

General Business:

Lester advised receiving a letter from radio station 2RDDJ, concerning a programme that airs at 6:45 am on Saturdays, on classic cars. They requested our Club either send a resume, or someone to be interviewed on-air, about our Club. Grant suggested curriculum vitae be made up. Grant & Penny checked out a proposed hill climb & motorkana track near Lithgow. At least 2 years to completion. Bob Smith told of the Pebble Beach display he saw, in addition to a magnificent car collection in Brisbane. David Muir advised that info on the Vice-President's Run and Pride of Ownership day would soon be mailed. *The Meeting closed at 2050 hours.*

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ADMIN 978

EDITOR'S COLUMN

We have some really great stories for you in this bumper edition of Top Gear, so settle back and enjoy.

We are fortunate enough to have two stories on the London-Sydney Marathon - one from the Johnsons, together with lots of photographs, and the Ketelbey's story of the same event.

The Johnson story and photos is a full coverage of their trip, which Roselee has typed from their diary. We are going to bring it to you in serial form, with the first instalment in this edition.

As well, we have interesting stories on the Club events together with some pictorial evidence of members at play !!

Thank you to all our authors, who gave their time and have made this a great issue.

We have another quiz, but this one is easier as we had a lot of mumblings amongst the members concerning the degree of difficulty in the last one.

I'd like to welcome a new advertiser to our magazine, whom many of you will have met already in person. I'm referring to Dave Pratt (and, of course, his wife Conny) of DYAES - Dee Why Auto Electrical Services.

Cheers

Val Peters

COMPETITION RACING REPORT

Indoor go-kart event #2: Thirteen drivers competed, thanks to those who came along and also brought others. You had to be there - it was something like a speedway demolition derby and dodgem-car go-kart racing, but a lot of fun with a few aches & pains when it's over.

Michael Ryan blitzed the field again while trying to keep out of trouble, which is not easy with our mix of drivers !

The results of this event are based on the best 2 out of 3 races, as some of the cars varied with points for the first six places based on the sporting championship for the first six places.

The overall Winner of the two-event series was MICHAEL RYAN, who has a different knack for these type of cars, scoring the maximum possible 24 points.

Second overall was Ross "this is how you do it dad !" Andrews.



Third overall goes to Grant Liddell, ex sedan driver on the comeback trail.

Driver	Event 1		Event 2		Total Points
Michael Ryan	1st	12 pts	1st	12 pts	24
Ross Andrews	1st	12 pts	4th	5 pts	17
Grant Liddell	6th	2 pts	2nd	9 pts	11
Penny Creighton	5th	3 pts	3rd	7 pts	10
Vic Andrews	3rd	7 pts	6th	2 pts	9
Chris Johnson	4th	5 pts	5th	3 pts	8

Next Event:

17 October - Amaroo Park Supersprint A.R.D.C.

Vic Andrews



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WINGS AND WHEELS

The Naval Aviation Museum at Nowra had invited the Club to attend their Wings and Wheels day on Sunday 1 August 1993, and as I have an avid interest in Naval aviation, Joan and I decided to drive down in the 'E' on Saturday and take advantage to visit friends in the area.

The weather in Sydney was not too good on Saturday morning, however we decided to venture out in the wet and test all of the car's systems ! The rain stopped after Campbelltown and when the road dried out, we blew a few cobwebs out of the engine. The drive was good and the car performed perfectly - even the brakes worked !

Sunday dawned as a perfect day with crisp and clear blue skies - ideal for an air display. We arrived at the Museum and parked in the hangar, then viewed the very interesting museum displays and aircraft. The Jaguar Car Club had arrived en-masse and displayed their cars in the hangar also. There were some magnificent examples of the marque, which were a credit to the owners. Numerous other classic cars arrived for the display and these too were worthy of the day.

The flying display started at about 1100 hours and the aircraft ranged from the old to the new - helicopters, jets, biplanes and parachutists. David Lowy, of Westfield, gave a gut-wrenching display of competition aerobatics and very impressive it was too.

During the day we met up with Roland and Stephanie Clark, John and Sue Burton and David and Conny Pratt. We departed about 1600 hours and had an uneventful, but slow, drive home. The traffic south of Kiama was very heavy and slow moving, however it soon thinned out when we got to the dual carriageway. It was a pleasant day out, a good drive and worth the effort.

CHRIS JOHNSON



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LETTER TO THE EDITOR

95 APPLETREE DRIVE
CHERRYBROOK 2126
19 JULY 1993

Dear Editor,

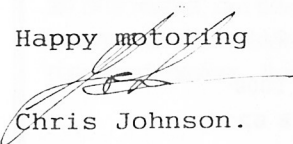
Over the years the Thoroughbred Sports Car Club has developed into a mature and enthusiastic club that caters for nearly all aspects of all things motoring. I believe it also epitomises what all good clubs should be - a mixture of social, sporting and diverse membership - however, there is an obvious tendency for a number of members to enjoy the benefits of our affiliation with CAMS to pursue their purely sporting interests, and very few attend the monthly meetings. If the club is to continue to flourish then it is important for those members to attend the meetings, not only to show their support, but also to make an input in the running of the their club.

It is appreciated that not all members wish to attend the social events that are organised by the hard working committee but again members could show a little more consideration by notifying the Social Secretary of their intentions regarding the events that are organised - it only takes one quick telephone call.

While I am on my soap box, I would also like to make a comment on the conduct of the monthly meetings. There are occasions when some members wish to pass comment on various topics that are neither relevant at the time nor are they pertinent to that stage of the meeting. This action only causes the meetings to become long and tedious and is not conducive to wooing more members to attend. If the formalities are kept short then the meetings will have more appeal, and there will be more time for small talk.

I make no apologies if this letter has offended some readers but I believe that it is the sentiment of many of our members.

Happy motoring


Chris Johnson.

MEDLOW BATH

Sunday 25 July

What can I say about The Chateau - superb venue, excellent cuisine and good friends? Well one out of three is not too bad.

11:00 am saw Adrian & Lorraine Walker in the Jag, with Jim & Val Peters plus David & Barbara Muir in the Alfa and David & Conny Pratt in the Silver Stag at Richmond - all waiting for Chris & Joan Johnson and Terry & Helen Gibbs in the Channel 10 look-a-like people mover.

After an interesting trip, in which I spent a disproportionate amount of time watching Adrian twitching up the Bell Road in the rear vision mirror, we arrived at a slightly soggy Medlow Bath. Upon arrival we were ushered into our own private dining room where Grant & Penny plus Roland & Stephanie awaited.

The meal was memorable if only for the comments that it caused later, while the staff seemed reluctant to be dragged away from whatever they were doing. The conversation was genial but Jim Peters has got me seriously worried!! What is a self-respecting sports car enthusiast doing knowing about John Greenwood anyway??

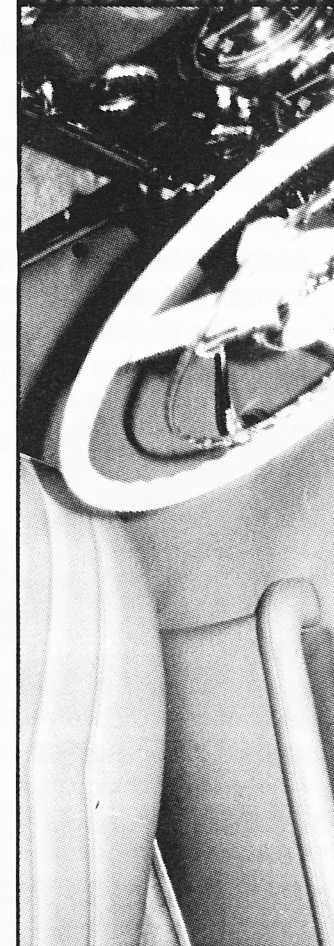
Adrian taught me one more trick that I'll save for the future - the "hey I'm not restoring this car for me - it belongs to one of our children" trick. Thanks Adrian.

After about four hours our "genial" hosts whipped out the crow bars to pry us loose and send us on our merry ways.

A day memorable for great conversation and friends rather than a great meal. Which goes to prove the TSCC can have a great time anywhere!

Terry Gibbs

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LONDON TO SYDNEY MARATHON 1993

CAR NO. 53 - LES & ROSELEE JOHNSON

PART ONE

Day 1: London to Ypres (Belgium)

We left Chelsea Harbour in drizzling conditions and motored past Big Ben and the Houses of Parliament. This was it, we were finally on our way after two long years of planning, including the disappointment of the Aston Martin burning out twelve months prior, and the decision to use the Mustang as a substitute. We were faced with the fact that we really were about to drive from London to Sydney. After our first special stage, I cried from sheer relief because we had undertaken our first and most momentous

task successfully. It was now time to settle down and take each day as it came. The cars were transported across the infamous English Channel via ferry from Dover to Calais. Our next challenge was to accustom ourselves to driving on the right hand side of the road. After arrival in Ypres, we dashed down to the Mennen Gates to witness the evening ceremony of the closing of those infamous gates which stand as a memorial to the thousands of Anzacs who lost their lives in the Great War.



LONDON TO SYDNEY MARATHON 1993

(continued)



and schools. We were stopped by the local police because our number plate, which was designed to lay back when we travelled, could not be seen. After securing it with cable ties and exchanging police badges for kangaroo pins, the police wished us well.

Day 2: Ypres to Trier (Germany).

Where are we now? That was the cry a few times today. Our special stage today proved to be a real challenge but Les managed to keep the car pointed in the right direction. Not so for a number of other cars. A red Holden Monaro rolled; fortunately the occupants escaped unscathed. This mishap held us up for twenty minutes and I was busting to have a pit stop so, once through the special stage, I bolted for the first available garage. Our second special stage was highlighted by my screaming to Les' deaf ear "left, left, LEFT !!!" at a sharp left turn which, because of the late understanding of my command, caused us to reverse to manoeuvre around the extremely sharp bend. Our run into Trier was very picturesque with the way dotted with old cottages, churches



Day 3: Trier to Igls

It certainly was a long tiring day. We left an hour earlier and arrived into Igls at 8:30 pm, half an hour late. Our special section wound its way on tarmac up a mountain. We narrowly missed falling over a cliff. It was then we travelled over the Rhine River,

LONDON TO SYDNEY MARATHON 1993

(continued)

Day 3: Trier to Igls (cont.)

following it for a while taking in the castles and churches dotted along the riverbanks, and over the German border into France to the vineyards of St. Hippolyte. Then we were rallying up a bitumen mountain road and then through French customs and back into Germany where we followed the snow-capped mountains, and at one stage found ourselves alongside a frozen lake. The way this event was organised allowed us no alternative but to break the speed limit in most areas. Unfortunately the eye of the German police was upon us and we were booked, together with Gordon & Kim Ketelbey, for exceeding the speed limit. At one stage Les thought that the police were going for the handcuffs!! After paying an on-the-spot fine of \$ US 105 per car, we carried on. It was then onto Austria and the Alpina Hotel for a well deserved rest.

Day 4: Igls to Bratislava

Leaving Igls behind we travelled through pretty little towns and noted, with interest, street cleaners picking up rubbish with 3' long tongs. A lot of driving was done on autobahns as we went from Austria to Germany towards Wien. The special stage, held

on a gravel road on the Castle of Prug estate was lucky because, just 500 metres past the finish we ran out of petrol. After switching tanks we drove on through the Slovakian border to witness a very different lifestyle. It was extreme poverty. We arrived at the Skoda workshop in Slovakia greeted by a very enthusiastic crowd. It seemed that the more remote the countries, the more knowledgeable they were about the event. Our accommodation was equivalent to a high rise cell block. The Slovaks tried but somehow missed the finer points. We dined on cold turkey, boiled potatoes, canned vegetables which was all very bland. Oh well, they tried.

Day 5: Bratislava to Szeged

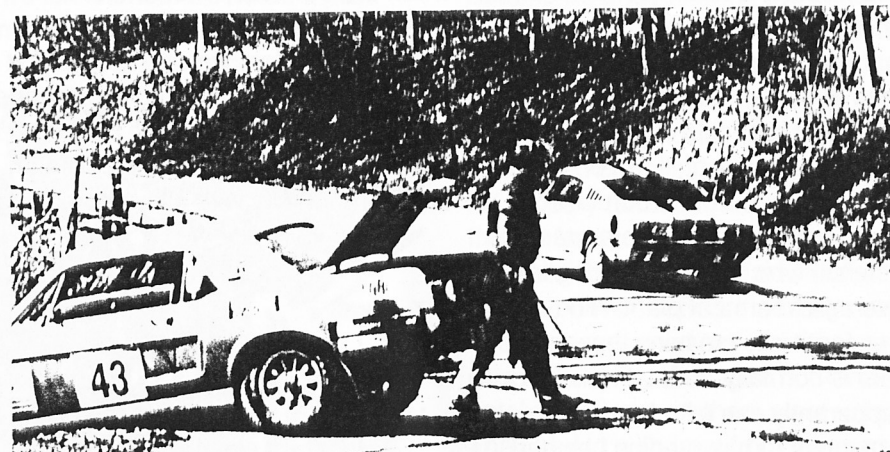
A rousing send off by the locals made up for the lack of hotel facilities. Village people, including school children, waved and screamed as they wished us well. The first special stage, which was up a twisty gradient tarmac, proved to have some problems. We miscalculated a corner and jumped the gutter, coming to rest near a stone wall. After a quick check we carried on, passing Ross Lamb in his Holden with a bent wishbone. The next special stage at Skycow saw the Ketelbey's

LONDON TO SYDNEY MARATHON 1993

(continued)

in their Mustang, stuck hard and fast under the armour guard rail, with the nose of their car hanging over a sheer cliff. (Thank goodness for guard rails). After they dug their way clear, a spark from the spark plug went through the fire wall and ignited the hessian lining of the cabin wall. Quick action by Kim soon had the fire under control. Our next stage was in Szeged and this one we really enjoyed. We drove with great confidence through the sandy

stage and presented a very credible time. The Mustang loved the dirt. I was actually urging Les to go faster. We caught two cars on that particular section, which is commendable considering the cars start at one minute intervals. Once we joined the motorway we were lucky to be behind a police car and, mindful of the speed limit (and our previous altercation with the law), followed it for a while, considering it to be a police escort.



Day 6: Szeged to Rouse

Again poverty surrounded us. Even the railway station had just a tiny strip of concrete for waiting passengers. We narrowly missed a lady who was in no hurry to cross the road. We saw fully laden donkeys wandering through

sheep herds and we also saw women sweeping the dirt streets with straw brooms. The surroundings were drab, no plants or colour, just dilapidated concrete houses as far as the eye could see. Going into the town of Fagarus we came upon a funeral

LONDON TO SYDNEY MARATHON 1993

(continued)

Day 6: Szeged to Rousse (cont.)

procession. The deceased was carried on a horse and cart and simply covered with a white cloth. We queue jumped for petrol because the organisers had arranged competitors petrol in advance. Throughout Bulgaria we had police directing and literally assisting us in breaking the speed limit. We were transported back 200 years by the sight of a bullock cart driven by a lady in tattered clothes wearing a scarf, just like biblical times. One sight that will always stay with us was a genuine sheep herder, dressed in a long-haired sheep skin coat, tending his flock. The special stage was a windy uphill run on tarmac to a Swiss resort. At the border from Romania to Bulgaria we were greeted by a stench which was emanating from a sewerage treatment plant. The queues for trucks crossing these borders is normally about 4 kms long and apparently can take up to three days to cross. That evening Les had to affix a metal plate to the underside of the car which had worked its way loose after hitting a huge pothole.

Day 7: Rousse to Istanbul

This day would be interesting from a navigational point of view because we had funny names e.g. VLWZAI. The 13 km special stage was a climb up a potted tarmac road. Pre-start

favourite Roger Clark ran out of fuel on the stage and dropped from 7th to 35th place. Co-driver Tony Moy sprinted to the finish where the travelling AA service crew provided cans which a Bulgarian carried back to the stranded Escort. Husband & wife team, Roger and Margaret Ealand, careered off the road and plunged over the edge. Ross Dunkerton severely damaged his big Ford Falcon. The Japanese-entered Ford Escort of Yassuhisa Tokugaw overturned when the front suspension broke. After passing through the Bulgarian & Turkish borders we saw the sea for the first time since the English Channel. After arriving in Istanbul we dashed down to the bazaar which was like an underground city with alleys spreading



LONDON TO SYDNEY MARATHON 1993

(continued)

Day 7: Rousse to Istanbul (cont.)

out from the hub of a wheel. There were peddlers selling everything from belly-dancing outfits to brass, leather handbag and coats. We then rushed through the back streets of Istanbul, fascinated by old buildings and mosques, and walked on cobblestones that were about 700 years old. We arrived at one mosque at prayer

Day 8: Istanbul to Ankara

As we left Istanbul we noted a man calmly leading a grizzly bear across the busy city street. After crossing the



time so removed our shoes and proceeded inside. The dome was completely covered by tiny tiles from floor to ceiling. As we left some local boys started whispering at me because I was obviously doing something wrong. Apparently I put my shoes on before leaving the green carpet, which is a real "no, no". I quickly jumped out of my shoes and re-shod a couple of steps further on.

Bosphorus and following the motorway, we turned off onto a gravel road to yet another special stage, which was in a military area where we were forbidden to take photos. After we completed our special stage - a downhill slippery tarmac road - we learnt that the car behind us, the Daf driven by the Dutch brothers, had crashed when Jan, the driver, suffered a black out. The car overturned several times and was extensively damaged but fortunately the Geert brothers were unhurt. They had to withdraw from the marathon because the car was too badly damaged. We climbed past snow capped mountains and through drab timber housing estates built on sand hills with not a tree in sight. The road leading to Ankara was hectic. There were cars swerving, bipping horns and traffic police doing an impossible job. My navigation was excellent and we made it to our night stop, through

LONDON TO SYDNEY MARATHON 1993

Day 8: Istanbul to Ankara (cont)

the chaos, without a mistake. We dined in an authentic Turkish restaurant and were served many delicacies with leaven bread and varied side dishes. The owners took us for a tour through the kitchen, which consisted of a long fire of coals used for cooking

the kebabs. Before dining, Les adjusted our rear brakes and checked the diff. for oil loss. The ladies team of Georgina Chaseling and Virginia Bevan had the engine of their Volvo seize within 600 metres of the re-start from Istanbul. They had the engine removed, stripped, reground the crankshaft, & had the car running in 10 hours.

Day 9: Ankara to Erzurum

We had 905 kms to complete today. A little like driving from Sydney to Melbourne. After just 40 kms we took part in a special stage which was on tarmac and 20 kms long. Quite hairy at times especially on a slippery hair-

pin turn. We were caught by a car but didn't care as long as we finished the stage safely. It was then onto Erzurum, driving through mountain ranges with snow-capped peaks. The mountains became sparse and we passed more



LONDON TO SYDNEY MARATHON 1993

Day 9: Ankara to Erzurum (cont)

biblical people dressed from head to toe. We saw Muslim women wearing Chadors and even saw one woman whose face was completely covered by a scarf. We saw many nomadic families and goat and sheep herders. We travelled along cobblestone roads and slippery, suspension-breaking mountain roads and alongside mountain streams swollen by melted snow. When we stopped for petrol (ofisil) we were mobbed by local Turkish people who, although friendly, needed a good scrub. We saw goods being transported by horse and cart, including a fridge - a real luxury in those parts. We

noticed that there were no girls over the age of about 5 years and summarized that they were helping their mothers in the home. After an extremely long day we were greeted by a charming man, who spoke reasonable English as he ushered us to our little box with ensuite and double bed. At least the sheets were clean.

The Rolls Royce Corniche, belonging to Australian travel agent Tony Wilson, retired today due to overheating problems. Michael Burleigh spun his Porsche off the road and down an embankment on the stage, ending up in a farmer's paddock, but was able to rejoin the road.

Day 10: Erzurum to Ankara

This was to be the reverse of yesterday - another 989 kms. The first special stage was just a short run from the hotel. It was held in freezing conditions. The snow-lined, slippery road (part of the Silk Road travelled by Marco Polo) made it impossible for some cars to get traction. As we waited in the

high altitude and freezing conditions our car engine got very hot, but fortunately, once we started on the stage, the temperature needle started to drop. Sydney Dixon, driving his Rambler, slipped off and landed in the mud and snow but managed to winch himself clear. The rest of the day was a mirror of yesterday.



LONDON TO SYDNEY MARATHON 1993

Day 11: Ankara to Ankara

We battled our way through Ankara's traffic. Sometimes there were as many as four lanes in a two lane road. After leaving the chaos we arrived at Seben for a 16 km special stage of fast, twisty, hilly tarmac. From there, we wound our way down through the mountains and pine forests. Special stage two was at Kocibey and to be held on 12 kms of bumpy tarmac with a long hill climb.

As we were about to start this section, we were informed that Brian Ginger, co-driving a Holden Monaro, had been fatally injured in a road accident with an on-coming bus. His driver, Norman Framstad, suffered shock and a broken wrist. From that moment on, the mood became very sombre. We rallied together and returned to our favourite Turkish restaurant with Ross Lamb and Terry Daly. It was a day that will be etched in our memories forever.

Roselee Johnson

To be continued in the next issue of "Top Gear"

ANGUISHED ENGLISH ! ?

In a Tokyo hotel - Is forbidden to steal hotel towels please. If you are not person to do such thing is please not to read this.

In another Japanese hotel room - Please to bathe inside the tub.

In a Bucharest hotel lobby - The lift is being fixed for the next day. During that time we regret that you will be unbearable.

In a Leipzig elevator - Do not enter the lift backwards, and only when lit up.

In a Belgrade hotel elevator - To move the cabin, push button for wishing floor. If the cabin should enter more persons, each one should press a number of wishing floor. Driving is then going alphabetically by national order.

SOLUTION TO

Quiz No. 2

We gather this proved a little difficult for everyone - but we thought you might like to know the answers !

	QUESTION	ANSWER
1	Famous Swiss tuner of Sierra Cosworths.	<i>Ruedi Eggenberger</i>
2	Which car finished 12th at Le Mans in 1988.	<i>Toyota 88c</i>
3	A Rolls Royce, chassis no. 17KG, was delivered new in 1922, to which famous political figure.	<i>Lenin</i>
4	Which stylist devised the "Nivola" show car.	<i>Bertone</i>
5	What was unique about the Ferrari 365 SP.	<i>3 front seats or a central driving position</i>
6	What did Nigel Mansell do at 3:15 pm on 15th July, 1991.	<i>Announced his retirement</i>
7	Which Formula 1 team fielded the RS2.	<i>Renault</i>
8	In 1990 how much fuel, per 100 km, was issued to the Group C cars.	<i>51 litres or .51 litres per km</i>
9	Number of cars registered in Australia in 1927.	<i>100,000</i>
10	Distance of a lap at Spa-Francorchamps.	<i>6.94 km or 4.312 miles</i>
11	Senna's age at his first grand prix win.	<i>28 years</i>
12	What engine powered the 1989 F1 March.	<i>Judd</i>
13	Year Nigel Mansell joined Ferrari.	<i>1989</i>
14	Which make of car won the 1975 Swedish rally.	<i>Lancia</i>
15	Year Peugeots placed 1-2-3 in the Baja run.	<i>1988</i>
16	No. of races won by Al Unser Jr in 1988.	<i>Three</i>
17	Designer credited with creating the "Diablo".	<i>Marcello Gandini</i>
18	In 1990, manufacturer who developed the show car "Aurora".	<i>Cadillac</i>
19	A last minute replacement for Mansell, driving a Williams, collided with Senna in the Italian Grand Prix. Who was the replacement..	<i>Jean-Louis Schlesser</i>
20	39 yr old rally driver who ended a run of bad luck, to win the Monte Carlo rally.	<i>Bruno Saby</i>

First correct entry received by the Editor
WINS a pair of T.S.C.C. transfer stickers.

Tick the box alongside
your answer.

Entries close on Friday 29 October, 1993.

Name:

	QUESTIONS	ANSWERS
1	Which Grand Prix was Goodyears' 250th win ?	<input type="checkbox"/> 1990 Hungarian <input type="checkbox"/> 1991 Brazilian <input type="checkbox"/> 1992 Italian
2	In what year did Nigel Mansell become the "winningest" Grand Prix driver ?	<input type="checkbox"/> 1990 <input type="checkbox"/> 1991 <input type="checkbox"/> 1992
3	Which make of car was allowed to run at 830 kg at Le Mans ?	<input type="checkbox"/> Lancia-Ferrari LC2 <input type="checkbox"/> Porsche <input type="checkbox"/> Mazda
4	Which is the oldest Grand Prix ?	<input type="checkbox"/> English <input type="checkbox"/> Italian <input type="checkbox"/> French
5	What nationality is Alesi ?	<input type="checkbox"/> Italian <input type="checkbox"/> French <input type="checkbox"/> Spanish
6	The b.h.p. of a 1949 twin carb, 2.5 litre Lea Francis Sports ?	<input type="checkbox"/> 85 <input type="checkbox"/> 105 <input type="checkbox"/> 125
7	How many Lotus Elites were built ?	<input type="checkbox"/> 990 <input type="checkbox"/> 1090 <input type="checkbox"/> 1190
8	Year of largest gathering in the world, of Ferraris, at Silverstone ?	<input type="checkbox"/> 1985 <input type="checkbox"/> 1990 <input type="checkbox"/> 1992
9	Engine capacity of a Jensen SP ?	<input type="checkbox"/> 6392 cc <input type="checkbox"/> 6884 cc <input type="checkbox"/> 7212 cc
10	What years were Morris Minors built ?	<input type="checkbox"/> 1948-71 <input type="checkbox"/> 1949-69 <input type="checkbox"/> 1949-70
11	Which year did Unique Cars show, on page 103, a Lancia Flavia 2000 coupe for sale ?	<input type="checkbox"/> July 1990 <input type="checkbox"/> July 1991 <input type="checkbox"/> July 1992
12	Year Cadillac first made the "Eldorado" ?	<input type="checkbox"/> 1953 <input type="checkbox"/> 1954 <input type="checkbox"/> 1955
13	In the 1993 "Hardie 12 Hour Race", who carried no. 5 ?	<input type="checkbox"/> Kevin Wallock <input type="checkbox"/> Andrew Miedecke <input type="checkbox"/> Gary Waldon
14	Top speed of an Aston Martin DB7 ?	<input type="checkbox"/> 160 mph <input type="checkbox"/> 165 mph <input type="checkbox"/> 168 mph
15	Which manufacturer owns Lotus ?	<input type="checkbox"/> General Motors <input type="checkbox"/> Chrysler <input type="checkbox"/> Bugatti

MORE "ANGUISHED ENGLISH"

In a Tokyo shop - Our nylons cost more than common, but you'll find they are best in the long run.

From a Japanese information booklet about using a hotel air conditioner - Cooles and Heates: If you want just condition of warm in your room, please control yourself.

From a brochure of a car rental firm in Tokyo - When passenger of foot leave in sight, tootle the horn. Trumpet him melodiously at first, but if he still obstacles your passage then tootle him with vigor.

Two signs from a Majorcan shop entrance - English well talking - Here speaching American.

On the menu of a Swiss restaurant - Our wines leave you nothing to hope for.

In a Tokyo bar - Special cocktails for the ladies with nuts.

In a Copenhagen airline ticket office - We take your bags and send them in all directions.

On the door of a Moscow hotel room - If this is your first visit to the USSR, you are welcome to it.

In a Norwegian cocktail lounge - Ladies are requested not have children in the bar.

In an Acapulco hotel - The manager has personally passed all the water served here

In an Austrian hotel catering to skiers - Not to perambulate the corridors in the hours of repose in the boots of ascension.

In the office of a Roman doctor - Specialist in women and other diseases.

NSW HILLCLIMB CHAMPIONSHIP

ROUND 7

ORAN PARK NORTH

"Team Thoroughbred" was at full strength for this event.

Bruce Kennedy having an excellent run in the GT4 to be fastest of our three team members. His 42.63 for 5th in class of 7 behind David Body in the Turbo charged Torana LJ, 40.61 and new record.

Vic Andrews in the Viper won his class of two with a 43.14, while I managed to record a 44.20 in Penny's Datsun 1200 coupe for 3rd in class of 6. Mark Broadhead's Cooper 'S' taking our class with a new record, 43.13.

Penny recorded a 46.88 for 6th and second woman to Ruth Pobjoy's VW, 45.14.

All in all a good day with Bruce and I happy with our times, my spin at speed on the last run impressing the flaggies. Penny was considerably quicker than last year and experimented, hopefully to advantage, with a different approach to her driving towards the later part of the day.

Peter Finlay took FTD and top ten. His time of 35.84 being a new outright record.

ROUND 8

RINGWOOD

Full team competing again. Bruce 35.01, 3rd in class of 7 behind Joe Roohan in the Chev? engined 2E car 34.55 (new record) The GT4 very quick off the line - fastest of class and with only the quick open wheelers and Mel McEndry's very quick sports sedan Escort being quicker to the first of the split time recorders.

Neville Trainer's Blown 1047cc Hay Honda at 3.38 being quickest off the mark to Bruce's 3.90 and Mel's 3.82.

Vic's best off the line 4.29 to my 4.75 and Penny's 4.61. Yep Penny was quicker in the Datsun over the first section in

Seven of eight runs.

Vic's 35.60 was good for 1st of 4 in his class while my 35.89 saw me 2nd to Peter Robinson's Cooper 'S' on 35.12 (new record). Penny a good 3rd of 4 on 36.72 being fastest lady.

FTD Peter Finlay 29.27 just outside the 29.15 outright record.

ROUND 9

DAPTO

Vic missed this one.

Bruce recorded an excellent 29.94 for 4th in class of 10. Joe Roohan's new record of 26.53 is going to take some beating.

I managed a 32.62 for 4th of 5. Penny 5th with an off colour 35.74 and 4th lady. Peter Robinson won the class with a new record of 30.64 - well earnt. What an uphill drag.

With one round to go: Vic will take 2nd in his class if he runs at Newcastle with 3rd being his result if he doesn't.

Bruce is running 6th in his, me thinks, with an outside chance of a slight improvement at Newcastle - a very competitive class. Wait till next year - Bruce in his newly acquired Renmax should really enjoy himself.

I am 3rd in 2E 0-1300 with Penny 4th and threatening. I need a good showing at Newcastle to keep her the 5 points behind.

Penny meanwhile needs to finish well to reinforce second place in the woman's trophy

Oh.... and team wise... Penny, Ruth and Irene's team "Tit for Tat" looks like running 3rd of 8. And Thoroughbred seems destined for around 6th.

Hope to see you in Newcastle. Grant.



Chris Jackson's Torana - hope there's an engine !

SOCIAL SECRETARY'S REPORT

or

ASSISTANT SOCIAL SECRETARY'S REPORT

?

OH, WELL !

Let me fill in this space by offering congratulations to Pam and Lester on the birth of their son - RICHARD born Thursday 23 September.

Mother & son both doing well (& dad's not doing badly either !)
Best wishes to all the Goughs from all at the TSCC

THE ENERGETIC WEEKEND

(or Sylvan Glen Weekend)

Saturday 7th August started off fairly cold, and it got colder, and colder and colder

Everybody had arrived by four o'clock in the afternoon, after various sojourns by some members: late breakfast at Mittagong; lunch at Bowral; stop-overs at the Scottish Shop; getting over the night before

After much sorting out of who had what bedroom, the group settled down to active sports: some partaking of a round of golf, some hitting the pool table, others sitting and chatting.

This activity stretched to dinner time. A sumptuous meal was had on the old Fairfax Board Table (one almost felt as if one had to add an amendment to the tabled agenda). Then onto serious joke-telling and port drinking. (There was much "...that reminds me...", "...did you hear the one about ...", - with an endless supply by Lester Gough).

Sunday morning was cold and windy; the proposed mini-athletics had to be postponed - not so much due to the weather, but that the contingency was not all that 'bright-eyed and bushy-tailed' !!).

The more energetic of us however (or was it the more fool-hardy ???) did go for a long walk, rugged up to protect against the biting wind. There was also the odd game of tennis.

Sunday afternoon saw a leisurely drive back to Sydney, and back to routine: a very relaxing weekend spent with car fiends.

(There is absolutely no truth to the rumour that one car club member is going to restore the 1934 Ford V8 left derelict on the property).

Stephanie Clark



Chat (or is it gossip ?) time

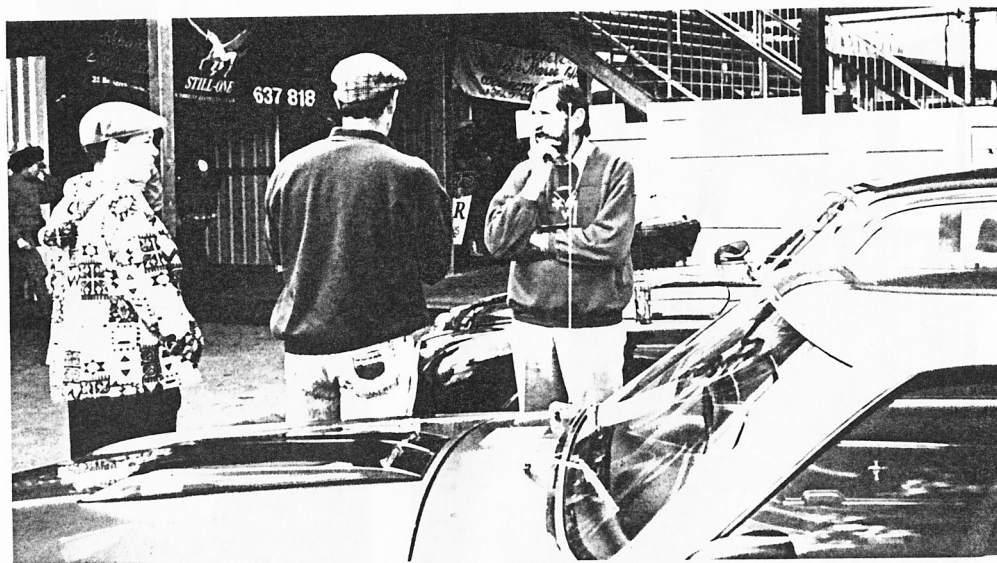


Relaxing pursuits





Who stole the doughnuts ?



It no longer has a turbo

HISTORICAR FESTIVAL and CLASSIC CAR DISPLAY

Sunday 29 August 1993

Eastern Creek Racing Circuit

A mostly sunny day greeted us on the run out to Eastern Creek Motor Racing Circuit in Sydney's west, for what must be one of the largest displays of historic and classic vehicles ever held in Australia.

Driving out there we saw numerous sports and classic cars of all types, and a hint of showers early on gave way to a sunny day overall which was good news for the Council of Vintage Veteran and Thoroughbred Motor Clubs (CVVTMC) who organised this amazing event. Cars converged from McDonalds' carparks all over Sydney for those wishing to go out in convoy.

Your club, the TSCC, was invited to participate for the first time this year by putting on a display of our classic & thoroughbred vehicles, as we are now officially a member of CVVTMC, and our participation was universally acknowledged as a resounding success.

CVVTMC is a body made up of member clubs and it talks directly with the RTA/ government re club plates and other classic car related matters. Being accepted as a member of this prestigious council represents another milestone in the development of our club for the longer term.

As we arrived and set up our display, we were grateful to Terry Thompson from CVVTMC (you may remember I brought him along for a talk at one of our club meetings) who had given us a prime spot in the tarmac pit area and we soon had crowds of people around our cars.

I was amazed at the size of the display which went across the entire pit area and the pit parking area, covering acres and acres - there were literally hundreds and hundreds of cars on display with over 70 clubs involved. The display included jazz bands, historic military vehicles & double decker buses which were available for rides around the circuit (Lester & Les were seen riding on all these) and total numbers were around 1,500 vehicles on display.

Participants were given several laps of the circuit in various groups behind a pace car, which was very interesting, and these circuit runs continued all day. In the middle of the day a display of racing was put on by the HRSCA who had quite a contingent of Elfins, Lotus, Formula 1 Ferraris, MG TC's and other classic racing and sports cars to make beautiful noises, excite small boys and stir the blood of true enthusiasts.

HISTORICAR FESTIVAL and CLASSIC CAR DISPLAY

(continued)

Most of the major clubs were represented: MG, Jaguar, Rolls Royce, Volvo, Mercedes, Austin Healy, Alfa Romeo, Buick, Morgan, Packard plus many others including HRSCA, VSCC and the Veteran Car Club of Australia.

Each club was invited to nominate one vehicle for the overall Historicar Festival Concourse event, for which trophies were awarded by the Minister for Transport at the end of the day - for logistics reasons, we had no entry this year but next year we might give them a real run for their money.

After lunch the public descended in droves, being able to attend the display which was advertised by CVVTMC. In the bright sunshine an amazing amount of interest was shown in our relatively small display (compared with some other clubs), with dozens of people in our display area talking about vehicles they had owned themselves, our club, etc. All our people had many conversations during the course of the day and several new members may be joining our club.

Those members who had vehicles on display were:

- * RON BEAVER with a very pretty red MG MIDGET Convertible
- * LESTER GOUGH brought along a beautiful 2 door Futura V8 Convertible (has he swapped a shedful of Escorts/Cortinas ?)
- * JOHN HALL with his striking rosso Maranello FERRARI 250 GT Coupe (he is no stranger to Eastern Creek with his Prad)
- * LES JOHNSON and his London/Sydney Marathon scarred 66 GT MUSTANG, complete with onboard computers, stickers & scratches !!
- * TOM KORNHABER brought along his very pristine yellow MG TC
- * DAVE PRATT and his beautiful Silver/Grey 69 MACH 1 MUSTANG
- * GRAHAM VAUGHN with his cute but very fast LOTUS ELAN S4 (he races it Sb class - entered in Eastern Creek HRSCA meeting Sept 16)
- * ADRIAN WALKER - I brought my JAGUAR MK2 3.8 in British Racing Green, in "as raced" club competition form.

HISTORICAR FESTIVAL and CLASSIC CAR DISPLAY

(continued)

Terry Thompson, of CVVTMC, took the occasion to have a meeting involving presidents or representatives of each club, the Minister for Transport and a local member, who gave their views as supporters of motoring enthusiasts together with the philosophy of the classic car movement and to try to ensure that a form of high octane petrol would always be available, at a reasonable cost, to run in such vehicles (one person I spoke to had seen a 3.8 Jaguar run at Bathurst).

Terry also mentioned (in another speech) about the philosophy of the CVVTMC classic car movement - those of us with classic vehicles really have custodial possession of them during our lifetimes and when we are long gone, other motoring enthusiasts will probably continue to bring them along to such displays - hence when looked at in the longer term perspective, we are collecting, restoring and keeping these classic vehicles intact so future generations can see, drive and enjoy them as we have - and CVVTMC provides a focus for this to continue into the future.

Terry assures me that Eastern Creek is now the home of this annual Display (2 weeks prior to HRSCA mid-Sept meeting). In other years, it had been under the Harbour Bridge etc., however Eastern Creek offers space, facilities and the public profile within the motoring community, which is required for such an event to be successful - particularly from the spectator attendance point of view.

Adrian Walker

P.S. Les Johnson called me the next day and said it was probably the best thing he had ever been to - I think he enjoyed it - and feels that the time to start organising next year's display is right now. He feels we should put on a proper display (this year being our first time) and really put some effort into it with our club banner prominently displayed, some tables & chairs, perhaps an engine on a stand, information pamphlet on the TSCC, etc. Les believes we could pick up 10 to 20 new members and really put our Club on the map. I totally agree with Les on this and will certainly be there - those interested in attending should book a spot with Les Johnson as soon as possible.

A.W.



Guess who did the marathon ?



Mine's got a better grill

LONDON - SYDNEY MARATHON '93 CAR 43 - THE STORY

DRIVER: Gordon Ketelbey
NAVIGATOR: Kim Ketelbey

On the 17th April this year we, and 105 other cars, departed on the longest Road Rally held for many years. The event marked the 25th Anniversary of the original 1968 event, and had a field of competitors from 21 countries, all driving cars 25 years or older. There was such interest that 25 of the original starters in 1968 were back to do it again, including Andrew Cowen, winner in '68, in the original Hillman Hunter.

With all the political turmoil in Europe, the rally had been re-routed 3 times. Originally it was to run via Yugoslavia and Armenia, Georgia. This was changed to Slovakia and Iran, and 3 weeks before departure, John Majors and the Iranians had an argument over Salman Rushdie, so a major part of the route had to be dropped, namely Iran and the CIS.

At the time we were annoyed by this development but, on talking to the European competitors who were closer to the action, it seems that Iran would have been a high risk area. As it was, the rally organisers compensated by routing the rally back from the far east of Turkey to Ankara, and then a day rally around Ankara. When we hit India, we drove from Delhi up to Shimla (in the Himalayas) and back to Delhi. As such, the total distance had hardly changed. As it was, the rally was long enough. It was hard work, particularly in India and Australia, where you were driving up to 14 hours a day, starting at dawn and getting in at 9 or 10 at night. It was a marathon of man and machine, in the true sense.

Europe comprised running on small roads, through villages and up and down mountains. The rally started in London, and ran through France, Belgium, Germany, Austria, Slovakia, Hungary, Romania, Bulgaria and Turkey. In the eastern bloc, we had to contend with the first ox carts, horses, tractors, etc - a good training for India. In Romania we experienced first-hand the industrial pollution the media talks about, with entire valleys filled with sulphurous smoke.

The whole rally then took to the skies, being flown from Ankara to Delhi. The cars were loaded 55 at a time into huge Antonov transport planes and the competitors were flown by Uzbekistan Airlines on a chartered Ilushkin !! The Antonov transport planes were incredible, having 2 layers of cars 3 abreast - the flying parking lot !

LONDON - SYDNEY MARATHON '93

(continued)

India will be hard to forget. The roads themselves were not bad, but having to negotiate trucks, buses, scooters, 3-wheelers, camels, donkeys, cows and elephants in 46 degree centigrade heat, took its toll. The richness of the culture compensated for this, as well as some of the night spots, one being at the Palace of the Maharaja of Jodpur. The rally ran from Delhi to Shimla, back to Delhi, Jodpur, Udaipur and Bombay.

We loaded up the whole circus again in the Antanovs and left Bombay for Perth.

Australia was the shake-down area, with many of the Europeans destroying their cars. The route ran on dirt as much as possible, running through Esperance, Kalgoorlie, Eucla, Broken Hill, Wangaratta and Canberra. One run in particular, from Kalgoorlie to Eucla, had cars up trees, in washouts, destroyed front ends, etc. This was where our car started performing. After our little accident in Slovakia we were 99th out of 106 cars - a fairly depressing situation. In Australia we shot up the table on the Kalgoorlie day, going up 20 spots. Another hard day was Wangaratta to Canberra, where we climbed up and over no less than 3 mountain ranges, in snow on dirt !

We finally came in 37th which, considering the top order comprised current or ex-professional rally drivers, we felt was not a bad effort.

There were risks. One Australian competitor was killed in a high-speed head-on with a bus in Turkey; a British competitor died of heat exhaustion in India; at least 15 cars rolled, some twice; one car rolled down a bank with a bus in India, ending upside down on top of the upside down bus. Everyone walked away and the car, a Holden HR, was pulled onto its wheels and drove away !

The organisation of the rally was excellent. We passed through borders as though they did not exist. The authorities in all countries were very helpful - in eastern Europe, Turkey and India, police were at every intersection and waved you on.

Would I do another ? - possibly. This rally took 2 years of planning, a mountain of paperwork, and many weekends preparing and testing the car. I have sent an entry for the 25th Anniversary of the London - Mexico Rally, to be run in 1995, and will decide in the next few months whether to endure the heartache.

Gordon Ketelbey

LONDON - SYDNEY MARATHON '93

For the technically minded (or petrol heads).

CAR 43 - '68 FORD MUSTANG 302V8

Since the London - Sydney Marathon was a re-run of the 1968 Rally, all cars had to be '68 or older.

This Mustang has a 302 V8 Winsor Block, having decided the original 351 Cleveland was too heavy. We decided to prepare an endurance car, a good decision in retrospect. As such, we left the auto gearbox in, since it outperforms in mud, sand and snow.

The rules required a high safety standard, namely roll cages, full harness, plumbed-in fire extinguishers, bulkheads front and rear, electrical cutouts, helmets, etc.

We ran the same tyres all the way, this not being the case with the front runners, who put a new set of tyres on at least once a day !

Petrol was a problem, particularly in Turkey and India, where the octane rating was a theoretical 84. We had to retard the timing virtually to top dead centre and take off the vacuum advance despite extra filtration the 4 barrel holley carb had to be "ungummed" in Australia.

The suspension had been lifted and strengthened and "Bash" plates installed underneath.

No formal support was allowed. If you broke your car, you or the local garage fixed it. Most people observed this rule, however there were a few unlikely looking photographers and press cars around. This rule is very different from normal rallying, and many a story can be told on how cars were fixed.

The best story about fixing a car, I thought, was Terry Dailey and Bob Brill in a Mustang, who broke a rear axle halfway up a 6000 foot hillclimb in India. They pulled out the broken axle, which had sheared on the splines in the diff., and observing that there was enough spline left, stretched the axle at the local forge, reinstalled it, and drove the rest of India, about 3000 km, with the stretched axle !

We had limited problems, thankfully. The last thing you want to do at 9 pm at night after a full day's driving, is fix your car.

A quick summary of our problems:

- * Carburettor sucking air in London - re-install.
- * Vaporised ignition harness (hot exhaust) in Slovakia - driving too hard.
- * Broken shock mount - Turkey.
- * Tie rod end - Port Augusta.
- * Battery - Wangaratta.

Bill Lee Automotive gave the car a good going-over in Perth and replaced drag links, universals and gave the car a major tune up.

Gordon Ketelbey

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



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METAL CAR BADGES

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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.

RACA CLASSIC Sunday 12 September 1993

A most enjoyable day was organised, featuring a pleasant drive to Eastern Creek to view the historic races. As in 1992, the drive was relatively short to enable entrants to arrive at the race track early. This particular meeting, put on by the Historic Sports & Racing Car Association, is the largest annual event of its type in Australia, and this year attracted around 370 entrants.

The run started in Turramurra and meandered through the north shore before plunging down Galston Gorge and out through the semi-rural areas near Windsor. On arrival, the entrants were ushered into a reserved car park along the main straight.

There were 15 races allocated on the day, covering a spectrum of vehicle types from vintage through to the much-missed formula 5000's.

Many TSRC members were spotted throughout the day. Lester Gough, myself and some friends had an early coffee and croissant before setting off, Lester taking his Cortina G.T. Ray & Margaret Ross, along with Roselee & Les Johnson, were seen chatting near the Ross's "E"-type at Turramurra.

One of the attractions of being in the RACA event is the pit pass, enabling you to stroll around the pits at your leisure. Some delectable machinery

assembled in this area for close scrutiny. Adrian Walker was seen examining the engine bay on Peter Gidding's Maserati 250F, candidate for "people's choice" judging by the crowd around it all day. Mr. Gidding's nose was probably put out when he was firmly relegated to second spot by a local Zephyr special! As the Zephyr was a few million cheaper, I guess he had the right to be put out.

Bruce Kennedy was noted chatting with Reg Darwell - no doubt obtaining some tips on the Rennmas, recently acquired from Reg.

During a break in racing, Bill Brown took John Dawson-Damer, followed later by the Clerk of the Course, for a few laps in the XJ220. Bill appeared to be enjoying himself immensely, the big car touching 230 kph along pit straight.

Hovering near the M.G.'s, resplendent in a tie, was Max Pegler. He was down to punt the twin-cam, but I didn't spot him on the grid. Tom Kornhaber was, however, lining up the DB6 in a regularity trial. Talking of Astons, was that Lionel Walker's similar model just outside the paddock?

A worthwhile event - the sheer quality of entries outweighs any negatives.

Bob Smith

ALL ABOARD THE 3801

Train now departing for the Southern Highlands

The day dawned beautifully clear on Sunday 26 September, as we gathered on the platform at Central Railway Station armed with our various food allocations, as per the Les Johnson 'master plan' (our group won the croissant allocation - delicious !). We sorted ourselves into the carriages according to Les' plot, and found ourselves in the company of Margaret & Ray Ross, Peter & Sharyn Hammond, and the Taylors, (neighbours of the Johnson's and last minute substitutions for the Clarks). Much food and champagne found its way into all the carriages, and the merriment seemed to increase in direct relation to the champagne consumed !! Carol & Max Pegler, Liz & Tom Kornhaber, Roselee & Les Johnson and Lester Gough were also on-board, even though some were representing both the TSCC and the Aston Martin Club.

The train departed at 8:30 am and arrived in Bowral about 11:00 am, where our bus awaited. We went to look at the tulips - beautiful this year. Gordon, our driver, then took us past, amongst other things, the Donald Bradman cricket oval (plus a few other scenic sights such as the hospital !!) on our way to Robertson for lunch.

The weather was truly superb down south and we were pleased to find the pub had a semi-open dining area. Our menfolk were able to display their cooking abilities on the 'cook-your-own' BBQ. Jim & I decided the queue was a bit long, so we opted for the roast pork - not bad with a nice glass (or two) of chardonnay ! Once lunch was finished, a quick detour across the road to the pottery shop was a must. After lunch, off to Fitzroy Falls- spectacular escarpment but not good if you suffer from vertigo !

Back on the bus to Moss Vale, to rejoin the train just after 4:00 pm. for a quiet, sleepy journey home after a great day's journey on the amazing "3801"

Val Peters

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GO-KART/SKID KART GRAND PRIX ROUND 2

Sunday 22 August, 1993

Go-Kart racing has yet again proved to be an excellent means of sheer motor racing fun (or was it dead serious competition ?). On the day, 13 cars were made available to the TSCC and the following participants enjoyed the day:

- * Vic Andrews and son Ross Andrews
- * Penny Creighton
- * Grant Liddell
- * Chris Johnson and clan (they were everywhere, running team orders !!).
- * Bruce Kennedy
- * Michael Ryan and son Joshua Ryan
- * Jim Peters

The above racers were actively barracked for by:

- * Judy Andrews (how does she keep the scores when people change cars ?)
- * Joan Johnson & granddaughter Gabrielle, who between them got to barrack for husband, son, dad, mum, daughter-in-law, you-name-it !!
(Gabrielle is now a highly modified race fuel breathing petrol head can't wait for the next event !!)
- * Val Peters (Club photographer)

Since our last visit to Pit-Stop Raceway the track had been modified to include a banked hairpin corner that was used for passing manoeuvres (as well as spins and crashes !) with varying degrees of success during the hour of race time on the track. Three twenty minute heats were held with a car change prior to commencement of the last heat (to eliminate any faster car advantage held by some drivers).

Competition on the day proved fierce (it was kill or be killed out there !) but with very little difference between the first and last in any one heat, making it very close racing for all drivers.

As for the conduct of the drivers, there were incidents aplenty. Vic Andrews tried to pass many times on the underside (i.e. not the inside) of the car in front, or was it that the brakes weren't working ? Bruce Kennedy was forever waiting for that shove in the shoulderblades that comes from the turbo that just wouldn't cut in no matter how hard he pressed the accelerator ! Joshua Ryan was given a helmet for safety's sake - unfortunately he couldn't see out of it. No wonder he went out in style ! Penny Creighton used her feminine charm (a la "if he doesn't get out of my way I'll put him in the wall 'cause I want to win" approach) to slip past unsuspecting

GO-KART/SKID KART GRAND PRIX ROUND 2

Continued

male drivers when they weren't looking ! Like last time, everybody went away nursing aching backs and shoulders.

The results, following a complex scoring method (!?) are given in Vic Andrews "Racing Report" in this magazine.

Overall on the day, the lap count was another close competition between Ross Andrews and yours truly, the result being somewhat questionable (due to some cars having lap counting equipment and others not) and going my way in the end, with nothing in it. Also, there were some car breakdowns and reliability problems which saw some drivers muttering the old motor sport adage "that's motor racing ##@%^^^%!".

Special thanks to Val Peters and particularly Judy Andrews , who acted as lap scorer and without whom the day would not have been possible, and to Vic Andrews for arranging the event and venue.

Michael Ryan



1993 POINT SCORES

At 30.09.93 **** SPORTING ****

45 points	Max Pegler.
26 points	Jim Peters
23 points	John Suttor.
21 points	Vic Andrews.
20 points	Carol Pegler.

At 30.09.93 **** CLUBMEMBER OF THE YEAR ****

41 points	David Muir.
39 points	Lester Gough; Jim Peters.
37 points	Chris Johnson.
36 points	Grant Liddell.
33 points	Val Peters.

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.