

**SUPER
SCOOPS:**

THOROUGHbred SPORTS CAR CLUB

G.P.O. BOX 1963

SYDNEY N.S.W. 2001

CLUB MANAGEMENT 1984

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SECRETARY	DAVID MUIR	(H) 407-2366	
TREASURER	JOHN WILLIAMS	(H) 634-5281	
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BOARD MEMBER	CHRIS JOHNSON	(H) 570-4095	(B) 887-0426
PAST PRESIDENT	BILL MARSHALL	(H) 871-2092	(B) 683-3953

MONTHLY MEETINGS : 2ND WEDNESDAY OF THE MONTH

LOCATION: SYDNEY ROWING CLUB
GREAT NORTH ROAD,
FIVEDOCK N.S.W. 2046

PHONE: (02) 713-7891

THOROUGHbred SPORTS CAR CLUB

APRIL 1984

COMMENT:

Well! What a bumper issue. With photos from the Ferry Boat Race, details of Canberra Hillclimb with photos. Plus exclusive report on the Jaguar XJ40. Several major changes to this years schedule were made at the last committee meeting. We will not be putting a stand on at the "Club Motor Show" this year. The show will go on (less interesting without our stand !!?!) The dates are 3-6th May.

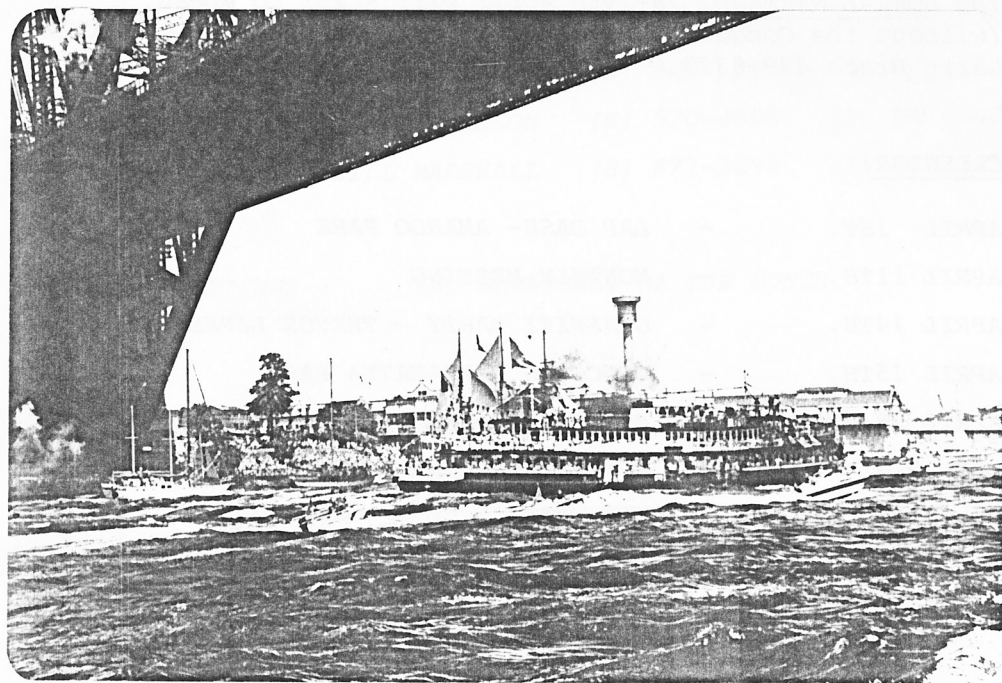
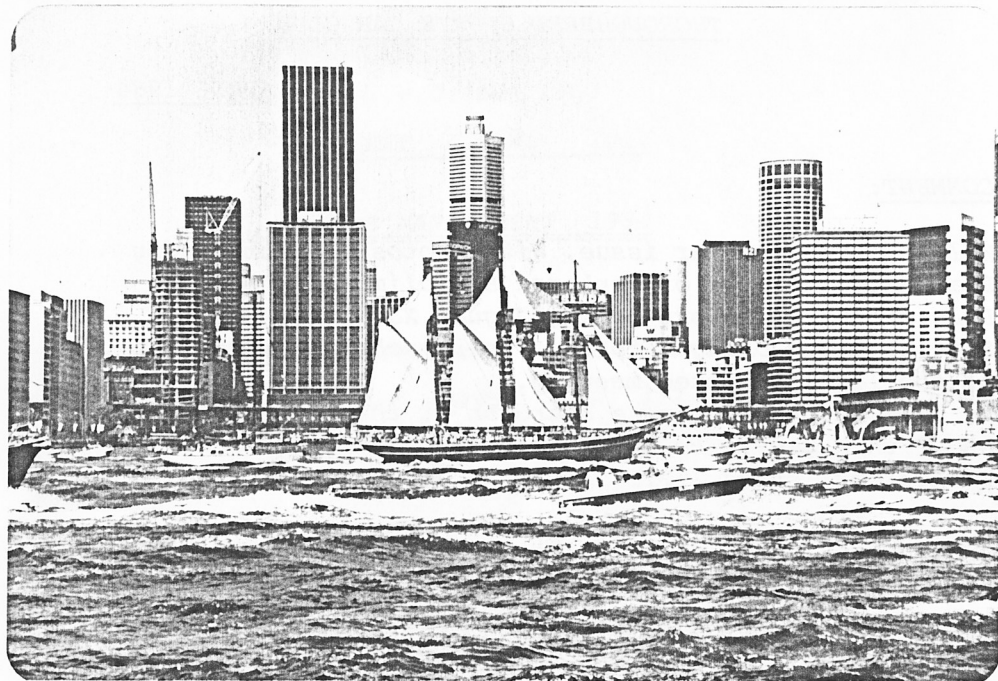
THE CONCOURS HAS BEEN CHANGED.

It will now be held on Sunday April 15th, at Parramatta Park. (10am Pavilion area B.B.Q. facilities. Contact Trevor Larkey (H) 427-3411 (B) 92-8029).

The BOWRAL WEEKEND. 28-29th April will still go ahead. (without the Concours, of course). Further details Garry Bruce 439-8333.

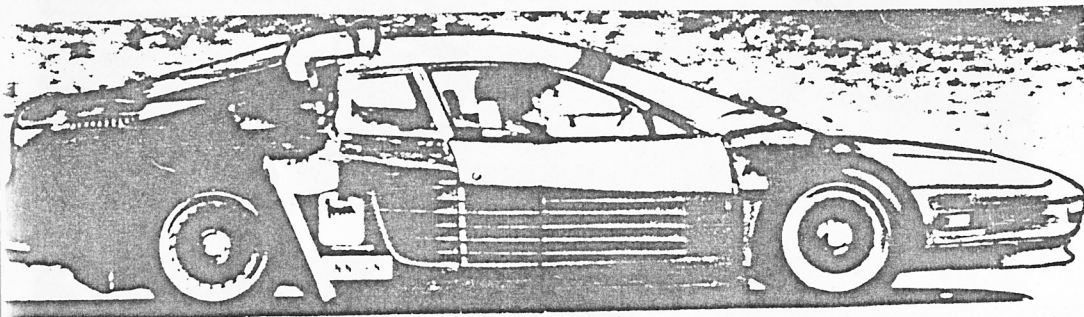
CALENDAR:

APRIL 1ST.	-	LAP DASH- AMAROO PARK
APRIL 11TH.	-	MONTHLY MEETING
APRIL 14TH.	-	GRAFFITI PARTY - TREVOR LARKEY'S.
APRIL 15TH.	-	CONCOURS PARRAMATTA PARK
APRIL 28-29TH.	-	BOWRAL WEEKEND
MAY 9TH.	-	MONTHLY MEETING
MAY 20TH.	-	MOTORKANA - LIONEL WALKER
MAY 27TH.	-	OBSERVATION RUN/PICNIC -BRUCE MACBRYDE

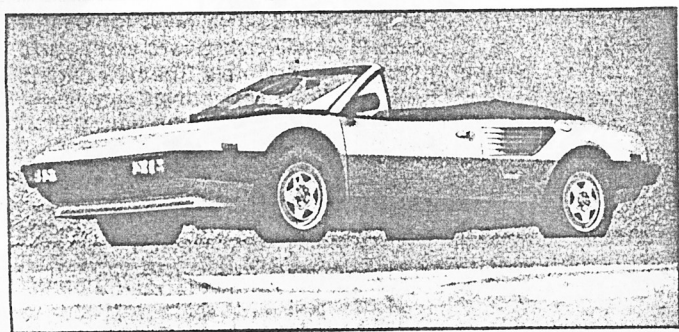


THE G.T.O. IS BACK AGAIN

Reggie has been out gathering some interesting details from Ferrari. It seems the G.T.O. is to be reintroduced this time in the form of a 308. There will be an extension to the body but it will look much the same except for extra cooling slats at the rear. The engine position is changed from East/West to North/South. Power output will be 284 K.W. from a 2.8 litre, twin Turbo charged, 32 valve V8. Top speed is expected to exceed 280 KM/H. however, may touch 300. All in all this really makes the Boxer look a little sedate. So not to be outdone, Reggie suggested to Enzo that he redesign the Boxer. (Photo)



The Boxer is expected to be released in 1985 and will have styling points similar to the Mondial. (Which was released in January in a Drophead version.) (Photo)



Oh! and finally Reggie, says. "Not to forget to mention the Mondial Turbo to be released solely for the Italian market". (Enzo always does what Reggie says.)

ACTION STARTS WITH A.C.T.

If you think that this Weekend was just another one of those Weekends anyway, no chance!

The Dino was not "feeling well" on the Saturday and Sandra and I had decided not to go. That is, until Jim, Trevor and David started ripping off wheels etc. (While the Ladies consumed coffee). Not a bad effort really, car fixed, packed and on our way in half an hour.

So, we were on the road, be it, an hour late. "Lionel won't be waiting at the Cross roads", said Val. He wasn't. However with a little luck we picked up Lionel, John, Sue and party at a Road House (Yes! Pub) on the way.

After a pleasant drive we reached Canberra in the early afternoon. We were more or less in convoy, so all booked into the Motel about the same time. Comments from behind the reception desk ranged from "Hello, Sir" to "This is the last straw". Anyway no injuries were sustained.

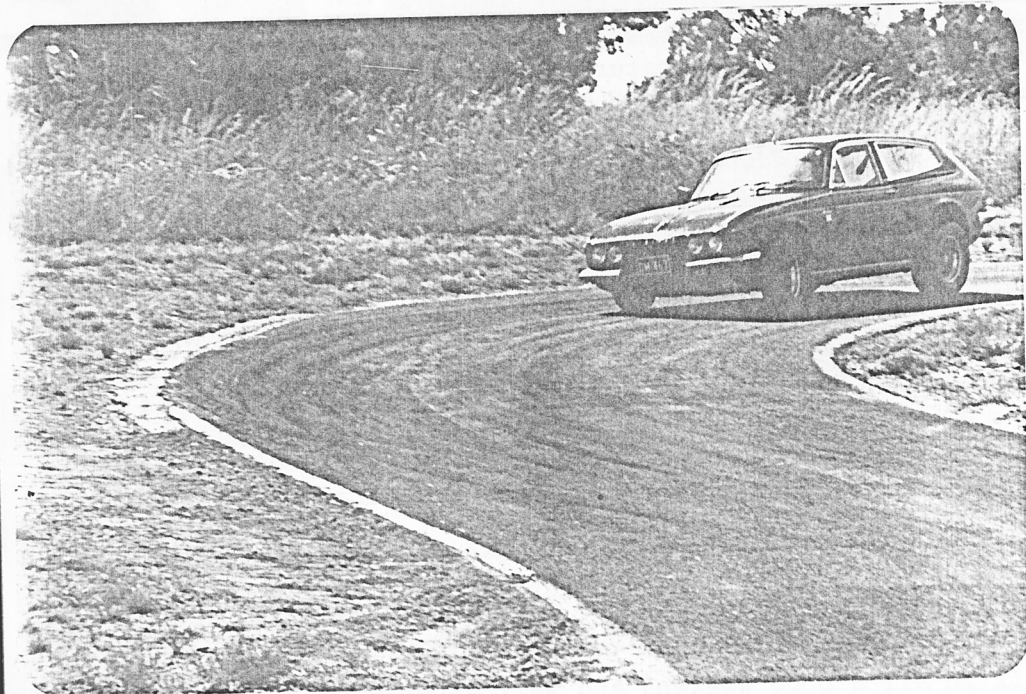
The afternoon was spent sightseeing. Some of us went to "Telecom Tower" and Minature Gardens. Saturday night was spent over a most pleasant meal, next door to the Motel.

Sunday morning dawned with "The Banana Boat Song" preceded by "Happy Birthday's" and "Shuuutt Uppps !! ". The weather improved as the day progressed. By the time we reached the Hillclimb it was bright and sunny if not a little hot. (In Canberra?). Unfortunately Graham Clark met problems on the way and the Bolwell stopped. So did half dozen other Club Cars, however they drove off, but the Bolwell had to leave on Roland's car trailer. In fact it was a weekend of attrition as John and Sue's Elan broke a timing chain (with all sorts of horrible consequences). The Lotus stayed in Canberra a little longer than expected.

The running was good and as you will see from the results so were the times. Special Congraulations to Trevor and Lionel for RECORD runs.

All in all a good weekend and well attended.

TOP RACING



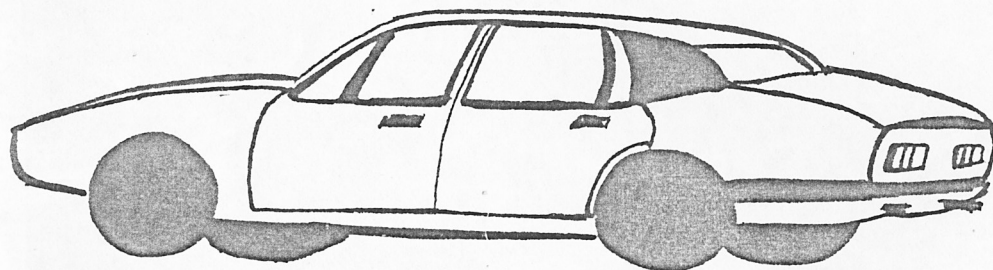
NEW JAGUAR XJ40

After months of intensive investigation, Reggie, had searched out all possible contacts to try to get access to the Prototypes at present in Australia. However, all was not in vain. As I was driving to Bowral on the Expressway, last week, what should pull up alongside ?

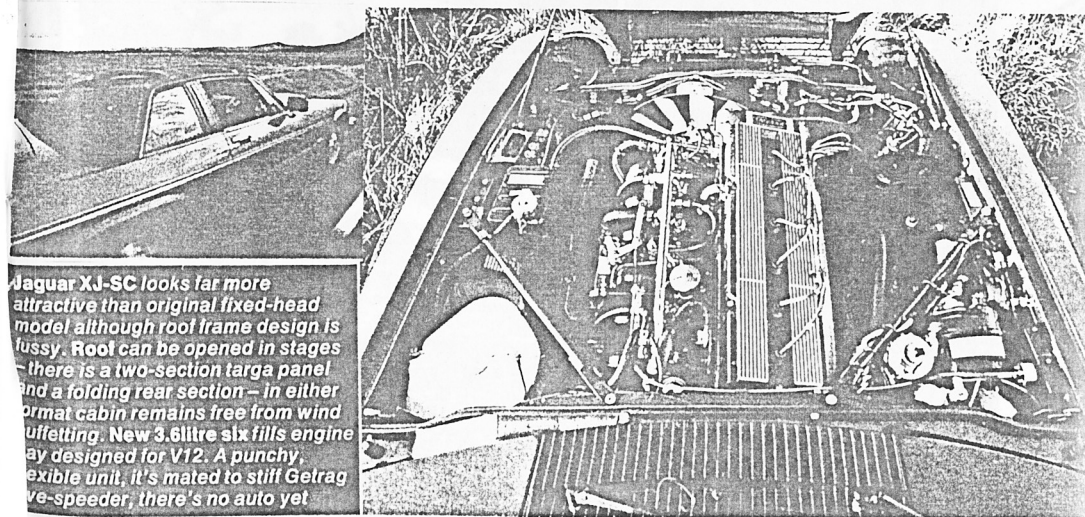
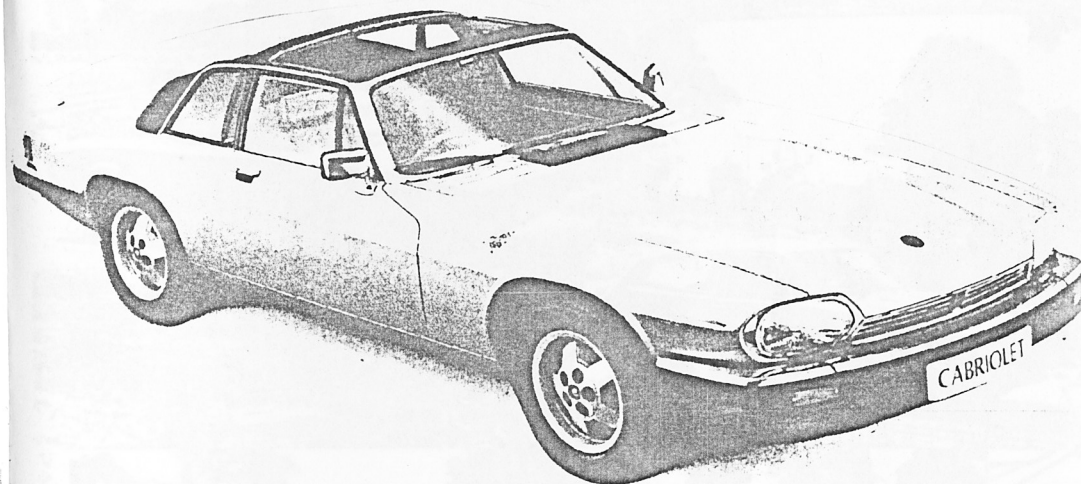
Well to make a short story even longer. The new XJ40, definately in disguise, I saw through that immediately. (Well there were three of them escorted by an XJ6.) So, for the rest of the trip, I took particular note of styling features and have reproduced them on front cover. (It's a pity I have never learn't to draw.)

Reggie was most distressed to miss out on the scoop so he put particular effort into gathering testing details from his inside contact (literally). Jaguar have evidentially purchased similar compeditive cars to the XJ40 and have been testing them alongside each other. The XJ40's have to keep stopping -- to allow the other cars to be rebuilt. The inside informant say's. "They are unbreakable".

The XJ40 is only one of an intended new range, Jaguar are recovering well from the B.L. milestone. They have a list of new cars to be released up to 1990. The XJ40, could be released anytime in the next 12 months.



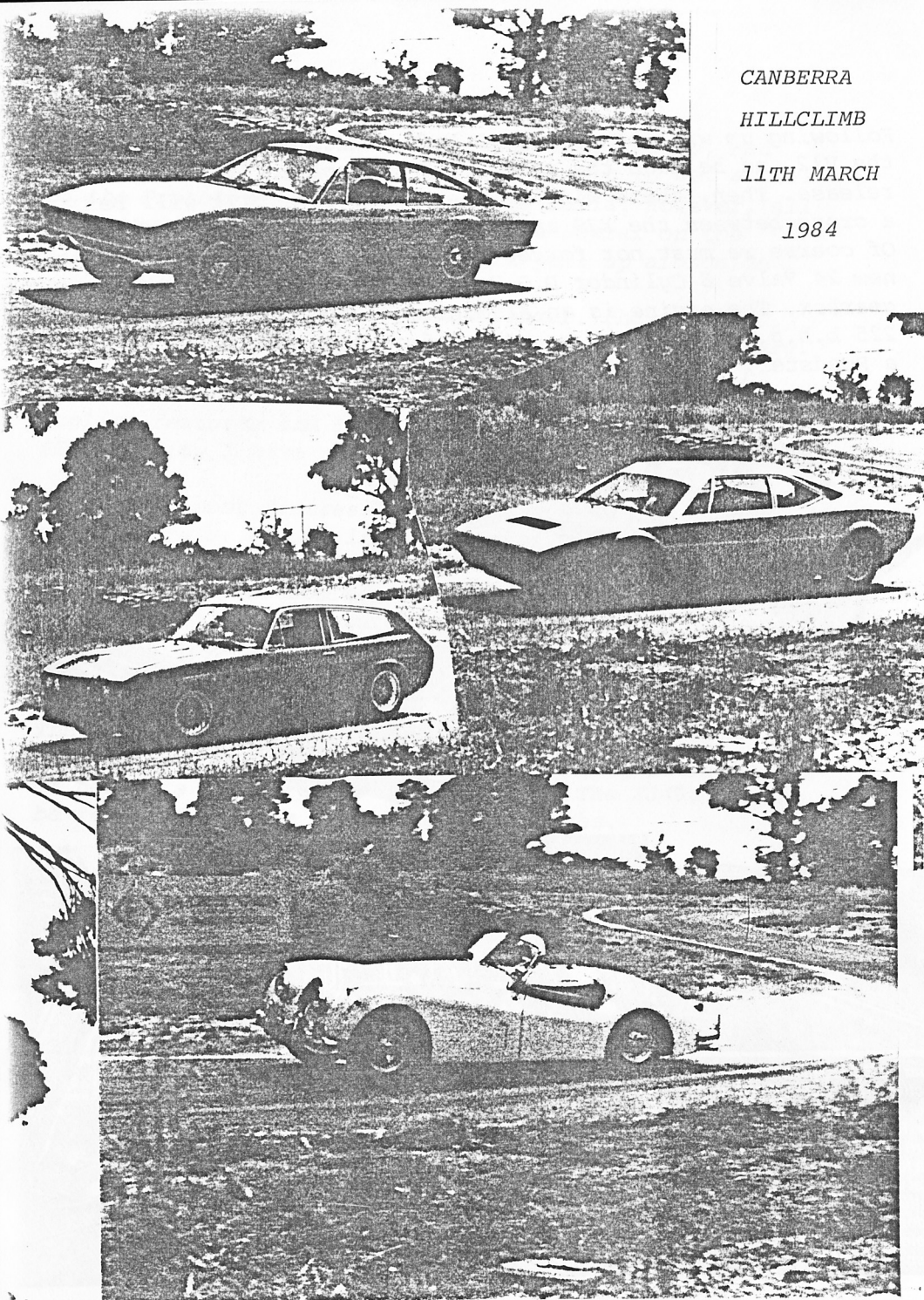
Following up will be a new XJS body, which will contain the V12 and be much the same size. We look to 1986 for this release. Then, there will be the new 'F-Type'. It will be a cross between the XJS and Pininfarina's XJ Spyder of 1975. Of course we must not forget the latest XJS 3.6 with it's new 24 Valve 6 Cylinder D.O.H.C. Engine and 5 speed Getag gearbox. The engine is an Aluminium Alloy blcok producing 225 b.h.p. at 5300 r.p.m. The 3.6 is also available in a Roadster, XJ-SC 3.6.



CANBERRA
HILLCLIMB

11TH MARCH

1984



SPORTING EVENTS

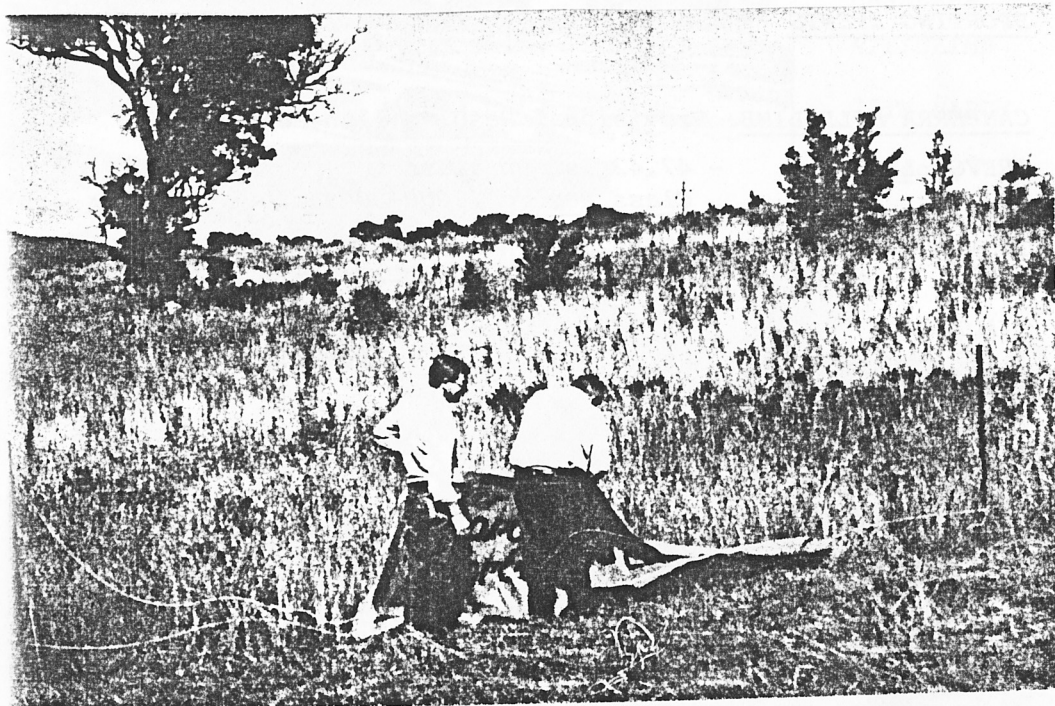
CANBERRA HILLCLIMB: Provisional Results 11th March, 1984.

TREVOR LARKEY	- 47.42 1st in class <u>Class Record</u> (2000-3000 c.c.)
LIONEL WALKER	- 47.99 1st in class <u>Class Record</u> (3000-4000 c.c.)
JIM PETERS	- 48.25
FRANK GRECH	- 48.61
DAVID MUIR	- 48.64
ROLAND CLARK	- 48.94
GRAHAM CLARK	- 49.46
GARRY BRUCE	- 50.55
JOHN WILLIAMS	- 50.56
ROY CONNAUGHTON	- 53.57
SUE WILLIAMS	- 55.58

AMAROO SUPER SPRINT: Provisional Results 19th February, 1984.

JIM PETERS	- 69.51
DEREK SMITH	- 70.84
DAVID MUIR	- 70.93
ROY CONNAUGHTON	- 74.55
ANTOINE KAZZI	- 75.81

CONGRATULATIONS ! TREVOR AND LIONEL



OR THE SITE FOR OUR NEW CLUB HOUSE ?? IN CANBERRA!!



thoroughbred sports car club

Secretary: D. Muir G.P.O. Box 1963, Sydney Tel (02) 407-2366

Application for Membership

Name.....

Address.....

.....Postcode.....

Telephone (Home).....(Office).....

Cars	Model	Eng. No.	Chassis No.	Colour	Reg No.	Auto/Man
.....
.....
.....
.....

ANNUAL FEES	Single	\$25.00
	Family Membership	\$30.00
	CAMS Basic Licence	\$ 5.00

OFFICE USE ONLY

Membership No.....month joined.....

Elected by Committee of Management on.....

SENT Receipt.....M. Card.....CAMS.....

Rec. No.....Date.....Cash/Cheque \$.....