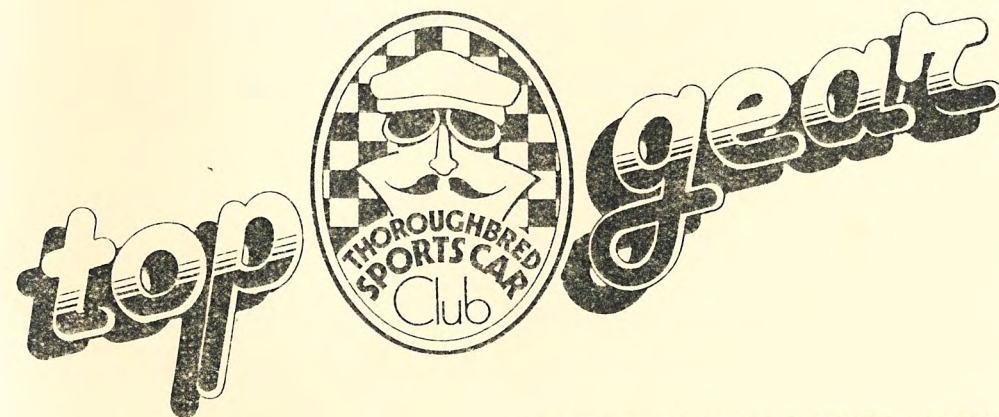
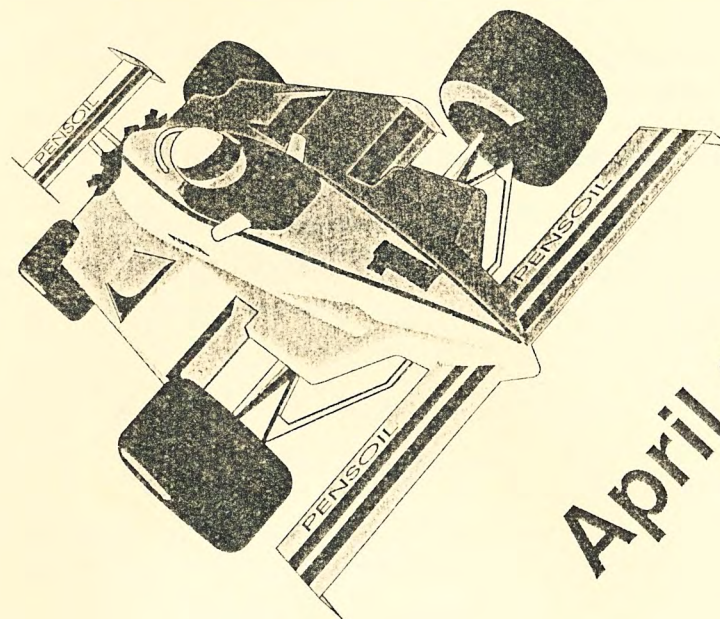


HAPPY EASTER



QUARTERLY MAGAZINE OF THE

THOROUGHbred SPORTS CAR CLUB



April 1994



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.

<u>This Magazine is published by:</u> The Thoroughbred Sports Car Club.	All articles and advertising to: Val Peters, Editor GPO Box 1963, Sydney, NSW 2001	
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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.

1994 Committee

President	Chris Johnson	(h) 875 3691 (w) 888 3375	<u>Board Members</u> Vic Andrews Grant Liddell Max Pegler
Vice President & Regalia Officer	David Muir	(h) 413 1692	
Secretary	Val McDonald	(h) 983 0318 (w) 412 9802	
Treasurer	Barbara Muir	(h) 413 1692	<u>Life Members</u> Roland Clark Jim Peters Ray Ross
Competition Secretary	Michael Ryan	(h) 832 1808 (w) 672 6880	<i>Note: These are all honorary positions, carried out by members in their own time. If you call them, please accept that they may have to call you back at a more convenient time.</i>
Social Secretary	Jim Peters	(h) 922 6807 (w) 693 2600	
Plate Registrar & New Members Secretary	Roland Clark	(h) 899 1205	
Editor	Val Peters	(h) 922 6807 (w) 290 5333	

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ADMIN 978

EDITOR'S EMPERY

(a chance to break out the dictionary !)

Hope you've had an enjoyable break over Easter and you're now fit and ready to participate in all the upcoming TSCC events !

This year I'm taking you on a trip down "Memory Lane", back a decade ago to 1984, and reprinting some articles from our "Top.Gear" magazines of that year. Hope you find this interesting - some names are still members, some just memories.

Restoration Series Article No. 2 (appearing in this issue) is written by the outright winner of our 1993 "Pride of Ownership" award - John Evans, featuring his Triumph TR4.

In this, and forthcoming issues of both "Top Gear" and "Club News", we will be sending birthday greetings to our members (i.e. for those who listed the date(s) on their membership renewal forms for themselves and their partners).

Look forward to seeing as many of you as possible at the Tennis/Picnic Day on 10 April. Come along, even if you don't play tennis, and socialise - bring a friend.

Cheers
Val Peters



TREASURER'S TROVE

Financial Report for the Year Ended 31 December 1993.

<u>Income:</u>		
Subscriptions		1,125.00
Advertising		325.00
Interest		29.38
Cams		64.00
Sundry - raffles, etc.		81.10
		\$1,624.48
<u>Expenditure:</u>		
Cams		433.50
Newsletter and Club magazine		510.35
Club Plates		155.20
Social - income	(6,378.57)	
- outgoings	<u>6,658.45</u>	287.88
Trophies		313.58
Bank Charges		57.16
Sundries		25.00
		\$1,782.67
DEFICIENCY FOR YEAR		(158.19)
<u>Assets:</u>		
Cash at bank as at 31.12.93	1,039.66	
Investment deposit	515.82	
Investment deposit	536.55	
Investment deposit	<u>528.34</u>	
	\$2,620.37	

Barbara Muir

PRESIDENT'S PROSE

Dear Members,

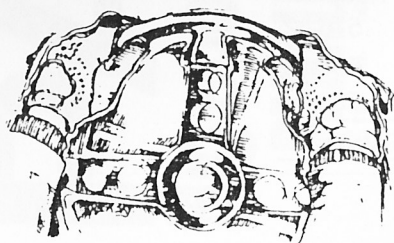
The year has got off to a great start with the Skid Karts and the Vice-President's Breakfast Run. Both events were well attended and I believe that everybody enjoyed themselves. Once again, the Skid Karts proved to be a lot of fun and the racing was intense. The Breakfast Run to Mount Victoria was a very pleasant and relaxing day out. The drive was easy and the weather superb, not to mention the breakfast. Thank you Jim and David for the organisation.

The first of the true sporting events takes place at Oran Park on 20 March. Good luck to all those members who are participating. Grant, Penny & Bruce are well into the Hillclimb events and so far have made a good start - well done and keep up the good work.

I would like to extend a warm welcome to new members John and Val Dixon. To all members, please don't forget - try to recruit at least one new member each.

Future dates to look forward to are the Tennis Day on 10 April and, of course, the monthly meetings.

For information on any of our future events or any Club business please contact myself or Jim Peters.



Kind regards
and
safe motoring.

Chris Johnson



SOCIAL SCENE

with

Jim Peters

Firstly, a thank you for the good attendance at the Skid Karts and the Vice-President's Breakfast Run.

More importantly, I would like to focus on our upcoming events.

Note: Check the Calendar (reprinted in the magazine) carefully as several dates have changed.

Sunday April 10

Tennis/Picnic Day at Kenthurst.

A great one for all the family to enjoy - area is grassed, with BBQ facilities if you wish to cook. Seating/tables are limited so BYO or a rug - in fact, BYO everything for this inexpensive day out - \$5 per couple. There will be a 'round-robin', so start practising now AND REMEMBER, bring a friend or two along who may be potential Club members. To get there - from Round Corner, at Dural, proceed along Kenthurst Rd past Amaroo turnoff, then turn into Porters Rd, then into Park Rd, then into Roughley Rd.

Sunday May 1

Observation Run (50 km) and Picnic.

Because our "Master Schemer and Plotter" - Les Johnson - is planning the run, naturally I also know little about it,

except I'm sure it will be great fun and one for family participation. Details of meeting time & place will be in the April edition of "Club News".

Saturday & Sunday May 28 & 29

Gold Country Car Rally

(run by the Bathurst Historic Car Club).

This sounds a great event. Starting at Mt Panorama, the run (NOT a rally) progresses through the old gold mining areas to a BBQ lunch at Trunkey Creek Hall then back to Bathurst for a presentation dinner that evening at the Rugby League Club.

Then Sunday, depart again on a run, returning to Bathurst at midday for lunch, which concludes the run.

Although listed as being for "pre-1965" cars, all cars can take part in the run, but are not eligible for the prizes.

Cost, based on two people in a car, is approx. \$95, which includes entry fees, all meals, morning & afternoon teas on Saturday. Accommodation is extra - contact me for a listing and cost.

**Phone me to reserve your place
at these great events:**

Home-922 6807; Work-693 2600.



RACING REVS

by
Michael Ryan

*A publishing
deadline problem
with the Racing
Report, so here's
a bit of 'Editorial'
humour instead
(and yes, I feel and
look like it when the
magazine is due !!)*

Val



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THE MAGIC RETURNS

ALBERT PARK

Sunday morning - 5:00 am. Not my favourite hour, but historic cars were for viewing down south in Victoria, so sacrifices must be made. Just caught the 6:20 am Ansett flight, bus into Melbourne, and a short trip to Albert Park via Jeni's sister's Alfa.

If you are into historic vehicles - this is for you. A vast array of classics which we never get to see displayed in Sydney. The Shannons Classic Car Show featured over 1,500 vehicles, which one could browse through at leisure. The whole spectrum of classic machines were lined up around the foreshores of Albert Park Lake, many by marque. During the morning, selected cars were invited to run over a quarter mile sprint. D-types alongside GT40's: Bugattis versus Listers - great to watch.

Lunch break saw picnics appear around the waterfront, and huge queues at the food halls. Near the Rolls-Royce exhibits, one enterprising character had set up a real cappuccino bar, complete with mobile generator. All coffees made from spring water - I reckoned he took \$5,000 for the day - great coffee too !

In the afternoon, the highlight of the day was the Melbourne Grand Prix Parade. Alan Jones drove his dad's



Maybach. Jack Brabham appeared in Repco engined car bearing his name, and Stirling Moss piloted Paul Samuel Lotus. Moss was dressed in period attire - 'bone-dome' helmet, goggles, blue Dunlop overalls. Watching him hurtling along the tree-lined circuit took you straight back to 1958.

After the main parade, a last quick look over the static displays before leaving for Tullamarine. Hop on the 5:00 pm flight, and home in time for tea.

If you like your cars old, put this venue on your calendar for next year.

COMMITTEE PROFILES



President: Chris Johnson

Favourite car I've owned: Aston Martin DB4C

Car I'd like to own (if money no object): Jaguar SS100



Vice-President: David Muir

Favourite car I've owned: Porsche 911

Car I'd like to own (if money no object): Porsche 911 3.6L Turbo

Secretary: Val MacDonald



Favourite car I've owned: Nissan GTS

Car I'd like to own (if money no object): Audi Cabriolet

COMMITTEE PROFILES



Treasurer: Barbara Muir

Favourite car I've owned: VW Beetle (only car owned !)

Car I'd like to own (if money no object): Maserati Spyder Convertible



Competition Secretary: Michael Ryan

Favourite car I've owned: VK Commodore

Car I'd like to own (if money no object): Lamborghini Countach

Social Secretary: Jim Peters



Favourite car I've owned: Reliant Scimitar SE2

Car I'd like to own (if money no object): Lamborghini Diablo SE

COMMITTEE PROFILES



Plate Registrar: Roland Clark

Favourite car I've owned: Aston Martin

Car I'd like to own (if money no object): New Aston Martin



Editor: Val Peters

Favourite car I've owned: Honda S 800

Car I'd like to own (if money no object): Mercedes 230 SL



Social Committee: Stephanie Clark

Favourite car I've owned: Mazda 1200 Coupe

Car I'd like to own (if money no object): SAAB

COMMITTEE PROFILES



Social Committee: Joan Johnson

Favourite car I've owned: BMW 318i

Car I'd like to own (if money no object): Jaguar XJS Convertible



Social Committee: Les Johnson

Favourite car I've owned: Aston Martin DB4

Car I'd like to own (if money no object): Ford GT 40



Social Committee: Bob Smith

Favourite car I've owned: BMW - CSL Coupe

Car I'd like to own (if money no object): Maserati Ghibli



To copy that well-known song from the musical Oklahoma - "oh what a beautiful morning, oh what a beautiful day" - and it certainly was, as we gathered at 7:45 am in Apex Park, opposite the Richmond Airforce Base - the morning was cool but the sky was blue and cloudless - perfect for our day's outing.

The fabulous yellow E-type (you will recall it featured in our Restoration Series Article No. 1 in the January 1994 Top Gear issue) did not have its engine switched off when we all arrived - a tiny battery problem was mentioned. In a bout of courage, Chris turned the engine off and to heck with the consequences as there were now enough people to push/jumper-lead start it.

At 8:00 am promptly we set off in a convoy. The "we" comprised the Andrews family, Lester Gough (Pam was home taking care of son Richard) Val & John Dixon together with friends of theirs, Barbara & David Muir, Roselee & Les Johnson, Joan & Chris Johnson, Viki & Michael Ryan (with their captivating little son), and Jim & I.

A little over an hour saw us reach Mt. Victoria and seated at the breakfast

VICE PRESIDENT'S RUN **Sunday 13 March 1994**

table. We helped ourselves to healthy starters - cereal, fruit, juice, etc. then got into the serious side of the breakfast - bacon, eggs, sausages, tomatoes, more toast than you could shake a stick at it (the catch was you had to toast it yourself!). Many, many Club members - especially of the male gender - made numerous trips to the buffet, then lamented audibly for the remainder of the day about ever expanding waistlines!!

Emerging from the hotel, our eyes fell upon the antique shop across the road - I offered to help Les Johnson browse for antique money boxes, which he collects - and yes, this was my only reason for entering the shop!

Then onto Catalina circuit to watch whilst a few members of the Southern Districts Car Club did their stuff. Seeing the circuit, it's very easy to appreciate why so many severe crashes occurred there - the hardwood timber fence is very unyielding!

We then went to try and revisit the fascinating model car museum to discover it was closed - a victim of the harsh economic climate. The owner, who we telephoned, advised he was selling all the cars as one lot - 10,000 of them for \$250,000 (\$100,000 under their nominal value) - sad to see such a fascinating place close down.

VICE PRESIDENT'S RUN

Continued

A coffee shop nearby drew our attention, particularly as it was also a hattery - and what a hattery it was! Twelve of us tried on just about every hat in the establishment between us, but I don't think anyone bought one. If they did, you'll notice it when they don it on, trust me!!

By this time it was 1:30 pm and time to head for home. Perhaps it was my imagination, but the Alfa seemed to sit much closer to the ground on the return journey - but this wouldn't have had anything to do with return trips to the buffet, would it?

Val Peters

----- **CLUB REGALIA** -----





CLOTH BADGES IN YELLOW AND BLACK
\$5

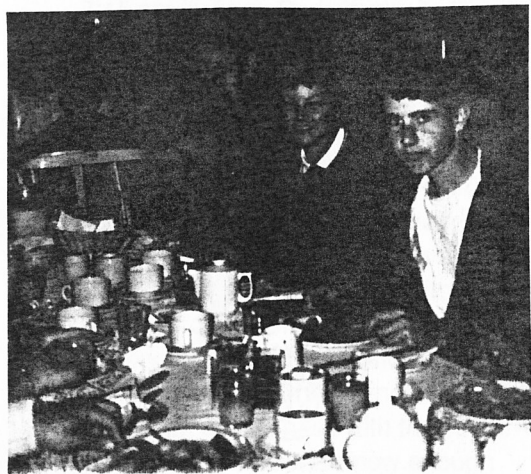
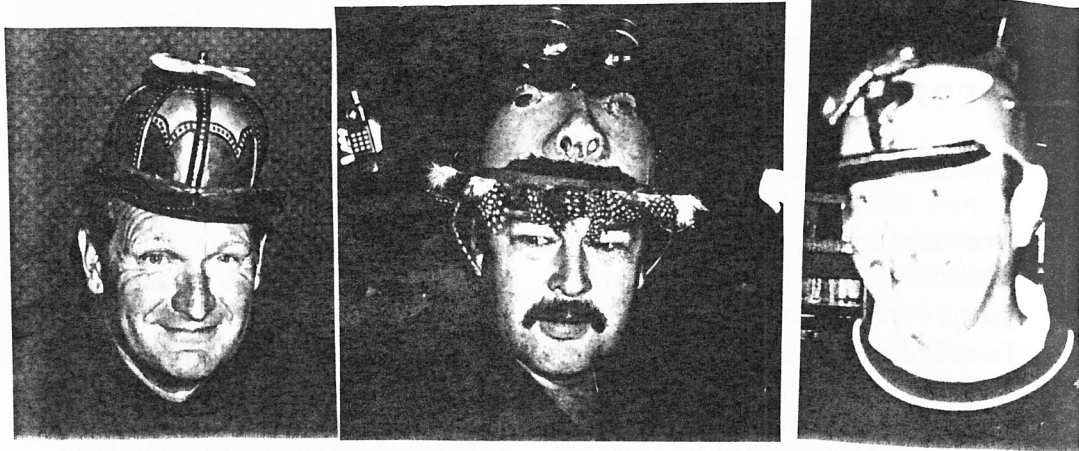
10 YR ANNIVERSARY LAPEL BADGE
\$10

METAL CAR BADGES
\$20

TRANSFER STICKERS
\$0.50

These items will be available at Club meetings or
phone David Muir on 413 1692.

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



Car salespeople speak a language all their own. Mike O'Connor from "The Road Ahead", the official magazine of the Royal Automobile Club of Queensland, listened to a few of their conversations.

THERE IS A perception among mugs like us that when we allow ourselves to be lured into a car yard, we are but lambs being led to the slaughter, the gleam of paint and chrome beckoning us to the gibbet of financial disaster.

I'm not suggesting for a moment that car dealers are anything less than scrupulously honest and morally upright; but every now and then you hear of someone who has been given a fair sort of serve by a salesperson who has obviously suffered a momentary lapse of scruples.

In the interests of your self education, therefore, and to ensure that the next time you leave the safety of the footpath and enter into a dealer's domain you will at least be able to speak the same language, here is a glossary of terms used in the industry.

It may not help you get a better deal, but if you overhear sales staff chuckling about "the wood duck who's about to pay full freight for the 90 day beige that's had hard water on the roof" and you're the only buyer in sight, you'll know enough to make a run for the door.

Armstrong windows: manually operated windows, the opposite of fast glass;

Bad egg: someone who can't get finance; **Blue swimmer:** \$10; **Bog and squirt:** a speedy repair and repaint, not necessarily involving the highest standards of workmanship; **Boots:** tyres; **Breeze and ease:** air conditioning and power steering;

Fast talk

Cleanskin: a deal which does not involve a trade-in; **Cold welding:** using an abundance of panel beater's filler to effect a repair; **Crocodile finish:** a paint job which has crazed; **Cut and shut:** a major repair job where part of one car is grafted onto another to make a complete vehicle. Cars which have been so treated are not desirable propositions;

Desperate: someone who can't get finance; **Dr Napalm:** a salesperson who consistently "burns" or upsets customers; **Divvy:** a police van; **Dunny door:** a Commodore; **Fair:** a Fairlane; **Fast glass:** power windows; **Fire, fiddle and hook:** a heater, radio and towbar; **Five speed lawnmowers:** very small cars;

Flea: a wholesaler who sells from home; **Four and 80 air:** air conditioning that requires you to open all four windows and accelerate to 80 km/h before its effect is felt; **Fridge:** air conditioning; **Full freight or full ticket:** the full retail price or 12 months registration; **Full hamburger:** a car with all the options; **Full house:** a heavily optioned car; **Full squirt:** full respray; **Full tilt:** no discount;

Give Jimmy Speedo a haircut: illegally wind back a car's speedometer; **God, or the D-P:** the dealer principal, the boss of the operation; **Gold brick:** a homeowner, good financial bet; **Gold Coast chrome:** rust; **Grand, gorilla, piano or slab:** \$1000; **Gregory Peck:** a cheque; **Grey nurse:** \$100; **Gun:** the top salesperson in a dealership;

Head: customer; **Heavy water on the roof:** a car which has sustained hail damage; **High ball:** offering a dollar figure higher than what a trade-in is worth, opposite to low ball; **Hit by the Southern Aurora:** a car that's been involved in a very bad accident; **Hitler's revenge:** a Volkswagen; **Hole in the line:** the space left in a car yard after shifting a car; **Hole in the roof:** sunroof;

Johnny Cash in the boot: a car with a whine in the differential;

Left hook: left hand drive; **Locks:** central locking; **Low ball:** offering a dollar figure lower than what a trade-in is worth;

Mexican peasant or Spanish: manual transmission; **Maggot:** a Magna; **Mafia squad car:** a black car with tinted windows; **Marrickville Mercedes:** a Valiant; **Money or a handful:** \$500; **More hits than Shirley Bassey:** the vehicle has sustained a variety of damages; **M/T:** as in empty, with no air conditioning or power steering; **Music:** radio cassette player;



North Shore tractor: a Range Rover; **Ninety day beige:** a cream car, hard to sell and likely to sit around unsold for 90 days;

Open its mouth: lift the bonnet; **Oval office:** God or the D-P's place of business;

P38: half a car, a reference to the extinct Leyland P76; **A pair of twos:** \$2200; **Poverty pack:** base model; **Power hook:** power steering; **Put 'em in a tree:** the same as highball;

Racing slicks: bald tyres; **Rag top:** vinyl roof or convertible; **Roller:** a Rolls Royce; **Roof:** sun roof;

Shunt: bad accident; **Skinny deal:** one in which the dealer's margin is slender; **Sin bin:** panel van; **Slippery diff:** limited slip differential; **Snake:** speedometer; **Snippy:** someone who steals deals from a colleague; **Spot:** \$100; **Squirt:** paint; **Steps to the roof:** a rear window louvre; **Stigma:** a Sigma; **Swedish Valiant:** a Volvo;

T-bone: a car which has been hit in the middle; **Three on the tree:** three speed column gearshift; **Tiger:** a car which causes nightmares; **Tupperware seats:** vinyl upholstery;

U-beaut: utility; **Upside down:** minimum equity in the car being traded;

Walking disaster: a Walkinshaw VL Commodore; **Wombat:** a customer having an unreal expectation of how good the deal should be; **Wood duck:** a customer who gives in too easily, a salesperson's dream come true;

Yard change: rearrange the stock; **Yard rat:** a car detailer; **You and I:** a Gemini;

Zits, a paint job with moisture bubbles.

MEMORY LANE

- a decade ago -

Extract from "Top Gear" - April 1984

A Mirror full of SCIMITAR (and a whole lot more!)

Red . . . it was red . . . and it would not stay in one place. Suddenly, on the left, then the right - getting closer . . . gone! Where? Has he spun or is he inside me again, cheeky devil! Hasn't he read that there is no substitute for CC's? Didn't I demonstrate that very clearly when I out-accelerated him to the first corner?

And now he has caught up to me and is attempting to get past on every corner. Here I am, holding on for grim death, on (if not over) the limit, drifting towards that cement wall, and he's actually ahead, passed me.

I'll show him!! I'll get away enough on the straight to hold him off again. So - put the boot in . . . retake the lead . . . wave to the adoring fan club (6 girls, 5 of them

under 13) . . . onto the brakes and into the sweeping left-hander. But what's that red blur in the corner of my eye? He has out-braked me and is closing rapidly. We are back where we started - except why are my brakes requiring pumping? I am going faster but losing time drifting and being untidy. He is not moving from side to side - I am. And he is on the right line, I can see him out the side window. Cannot help thinking of Brock's Valiant's attempts to hold off Moffit's Mazda which climbs all over him in the corners but can't keep up on the straights. Thank God neither Jim nor I want to bingle - we do not have wealthy sponsors to pay the repair bills (is it because we don't smoke?).

Back to reality. He has recognised that a sideways Monteverdi does not leave much room for passing and has instead set himself up for the final corner as I fight for control (that cement fence looks awful hard).

He is inside me again; I am drifting wider; he has taken the lead; we are onto the straight, accelerating hard, side by side; over the line together and the crowd goes wild. It is a photo finish.



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

• RAY & MARGARET ROSS •

In our store at Carlingford we sell records, tapes, accessories and all things musical from guitar picks to grand pianos.

We have access to most brands and we will *not* be undersold on genuine deals. If we can't help you, then we will put you on to someone that can.

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



Telephone 872 3439

We both know that we have won, and had a great dice. I think I would rather fill someone else's mirror next time, nibbling away, and being able to see what is happening – being goliath is hard work.

I do not know how Jim talked me into it, but am pleased he did.

Next time . . .

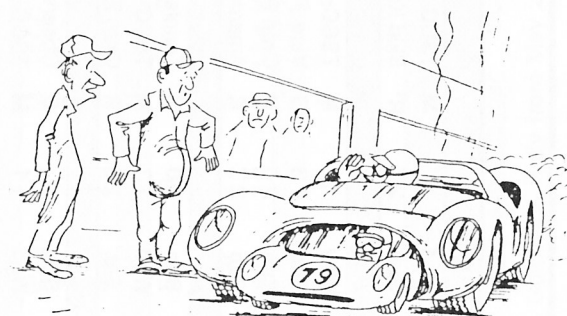
Garry Bruce

EXCUSES, EXCUSES

Here are some actual statements found on insurance forms where claimants have attempted to summarise the accident in the fewest possible words. You might like to keep them as a handy piece of reference . . .

- The accident was due to the other fellow narrowly missing me.
- I knocked over the man; he admitted it was his fault as he had been knocked down before.
- I misjudged a lady crossing the road.
- I collided with a stationary tree.
- I was keeping 2m from each lamp post, which were in a straight line. Unfortunately, there was a bend in the road bringing a right hand lamp post in line with the other and of course, I landed in the river.
- I thought the side window was down, but it was up, as I found when I pushed my head through it.
- Coming home, I drove into the wrong house and collided with a tree I don't even own.

- A pedestrian hit me and went under my car.
- I leaned forward to swat a fly on the windscreen and hit the car in front.
- I went to put my foot on the brake but the manufacturer had put it too far to the left so I had no option but to accelerate at top speed into the wall.
- Another car collided with mine without giving warning of its intention.
- Coming back, I took the wrong turning and drove into a tree that was not there.
- To avoid a collision, I ran into the other truck.
- My accident was due to the road bending suddenly.
- While waiting at traffic lights, I was rammed by the stationary car behind me.
- I was having a dispute with my wife. She pulled my hair, causing me to turn into a lamp standard.



"It began to overheat as I went down the Mulsanne Straight!"



1994

CALENDAR

Amended 31 March 1994

February	Wed	9	M	TSCC Monthly Meeting
	Sun	27	R*	Skid Karts - Taren Point

March	Wed	9	M	TSCC Monthly Meeting
	Sun	13	S	Vice President's Breakfast Run - Mt Victoria
	Sun	20	R	Oran Park Supersprint NSWRRRC
	Sun	27	R	Amaroo Park Supersprint ARDC

April	Sun	10	S	Tennis/Picnic Day - Kenthurst
	Wed	13	M	TSCC Monthly Meeting
	Sat	16	R	Oran Park Day/Night Supersprint NSWRRRC

May	Sun	1	S	Observation Run (50 kms) Picnic Day
	Wed	11	M	TSCC Monthly Meeting
	Sun	28-29	S	Bathurst Car Club "Goldfields Rally" Weekend

June	Wed	8	M	TSCC Monthly Meeting
	Fri	17	S	Trotting Night - Harold Park
	Sun	26	R	Amaroo Park Supersprint ARDC

July	Sat	9	R	Driver Training Day - Eastern Creek
	Wed	13	M	TSCC Monthly Meeting
	Sun	31	R	Eastern Creek Supersprint NSWRRRC

August	Wed	10	M	TSCC Monthly Meeting
	Sun	14	S	Children's Day at Australia's Wonderland
	Sun	21	R	Oran Park Supersprint NSWRRRC
	S/S	27-28	S	Historic Event - Eastern Creek (Sunday only)

September	Wed	14	M	TSCC Monthly Meeting
	Sat	17	S	"Change of Sex" Party
	Sun	25	S	Observation Run (50 kms) Picnic Day

October	Sun	9	R	Oran Park Supersprint NSWRRRC
	Wed	12	M	TSCC Monthly Meeting
	Sat	22	S	Theatre Night - CBD
	Sun	30	R	Club Motorkana

November	Sun	6	S	Pride of Ownership Day
	Wed	9	M	TSCC Monthly Meeting incorporating A.G.M.
	Sat	26		TSCC Christmas Dinner/Presentation Night

N.B. Changes to Calendar: Obs. Run moved from May 8 to May 1;
Goldfields Rally from May 21/22 to May 28/29; Murder Mystery
Weekend suspended and date replaced with Driver Training Day.

Contacts

Meetings: Chris Johnson 875 3691
Social: Jim Peters 922 6807
Racing: Michael Ryan 832 1808

LEGEND

M = Club Meeting - 3 pts
S = Social Event - 2 pts
R = Racing Event - 1 pt

"CLUB MEMBER OF THE YEAR"

The above points are awarded to members for participation in the events specified in the TSCC calendar, as printed here.

With racing events one point is awarded for either competing, or attending as a spectator.

Additionally, you also receive one point for contributing a published article in "TOP GEAR" (to a maximum of 5 points).

Non-Calendar Events of Interest

*** April 27 to May 1

Targa Tasmania

*** May 19

Repco Car Rally

*** May 28 and 29

Historic meeting - Winton

*** August 10 and 11

Historic Race Day - Eastern Creek

*** October 9

Mattara Festival/Hillclimb - Newcastle

*** December 4

Amaroo Park Supersprint ARDC

*** December 18

Oran Park Supersprint NSWRRRC

Contact Bob Smith for details -

phone 816 2701

Your Club needs your participation - please come along to as many events as possible.

MEMORY LANE

- a decade ago -

Extract from "Top Gear" - May 1984

My Red E-Type, by Ray Ross.

We came together on the January long weekend 1976 after many months of searching, scouring, Wednesdays and Saturdays Herald feverishly looking for the seemingly impossible - a fairly straight honest E with not too much rust. I couldn't find many that didn't have the appearance of being dragged over from good ole England at the end of rope on the bottom of the ocean floor. Having found the odd exception I would then ring my friend and E-type expert Mike du bios now a fellow member to come and inspect my latest find. To my surprise he didn't do his usual - "No, not this one Rossy" - this particular weekend. It was more like "Well its got some rust bubbles in the doors" "It makes too much noise" "It leaks a bit of water in back but basically its very straight and seems to be fairly honest." So back I raced with the money. Well, over the next few years the rust bubbles grew and popped so we had our own air conditioning and because of its ability to hang onto the track and its appearance it was written up in the Jaguar journals as TRUSTY small T & LARGE RUSTY. So after a motor rebuild and more penny saving we decided to eliminate the air conditioning and sent it over to Stuart Ratcliffe at Sportserv for the old 1.2. The car was completely stripped of glass most of the trim and all of the paint. The doors were repaired cut and stretched to overcome the faulty mould the sills replaced (thats the metal part under the door between the mudguards ladies) and all hidden parts were rust treated before being replaced. So nearly 18 months later after much work much money and a new bank manager there she sat on new wires new tyres and without air conditioning. Unbelievable. Still she must have got a bit lazy during the rebuild even Vicki Larkey beat me down Conrod as did Mike du bios. It might be time for a tune. I did have those spark plug specs three years ago.

Ray Ross.

MEMORY LANE

- a decade ago -

Extract from "Top Gear" - April 1984

The Archetypal Prancing Horse Ferrari 275GTB

The Ferrari 275GTB was one of the last handmade road Ferraris to be produced. The model was released at the Paris Motor Show in October 1964 as what we now call the 'short nose' version. At the Frankfurt show in September 1965, a revised model was shown - the 'long nose' or GTB/2.

The long nose car had been developed to overcome complaints of high-speed instability, occasioned by front end lift. The nose was lengthened and lowered, while the air intake was reduced in size. A new, larger rear window was installed, and the boot increased in size by moving the hinges externally.

There were many technical advances first seen on a road Ferrari when the 275 was unveiled at the Paris Motor Show. This Berlinetta was the first road-going Ferrari to have independent rear suspension, and was the first Berlinetta to use the combined gearbox differential in a single unit situated at the rear of the car.

The engine was connected to the gearbox assembly by a drive shaft, which was to be the subject of several modifications before the final solution, with a torque tube, was seen in 1966. The early cars used the magnesium alloy wheels that were current on the racing Ferraris, and the series 2 cars used the later pattern wheel that was being used on the 1966 racing cars. The 275GTB was one of the first road cars to be fitted with magnesium wheels but Borrani wire wheels were available as an option.

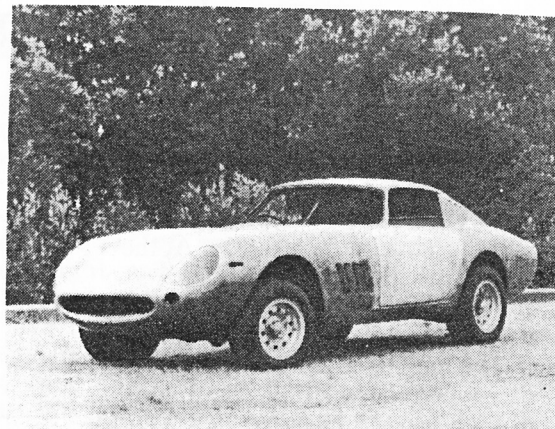
These cars underwent a steady evolution, with several recognisable variations of the original concept being evident. The first change appeared about mid-May 1965 (S/N 7543) when a ZF limited slip differential replaced the earlier dog and pawl systems. The long nose prototype was introduced in late June 1965, and shortly after, the clutch was changed from the Fichl and Sachs to a Borg and Beck system and the drive shaft modified.

In November 1965 another series of changes were introduced, which included modified cylinder heads and pistons, alterations to the fuel tanks, a new steering assembly, and oil pump and springs for the front and rear. The final major improvement came probably on 1st January 1966 when the torque tube and transaxle were introduced, necessitating a revised block, crank and clutch assembly. This last series, ie the long nose torque tube cars, were the most desirable.

The total production of 275GTBs was approximately 455, of which about 29 were of the right hand drive, GTB/2T variation. My car is the fourth last 275GTB assembled, and the only one of its type (GTB/2T) in the country.

The 275 engine was the final flowering of the original 1946, 1.5 litre, single overhead camshaft V12 engine designed by Gioacchino Colombo. In the following 20 years, the output from this fantastic engine was increased from a respectable initial 75 bhp at 4500 rpm, to a staggering

390 bhp at 7500 rpm in the special 1962 Le Mans-winning GTO. During this gestation period the engine appeared in many forms and increased its output more than fivefold. In 1949, this 1.5 litre engine was fitted with twin overhead cams and twin superchargers to develop 310 bhp at 7500 rpm. Subsequent modifications led to the 250 series (3 litre) which powered many of the sports and racing Ferraris of



Adrian Walker

Dip.Tech.(N.S.W.I.T.)
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the 1950s and early 1960s. The 275 thus descended from an impeccable heritage, its ancestors having won every race of note from Formula 1 to sports car racing.

'Racing improves the breed' is no more aptly portrayed than with the 275 Ferraris. The 275 engine first powered the highly successful 1964 275P. A prototype is, by definition, a small production experimental sports racing car. The first series 275LM (Le Mans) – also known as 250LM – sports racing car, was a 275P with a roof, and was subsequently produced as a direct development of the prototype. The 275P was improved for 1965 as the 275P/2. The 275GTB incorporated many of the developments which had evolved during the 275P and the LM series. In passing, only 32 275LM racing cars were built.

Aesthetically the 275 series continued the classic Pininfarina body style that had been immortalised by the 250 series cars. In particular, the GTB looked almost identical to the mighty 250GTO (1962-64) – the last real front engine racing Ferrari. The long phallic nose, the voluptuous hips of the rear wheel arch, the upswept trailing edge of the boot lid forming a rear wing, are obvious similarities between the GTO and GTB. The same beautiful lines are also evident in the 275P and 275LM – but of course these cars are rear engine.

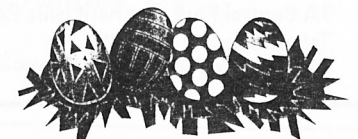
The 275GTB had a very impressive racing history, especially at Le Mans where it

won the GT class in 1965, '66, and '67.

Even more meritorious is the fact that 80% of the 275GTBs entered at Le Mans finished the race, where it is not uncommon for less than 25% of the cars to finish. The 275GTB won a number of important races, including Class wins in the 1966 Targa Florio race, the International ADAC 1000 km race at Rennen 1966, the 1967 1000 km Monza race, etc.

My car (S/N 8961) was originally delivered new to a middle-aged Italian signor from Alessandria in Northern Italy. The only problem that this gentleman had was a minor alteration which required the replacement of the nose from the mid-wheel arch forward. The car was then acquired by Peter Gentry through Achilli Motors in Milan. It stayed there for about six months before being imported into Australia. The car was subsequently sold to Les Miller, before passing to its next real owner, Colin Morris of Sydney, who lavished considerable care on the car before passing it on to Geoff Illingsworth and thence to myself. The car is just completing a full rebuild, and will appear in February in its new red livery, replacing the original dark blue.

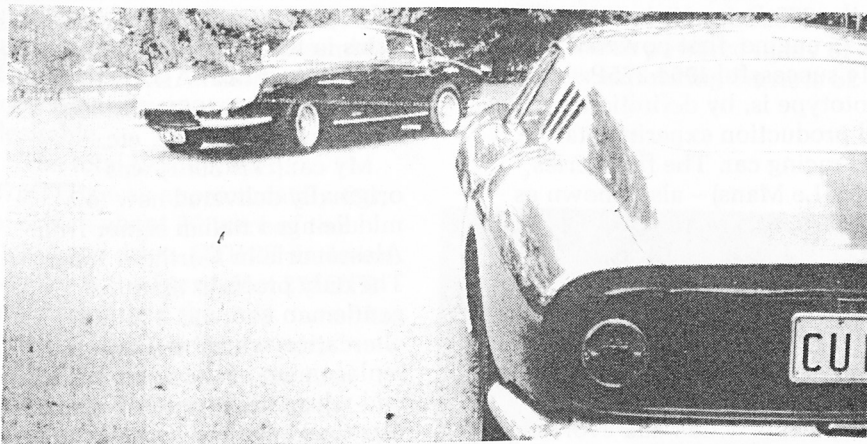
The engine has been rebuilt by Rolly Boldy of our club, and Classic Autocraft undertook considerable bodywork – with a price tag to match!



More importantly, Western Bodyworks has just completed the most immaculate paint job. The quality of the work that Western has done cannot be faulted, and I cannot recommend this company highly enough.

The interior is being completely renewed by John De Vine and should be beautiful. My mechanic, Peter Simms, will be completing the restoration. Peter has recently taken over the preparation of my cars and what an immaculate job he does.

Bill Marshall



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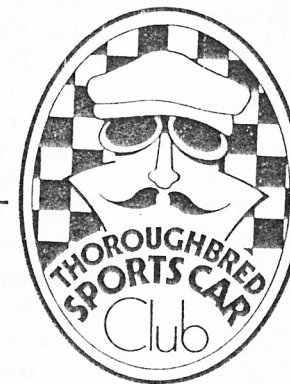
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MEMORY LANE

- a decade ago -

Extract from "Top Gear" - April 1984



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TRIUMPHANT RESTORATION

(marriage intact)

1962 TRIUMPH TR4

I suppose, basically, I blame Meccano sets and Dinky Toys both of which set standards and interests which life fails to eradicate, no matter what other distractions arise.

So in my mid life when the Monday Herald motoring section offered a reasonably tempting purchase, I succumbed to my good lady's prompting (for once attempting to cater to my whims and spoil me - not even my birthday!) and enquired about the car. It sounded interesting and I became interested to the extent of travelling beyond Bowral to view a Triumph TR4.

There it was, well used, not one panel the same shade of red, torn soft top, great fat wheels, lowered, with foreign seating and an engine bay accommodating fixtures from an assortment of other makes, owing allegiance to none.

On a wet cold miserable day the sight did not excite...but, the vendor had kept all the original parts in a shed (not waterproof) and

"restoration" reared captivatingly. I was hooked!

The drive home left a lot to be desired, probably the most uncomfortable 100kms. ever attempted, this in itself would be a tale. Suffice it to say it was managed and the mutated beast sat curiously in its new home.

Initially it was going to be a general clean up and tidy up to see what we have, but as this progressed it was clear that water and polish was not the answer, and if it was to look anything like Micheliotti had intended, a major effort was in store.

A fine car the TR4 strong both in construction and mechanicals, having developed a fine reputation in difficult Rallying. The aim became obvious - return it to its former glory and perhaps more personally challenging - do it all myself.

Where to begin? You have to see what you've got..... so stripping in earnest began. How

easily it came apart - the interior out, chrome work and accessories removed and, seemingly in no time at all, it was a shell with a motor.

At this stage I was confronted with what the N.R.M.A. purchasing plan tries to make one aware of, and had I followed their close inspection procedures, I would probably not be involved with this project, and driving a Volvo!

Rust.....need I say more. We, who are of this ilk, are very familiar with this ever present threat. Fortunately it was only in the sill and floor pan on the passenger's side, but it was there and had to be removed. Replacement while on the chassis was the best method, and armed with all necessary equipment plus the new sill, etc., the first positive step took place. Feeling that this repair did not offer complete overall satisfaction, and recognising that I was capable of doing it, a more serious approach was taken.....a full off-chassis project began.

Within a very short space of time the house became full of car parts, spare bedroom, laundry, odd corners - I had to have

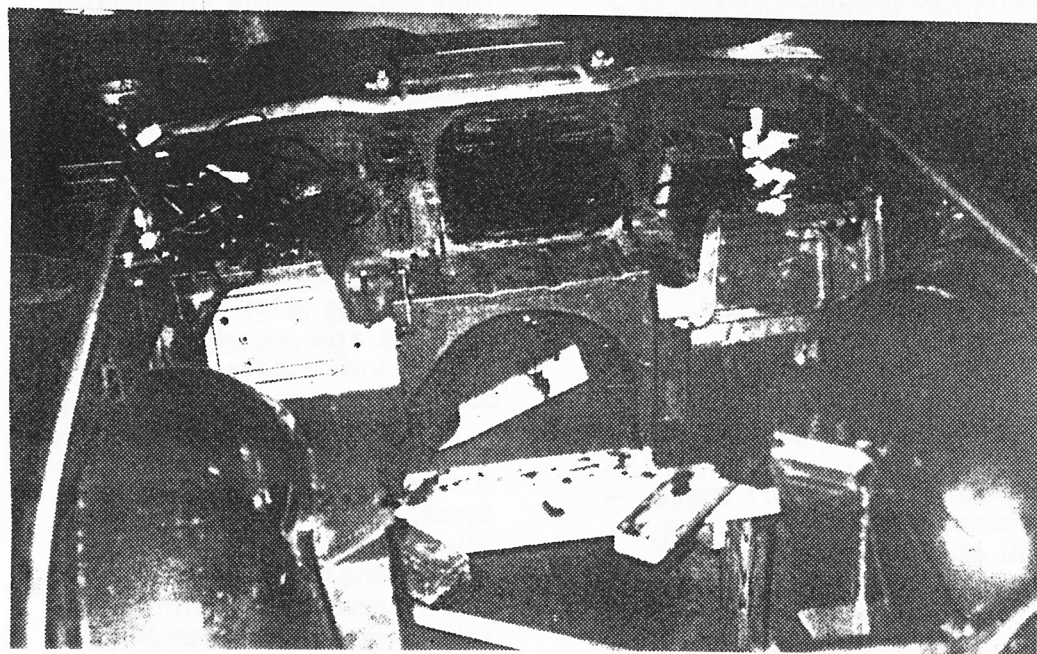
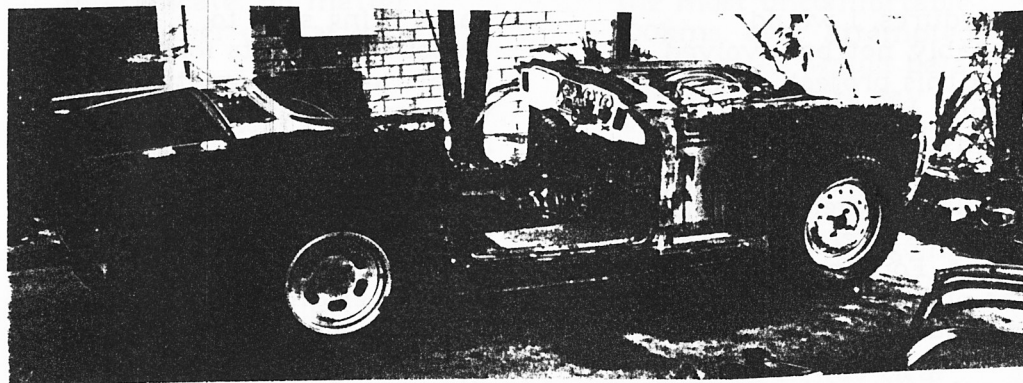
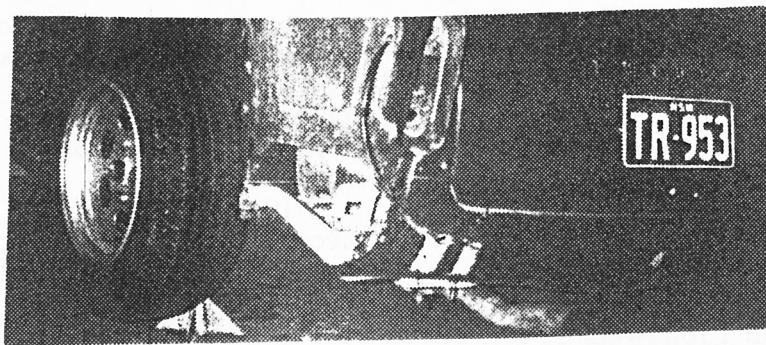
garage space in which to work! I was amazed that a comparatively small sports car could take up so much spaceso was my wife!

With everything in pieces and each piece assessed, the really hard work was to begin.

Having read articles on restoration with assorted parts being sent to various specialists for repair and rejuvenation, I was inclined to be more honest with my intent, I also found it very difficult to meet the costs of the professionals.

The interior of the car and the engine bay were atrocious and it was obvious that a major effort was needed to make it habitable and workable. Documentation indicated a very recent engine rebuild but judging by compression tests there were some questions to be answered. The head was lifted to find poor valve seating and a creative setting of tappets. So after much grinding and adjustment, testing indicated a considerable improvement

Not wishing to rush into a total stripdown of the block, the sump removal allowed for checking and measuring which to my delight was well within tolerances. Pistons and



wet liners were new and still needed to be 'run in', especially with chrome rings.

So it was all bolted back together, cleaned and painted and put aside ready for installation.

The gear box was in excellent condition having been recently rebuilt and was left alone, as was the rear axle which on inspection needed no attention other than a clean up and an oil change - things were starting to look up.

The various items from the engine bay were examined and checked against the book for authenticity. A major cleaning effort took place and all foreign items discarded, being replaced with renovated original items. The 'Tasman' radiator and unknown electric fan were replaced with a re-cored original, and the genuine fan repaired and installed. The authentic horns replaced a peculiar set of air horns. Air cleaners returned to normal and the electric wiring took on a new meaning.

The chassis was sound and straight and was stripped back to bare metal, treated with a quality primer and a number of coats of rust inhibiting top coats along

with a final protective coat of bitumus underseal, wrapped up and put aside.

With the body off the chassis, and all detachable panels removed, it was relatively easy to work on each one in turn, and so the long process of paint stripping and panel beating gradually saw each item attain some sort of originality prior to re-painting.

There were a few nuisance items along the way, various holes had been drilled for foreign mirrors and quite a few radio aerials. These were correctly treated and disappeared. New sections fitted to the lower front wings brought them back to standard.

The running gear needed attention, and all suspension items were dismantled and checked finding that tender loving care was all that was needed to bring things back to 'new'. New bushes, shock absorber tests, lubrication and painting meant that the chassis could now move in the expected manner.

The braking system was given a complete overhaul - its a very comforting feeling to know that these things will stop when requested

- new master cylinder, servo check over, front calipers totally rebuilt with new pistons and rubbers, and the rear drums reamed, with new wheel cylinders and new linings fitted. While involved with this area the clutch master cylinder and slave cylinder also received new rubbers which assured efficiency.

It was starting to look as though everything was going smoothly but this report gives little indication of the time spent on each item, the search for suitable replacement pieces and the overall agony of seeing the array of parts which became permanent household fixtures all around. To arrive at this point, an amazing two years had gone by, many hours of total despair with the odd moment of delight. I was at the stage where assorted boxes when seen by friends, displayed gleaming or freshly painted items, many of which had little meaning to others, but in my mind were all part of the grand plan.

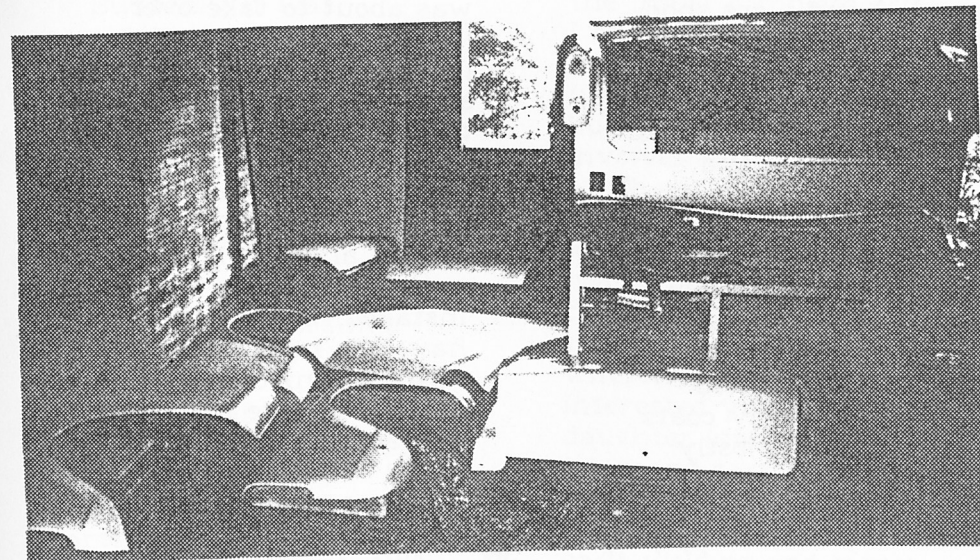
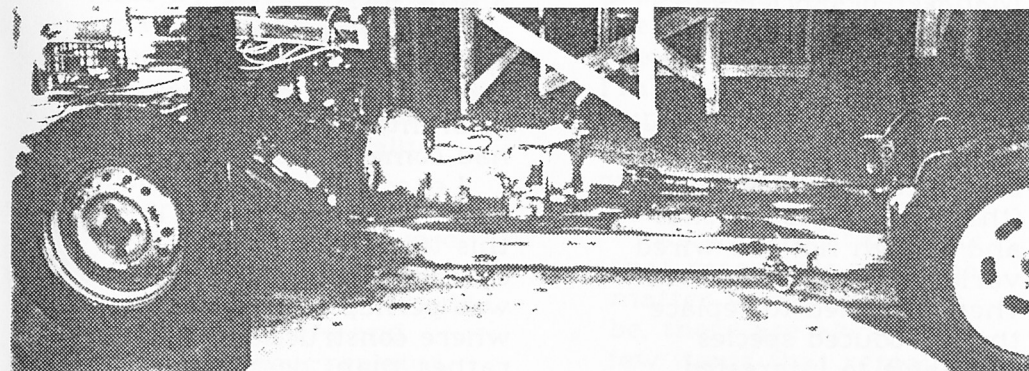
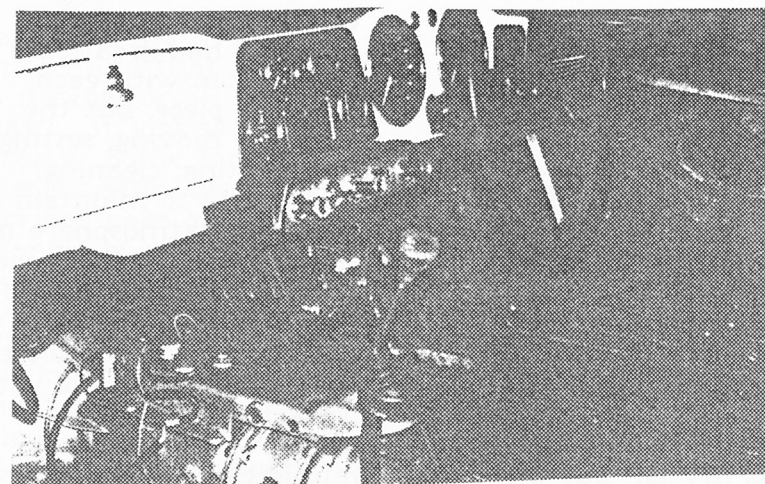
I digress - the third year saw an attack on the interior with much needed improvements relating to creature comforts. Original seating was virtually beyond repair with only the shells remaining and they

needed welding and reinforcing. I attended an upholstery evening class in order to learn techniques which helped, and though no great hand with a sewing machine, my ever faithful companion discovered talents, to date untapped, and extended her repertoire. I wish I had realised this sooner as new covers for the bucket seats had already been purchased.

I had looked very closely at the dashboard of the TR4's - all were produced with a plain white painted background with a centre section in black. It just didn't fit in with the image of "The British Sports Car", surely a wooden dash would be far more appropriate? So I veered away from authenticity and fabricated and fitted my own, I have no regrets, only apologies to Signor Michellotti.

All instruments were functioning and only required cleaning, but the array of knobs and switches from anything between a Land Rover and a Skoda had to be replaced.

Door linings and new carpets seemed to finish the job and I could feel satisfied that the interior fittings were of the required standard, and



when the time came would all fall into place ...how naive the ignorant are!

As the car is the 'Surrey Top' version (Targa to Porsche fans) two windows needed some attention. The glass was fine but rubbers had seen far better days. Brittle to the extent of snapping, new ones were obviously required. I did not want to risk installing the glass myself. but the Manager of O'Brien's in Hornsby was only too willing to help - and don't they make it look easy?

The original wheels could only be considered after bead blasting (thanks to a good friend) and though not the wired variety, suit the car well. They returned to replace the introduced species (available to interested parties) and were shod with the recommended Michelin Radials.

It was time to paint. Originally red, it was to stay that way and a suitable red was selected. The panels were ready and so was the body shell. A high-fill primer was used, carefully applied in three coats. The six litres of Red allowed for many coats the last being mostly thinners. Each coat was rubbed down with 1000 wet & dry before applying the next. I found this an

exhausting exercise as, not only had great care to be taken with each separate piece, but the constant moving, setting up, painting, cleaning, and trying to maintain a 'dust-free' atmosphere in the normal home garage seemed beyond ability. I was fortunate that the week it took to complete the job favoured me with perfect weather, dry, warm with little humidity - we all deserve a little luck...

And there it was - spread everywhere, look around and a red panel confronted one. The time had come **assembly**.

I checked my list, 'lists' discovering that at this time I felt I had covered all I intended and was perhaps at the stage where construction, rather than "destruction" was about to take over.

I'd visited car factories, I'd seen how orderly and swiftly things came together where did I go wrong ?

The chassis with all running gear in place, engine and gearbox, rear axle and braking system installed, was ready to have the body shell refitted. Anxious moments, care and preparation - was it all done? What had I forgotten? Cushions, pads, bolts, three good friends ..."lift, forward, lower,

up a bit, to the left, down" ... and that was it! Was it relief or an anti-climax? ...it just sat there ...perfect! Some care in alignment with the prescribed pads and tensioning of nuts and bolts saw the chassis and body once more a unit.

This was the spur and the following months brought about some hectic activity, each day displaying some progress. Piece by piece it gradually regained its intended appearance, the various compartments, engine bay, interior, boot, all dealt with individually until satisfactorily resorted.

The body panels were installed with great care and the car still wears its original bumpers and overriders now replated.

Suddenly it was complete - well at least at a stage where once again it could be called a 'car'. Fuel in the tank, basic engine settings, new battery - it should work? Carburettors primed, turn the key

Over four years had gone by, as I sat there, the memories of almost each moment came flooding through, but the problems, cuts and bruises, anguish over parts and costs, the feelings of it all being just

'too much' and, 'was it all worth it' faded into insignificance as it all burst into life — it worked, unbelievably it just sat there and ticked over — it really worked!

They came from all directions, the admiring hoards. No longer the questions of 'why'? or 'what for'? It spoke for itself.

Now it was a matter of fine tuning and road preparation then off to the Registry Office for official recognition, where, I'm pleased to say the Inspector displayed much enthusiasm and was of great assistance in passing it roadworthy.

As with most projects that reach this stage, no matter what they may be, there are always a few items that remain on the 'must complete list'. I have a few, none of which interfere with the functioning of the vehicle, but are a part of future involvement.

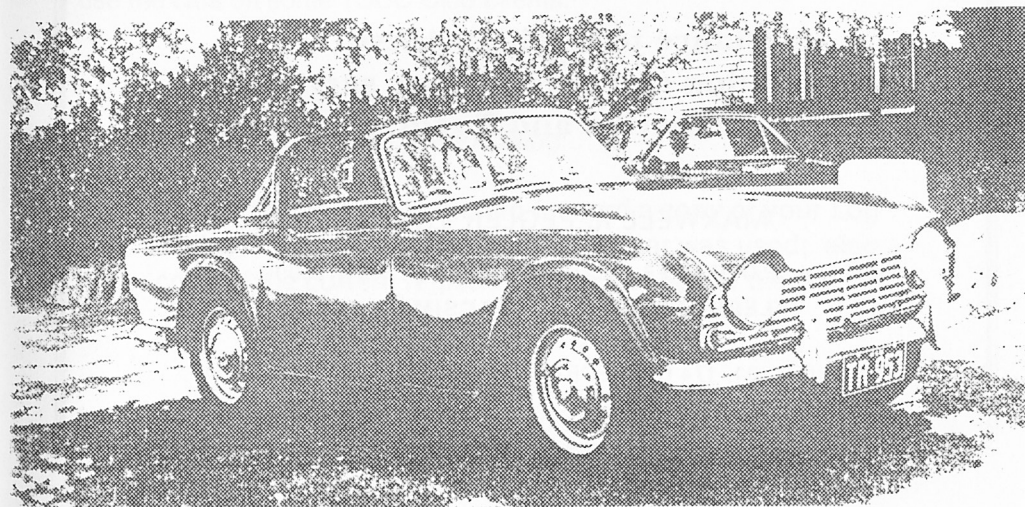
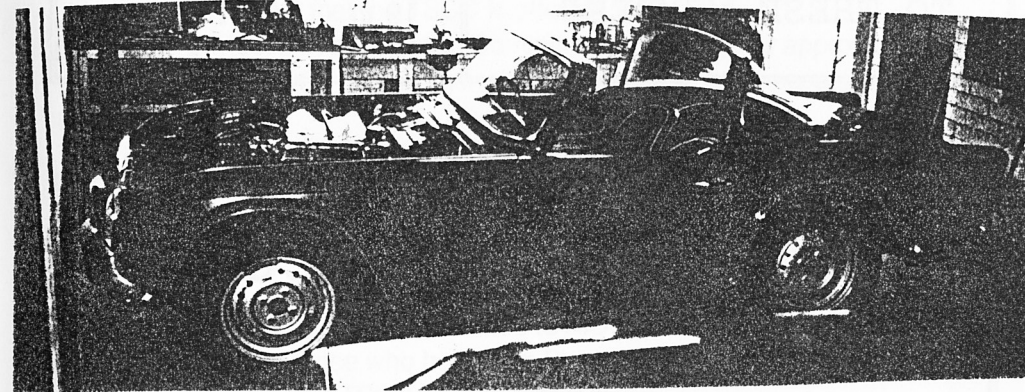
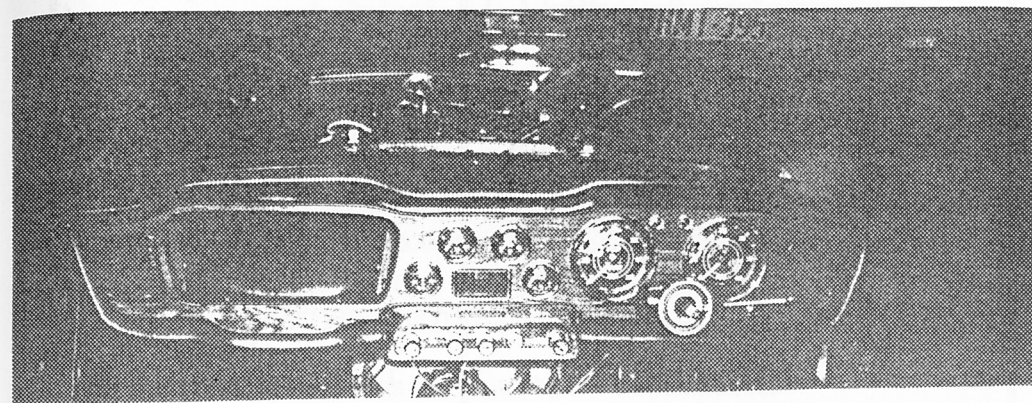
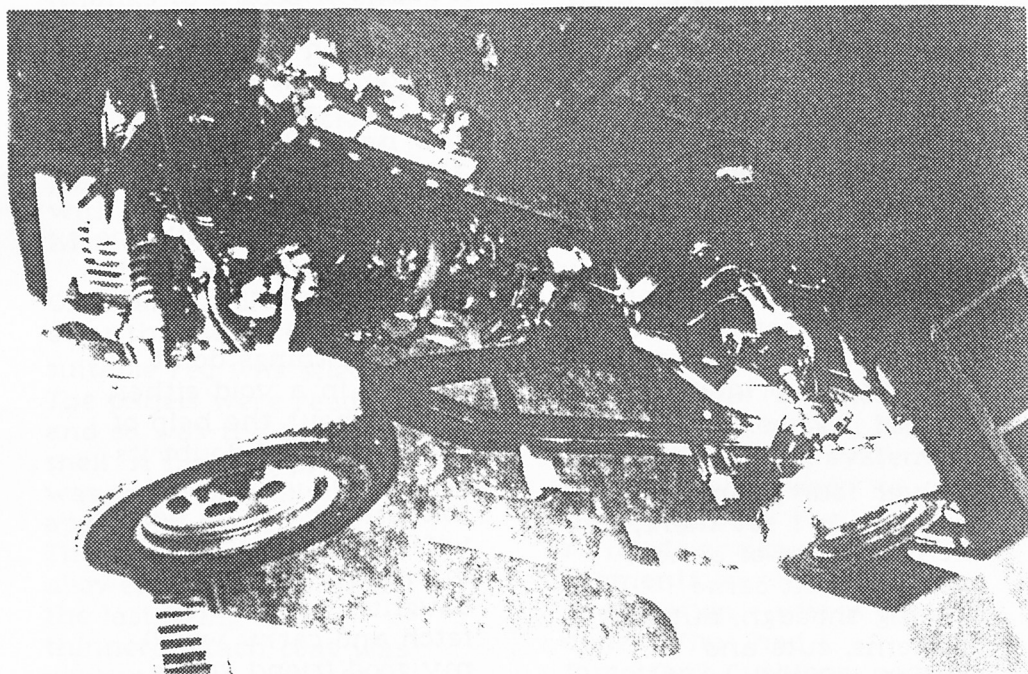
These things don't happen in a void either, and without the help of many people I doubt its completion. My very tolerant and most helpful wife, my curiously interested young daughter (don't they fetch and carry well?), my good friend Royce Morrison who taught me basic welding and spray

painting fundamentals along with his constant support, encouragement and ingenuity. And all the others, too many to name, to whom I could turn for advice, assistance and quite frequently, consolation.

It was a very satisfying achievement, especially for someone who's daily routine has nothing to do with mechanics and cars, and has been greatly amplified by the Thoroughbred Sports Car Club's recognition.

The car is a delight to drive, and turns a few heads with its purposeful exhaust growl. The engine feels unburstable and pulls strongly. The ride is firm and handling predictable which overall makes for a very attractive and entertaining sports car.

John Evans





**BIRTHDAY WISHES
TO THESE MEMBERS**

March

9 *th* Margaret Ross
21 *st* Val MacDonald
25 *th* Val Peters

April

1 *st* Don Hewitt
6 *th* Sue Burton
19 *th* John Burton

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T.S.C.C. CLUB PLATES

The Committee, in 1993, resolved that minor changes in the conditions for holding a Club Plate will prevail.

That: the car carrying the Club Plate will attend at least three (3) official TSCC events during one TSCC calendar year.

(If the Member has more than one car on Club Plates, at least one car will attend three such events).

An "official event", as laid down by the Committee is:

- * any event run by the TSCC;
- * any event that the TSCC is officially invited to;
- * any such event that the Committee may give prior approval to.

Note: TSCC Plates cannot be used on any other occasion.

That: the Member holding the Club Plate attend at least two (2) monthly Club meetings in the same TSCC calendar year.

It is not the intention of the Committee to make it difficult, but it is the desire of the Members that those who hold Club Plates (being a privilege, not a right) use the cars on some TSCC Club events.

I would also like to re-affirm the following:

it is part of your obligation to forward a copy of your Log each year, detailing the days that the car was used; also a copy of the current registration, and a copy of the Pink Slip.

We expect additional cars to become eligible for Club Plates this year and, as the years progress, even more cars will become eligible.

ROLAND CLARK
CLUB REGISTRAR

Minutes of TSCC Meeting - March 1994

Meeting of the Thoroughbred Sports Car Club
held on Wednesday 9 March 1994.

The Meeting opened at 8:10 pm with Vice-President David Muir in the chair.

Members Present:

Roland Clark, John Dixon, John Evans,
Lester Gough, Les Johnson, Grant
Liddell, Barbara Muir, Carol & Max
Pegler, Val McDonald, Val & Jim Peters,
Ray & Margaret Ross, Michael Ryan,
Bob Smith.

Apologies:

Stephanie Clark, Penny Creighton,
Pam Gough, Joan & Chris Johnson,
Bob Smith.

Minutes of the previous meeting:

Not read, as printed in the magazine.

Treasurer's Report:

Barbara reported that after much hard
reconciliation work, it has been
ascertained that there is a deficit of
\$158 at 31.12.93. Current cash book
balance is \$1,039 and investments
are \$1,600.

Social Report:

Jim reminded members of the Vice-
President's Run on Sunday 13 March,
which looked to have about 17 starters.
April 10 is Tennis/Picnic Day at Kent-
hurst - bring hampers & racquets for
a good day. Observation Run on 8 May
will be changed to another date as it
new date. The venue for this year's
Xmas Dinner is the ParkRoyal at Parra-
matta - more details later.

Competition Report:

Skid Karts at Taren Point on 27 Feb.
was attended by a few of our members,
accompanied by offspring and friends,
with Grant Liddell winning the day.

Driver Training Day - date to be confir-
med. Need 15-20 people at approx.
cost of \$200 each. Some starters but
need more to be able to book a day.

Motorkana venue - suggested that we
advertise in the Trading Post for a
venue, as discussed at the last
committee meeting.

Editor's Report:

Article on first event this year - Skid
Karts - Grant Liddell was volunteered,
as he was the winner.

General Business:

Les Johnson raised Club membership
numbers, and how to attract new
members. Topic discussed at length.
Val Peters asked if all TSCC Club Plate
holders had renewed their member-
ships, as subs were due 1 March.
Roland will follow up on John Hall.
David Hynman was welcomed as a
guest of John Evans, and a potential
new member.

birthday, prompting birthday wishes
from those present.

The Meeting closed at 9:05 pm.

1994 POINT SCORES

** SPORTING **

(Unavailable at time of publication)

Points system for racing events:

Fastest time of the day (F.T.D.)		3 points + class win
Only starter in class		9 points
Two starters in class	1st	9 points
	2nd	7 points
Three or more starters in class	1st	12 points
	2nd	9 points
	3rd	7 points
	4th	5 points
	5th	3 points
	6th	2 points
		1 point
Competing in event, irrespective of placing and in addition to above pts		2 points

At 13 March

** CLUBMEMBER OF THE YEAR **

9 points	Michael Ryan.
8 points	John Dixon, Les Johnson, David Muir, Barbara Muir, Val Peters
7 points	Lester Gough, Grant Liddell.
6 points	Vic Andrews, John Evans, Chris Johnson, Joan Johnson, Val MacDonald, Ray Ross, Margaret Ross.

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.