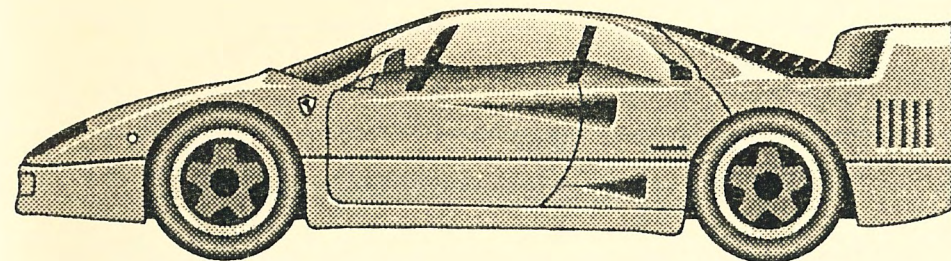


QUARTERLY MAGAZINE OF THE

THOROUGHbred SPORTS CAR CLUB

January 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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<u>Disclaimer</u> 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 (w) 413 1692	<u>Life Members</u> Roland Clark Jim Peters Ray Ross
Secretary	Val McDonald	t.b.a. t.b.a.	
Treasurer	Barbara Muir	(h) 413 1692 (w) 411 1622	
Competition Secretary	Michael Ryan	(h) 832 1808 (w) 635 2471	<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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- part two		

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ADMIN 978

EDITOR'S CORNER

Trust you all had an enjoyable festive season - was Santa good to you ?

In this edition we have the second (and last, unfortunately) part of Roselee Johnson's diary extract of the London to Sydney Marathon. I know, from your comments, that so many of you enjoyed reading Part One so settle back and enjoy the final instalment.

We have the first "Restoration Article" for you in this edition, written by Chris Johnson - I know you'll find it great reading (and I'm sure that the ladies in the Club will have sympathy for Joan !) Thanks Chris for being the first, in what we hope will be a lot of similar articles.

There is NOT an article on the Xmas Dinner - lack of an author & non-attendance by the editor - but Chris Johnson has ensured that there are memorable photos of the evening and the trophies.

A very big welcome to the following ladies, elected as Committee members:

*Val McDonald	- Secretary
*Barbara Muir	- Treasurer.
*Stephanie Clark	- Social sub-c'tee
*Joan Johnson	- Social sub-c'tee

See you all on Wed. 9 February.

Cheers

Val Peters

Minutes of TSCC Meeting - November 1993

Meeting of the Thoroughbred Sports Car Club
held on Wednesday 10 November 1993.

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

Members Present:

Vic Andrews, Penny Creighton, John Evans, Terry Gibbs, Lester Gough, Chris & Joan Johnson, Grant Liddell, Val McDonald, David & Barbara Muir, Max & Carol Pegler, Jim & Val Peters, David & Conny Pratt, Ray & Margaret Ross, Michael Ryan.

Apologies:

John Burton, Roland & Stephanie Clark, Pam Gough, Les Johnson, Bob Smith.

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 \$1,162 in the bank.

Social Report:

Bounty cruise enjoyed by those who went. Club Xmas dinner is on 11 Dec. at Artarmon Motor Inn. \$55 per person. A free room for the night will be raffled amongst those who attend.

Editor's Report:

Val requested all articles by 30 Nov.

Competition Report:

Last event was on 24 October, at Amaroo. Jim Peters was 2nd, John Suttor 3rd. Next event is Bathurst weekend - 20 & 21 Nov., a flying fifth & hillclimb.

Point score to date - Max Pegler 45, Jim Peters 35 & John Suttor 30.

Les Johnson wants to enter a team in next year's "6 Hour Race" - contact Les directly if interested.

The Club fared well in the hillclimb championship, coming 5th overall. Vic Andrews 2nd, Grant Liddell 3rd, Penny Creighton 4th and also 2nd in the Ladies.

General Business:

Jim Peters advised he would fax a synopsis of the Club to Unique Cars, for free inclusion in the publication. Ray Ross enquired about car insurance, and requested names of companies charging reasonable rates for members' cars.

Grant Liddell to send a "get well" card to Tom Kornhaber on behalf of the Club.

The Meeting closed at 2040 hours, and was immediately followed by the Annual General Meeting.

Into leather?



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PRESIDENT'S REPORT

Dear Members,

A very happy and prosperous New Year to you all and welcome to 1994.

We have a new line-up of Committee members this year and we hope to bring you an interesting and varied year in both competition and social events. I hope that you will be able to participate in most of them.

For any club to survive and prosper it needs new members, and we are no exception. So I would ask each of you to try and recruit at least one new member this year. If we can achieve this aim then the TSCC will flourish and prosper from new ideas and strength in numbers.

On your behalf, a big "thank you" to last year's Committee for a job well done.

Please participate in as many Club events as you can, including the monthly meetings so that you can enjoy all the common interests that the TSCC has to offer.

Kind regards

Chris Johnson

Minutes of the Annual General Meeting

held on Wednesday 10 November 1993
and the election of the 1994 Committee of the Thoroughbred Sports Car Club

The Meeting opened at 2045 hrs. President Grant Liddell called for the reading of the Minutes of the 1992 AGM. These were read and moved as accepted by Grant Liddell and seconded by Val Peters.

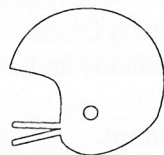
Grant Liddell requested Ray Ross to take the chair and assume the duties of Returning Officer. He formally declared all positions vacant and called for nominations for the 1994 committee, for the following offices:

President	Chris Johnson was nominated by Jim Peters and seconded by Grant Liddell. Penny Creighton nominated David Muir, who declined the nomination. There being no further nominations, Chris Johnson was elected unopposed.
Vice-President	David Muir was nominated by Chris Johnson and seconded by Val Peters. Elected unopposed.
Secretary	Penny Creighton was nominated by Jim Peters but declined the nomination. Val McDonald was nominated by Joan Johnson and seconded by Carol Pegler and elected unopposed.
Treasurer	Barbara Muir was nominated by Val Peters and seconded by Chris Johnson. Elected unopposed.
Competition Secretary	Michael Ryan was nominated by Jim Peters and seconded by Grant Liddell. Elected unopposed.
Social Secretary	Jim Peters was nominated by David Muir and seconded by Conny Pratt. Elected unopposed.
Social sub-committee	Elected were Stephanie Clark, Joan Johnson, Les Johnson, and Bob Smith.
New Members Secretary	Roland Clark was nominated by Val Peters and seconded by Penny Creighton. Elected unopposed.
Editor	Val Peters was nominated by David Muir and seconded by Michael Ryan. Elected unopposed.
Board Members	Grant Liddell was nominated by Jim Peters and seconded by David Muir. Vic Andrews was nominated by Val Peters and seconded by Barbara Muir. Both elected unopposed. Jim Peters moved that a third Board Member be elected, seconded by Michael Ryan. Proposal carried unanimously. Max Pegler was nominated by Jim Peters and seconded by Michael Ryan. Elected unopposed.

The election was completed at 2100 hours and Grant Liddell returned to the chair. Grant thanked Ray for acting as Returning Officer and he welcomed the new committee. Grant also thanked everybody for all their help and support during the year, with special thanks to David Muir.

There being no further business, the AGM closed at 2105 hours.

COMPETITION RACING REPORT



With the Bathurst weekend our last pointscore event for the year, Max Pegler/MGA has an unbeatable lead. A great result for this classic car combination, which leaves the closed car division between Jim Peters and John Suttor - both obtaining some impressive results for the year.

Our next event is the NSWRRRC on 5 December at Oran Park, which is not now a point-scoring event due to closeness to our trophy presentation night.

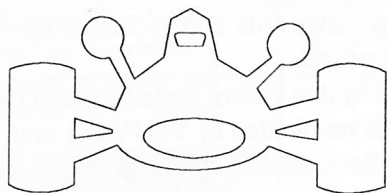
Thanks to members who supported our sporting invitations over the year. This activity helps our Club gain further invitations next year.

Michael Ryan is taking over the sporting secretary's role, since I am due for long service leave, and its important we have another member obtain some experience with this job.

Pointscore after Amaroo Park 24 Oct.

45	Pegler, Max
35	Peters, Jim
30	Suttor, John
21	Andrews, Vic
20	Pegler, Carol
9	Kennedy, Bruce; Lind, Tony.
3	Jackson, Chris
2	Walmsley, Adrian & Joanne.

Yours sportfully
Vic Andrews



TWILIGHT DINNER CRUISE ON THE BOUNTY

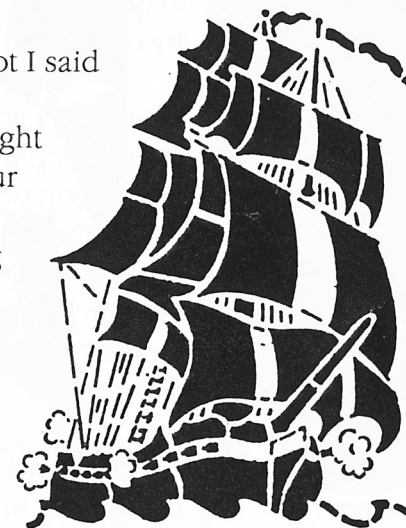
SATURDAY 6TH NOVEMBER

I completely forgot I said I would write this article until last night (Nov 30) when our Editor reminded me, so I am trying to remember all the details. Anyway, here goes...

What a great night this was!

We all gathered down at Circular Quay at approx. 6.30. There was Jim and Val Peters, Val MacDonald, Margaret and Ray Ross, Chris and Joan Johnson, Lester Gough (Pam was home minding the baby), Stephanie and Roland Clark, Les and Roselee Johnson, Vic, Judy, Ross and Nadine Andrews and Grant and myself - phew! Did I remember everyone?

We were greeted at the gang plank by a motley crew who were really dressed the part, what with earings, eye patches, etc.



It was a lovely clear night however the wind did come up rather strongly on our way up the harbour which was very cold and saw a few of the Thoroughbred crew borrow some of

the Bounty crews' wetweather gear. We were assured that on the way back with the sails up it would become calm which was hard to imagine.

There were about 42 guests on board - all in good spirit and all chatting away and many following the crew around who were handing out pre-dinner nibbles - must have been the sea air!! Les Johnson went down in the Bounty records as managing to get 3 meat balls on his skewer instead of the 2 that most could manage.

There was a bar on board which was well attended and as the sun set it was time to set the sails. Everyone was asked to gather around and watch this spectacle. Quite amazing and very beautiful - I've forgotten how many meters of sail he said there was (it was 3 weeks ago!) but I know it was a LOT. Some of the Thoroughbred crew participated in putting up the sails which was a bit of a laugh - more like a tug-of-war with the sail! As I mentioned earlier the wind completely dropped when we turned around (don't ask me where or how it went on command) - just as well it did because it was dinner time!

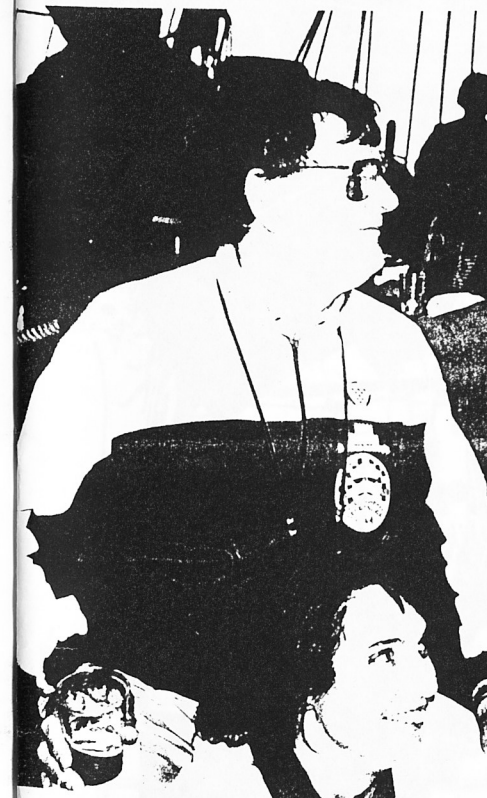
Everyone lined up for a buffet dinner which was cold meats and salads - very yummy too I must ad. We all found ourselves spots around the Bounty and drank

our wine, chatted to whoever was next to us and listened to the pirate who had a guitar and played mainly Irish melodies - very pleasant. This was followed by coffee and cheese.

Grant and I got chatting to some lovely people sitting next to us and it soon was uncovered that two of the girls did nursing training with Grant's ex wife!! The girls exclaimed "So you're Grant!!!" (I think they had heard a few stories)... small world isn't it?

On the way back the Bounty crew were in fine form - one guy swinging on a rope almost landing on another boat sailing beside us - quite a show!

It really was a great night and went all too quickly. Thanks to Lester for organising the night. Penny Creighton.



A keen eye on the rigging - and a cold Steph sheltering from the freezing wind



A few ballads on board

Just as well Les was paying attention to the instructions - or was it food call ?



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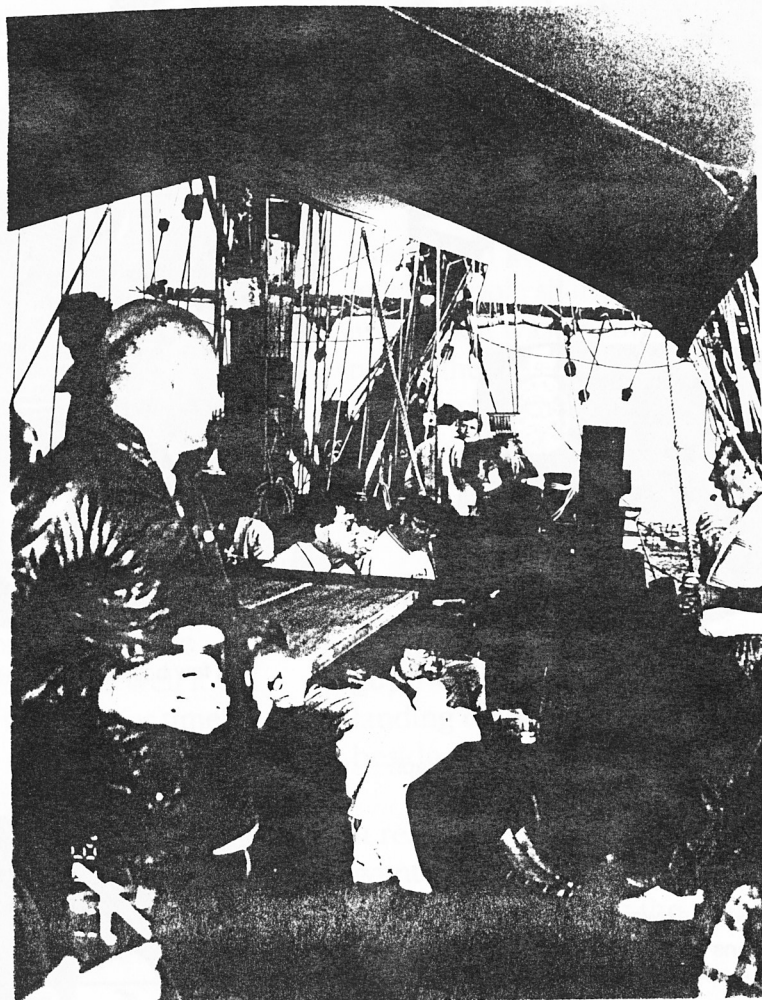
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The smiles have nothing to do with the wine !

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RESTORATION SERIES

ARTICLE # 1

1961 'E' TYPE JAGUAR COUPE, SERIES 1 3.8

by Chris Johnson

I came across the car quite by accident in June 1988, and was not actively looking for another "classic" car, after selling my Aston Martin DB4C. However, a friend was restoring an 'E' type and as I had shown a lot of interest in his restoration, he mentioned that he had seen an 'E', in pieces, in a garage at Willoughby.

Mildly interested, I acquired the owner's name and address and went to have a look at the car. Sure enough, it was in pieces !! I don't think Joan was too impressed ! The car was tatty, there were bits in boxes and pieces were spread around the restoration shed. Nothing had been labelled or marked, and it was anybody's guess if it was all there.

The restoration had, in fact, been started. The body had been stripped and resprayed - not very well - and I was told the rear axle was also completed - this was not true as it turned out. It appeared that the owner was fed up waiting for the car to be restored and decided to sell "as is". The price was right and the task enormous, but I decided to buy it anyway, and made

arrangements to pick it up.

We took the car home to Hurstville initially, and as we were close to moving to Cherrybrook, I took it to a hangar at Bankstown Airport, where it sat for quite some time. I carried out a lot of the work when it was at Bankstown - wiring, engine, steering and fitting the doors. None of these tasks presented any real problems, and any parts I needed were available locally, most coming from Cat House Spares.

Once I got the car running I took it to Penshurst to get it trimmed. This exercise took about 8 months - mainly because the roll of carpet sent from the U.S.A. had a fault right through it and it took 3 months to get replaced. I was well satisfied with the completed upholstery and took the car back to Cherrybrook for final assembly of the minor parts - dash and gauges, door handles, lights, windows, etc.

These "minor" items proved to be the most difficult and frustrating. The window frames and door locks (new) proved to be the most difficult. Because I had not taken the car apart, I was not

ARTICLE # 1

continued

sure in which order the door interiors went back together. The Workshop Manual was no help and Murphy's Law reigned supreme ! The window frames must have gone in and out 50 times.

The new locks didn't fit the handles so I spent a lot of time with small files getting the locks to work properly. It was all very frustrating - so much so that I lost interest for quite a while !

I had to send to England for a complete set of new seals and some chrome strips that were not available here. As usual, the company was quick to cash the cheque but slow to send the items - another 3 months and many rude faxes later - Customs also took a large chunk of money for me daring to buy car parts overseas !!

After many hours of trying to get fuel to the carburettors - no problems previously - and after renewing pipes, filters etc. in case they were blocked, it turned out that the upholsterer had reconnected the fuel pump up the wrong way and it was sucking, not pumping ! - it took 2 seconds to rectify.

The fitting of the bonnet proved to be easier than I thought - but make no mistake, it is b----y heavy, and it's a good thing we have 3 strapping boys/men !!! Finally the car was ready

for its first roll-out - some 4 1/2 years after acquiring it. The first 'Test Flight' went well, with only a few adjustments necessary.

The first real outing was the Dawes Rally in 1992. On the return drive from Eastern Creek the back end started to move sideways when taking off !! Later inspection showed that the differential was loose in its housing and all the bolt threads were stripped and well-worn - and had already been loose for some considerable time. So much for the rear axle being completed ! I had to redrill and top all the threads in the diff. casing and fitted studs instead of bolts - it seems to have worked so far. On another outing the rear brakes failed due to overheating, which was caused by the master piston stretching; a re-sleeve fixed that.

Frustration proved to be my biggest problem, when hours of work on small items proved fruitless. However, in spite of nothing being marked or labelled, I managed to fit everything that was in the boxes back into the car - except for a few screws. I decided to have the wheels sand-blasted then enamelled, rather than re-chromed - 2 reasons - the price and spokes cannot be re-chromed as they become brittle,

ARTICLE # 1

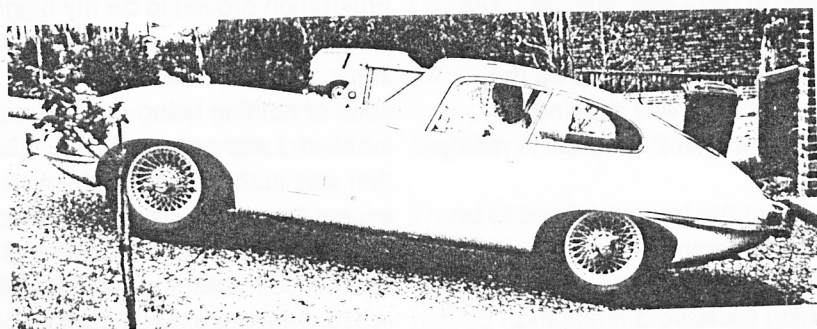
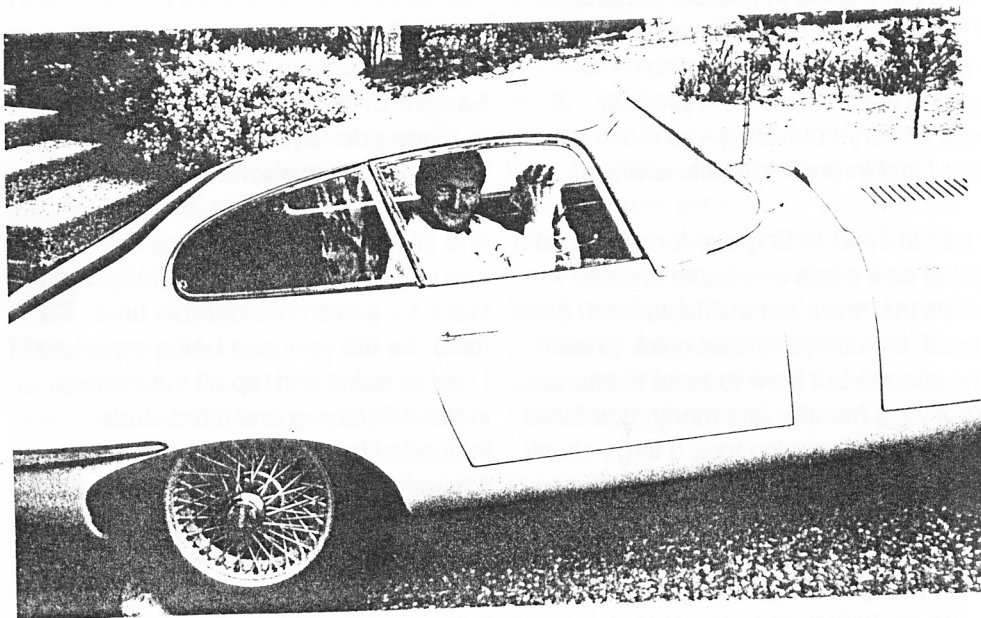
continued

so re-spoking comes back to price.

fully we can enjoy many miles of troublefree motoring.

The task was worth the effort; we are pleased with the end result and hope-

Chris Johnson



1993 TROPHY WINNERS

PERPETUAL TROPHIES

CLIVE SANDERSON TROPHY

Jim Peters

Club Member of the Year.

DON McDONALD TROPHY

Jim Peters

"Significant contribution"

CLUB CAR DISPLAY:

"Outright winner"

John Evans

TR4

"Racing Section"

Bruce Kennedy

Renmax

"Modern (< 5 years old)"

Jim Peters

Alfa 164Q

SPORTING CHAMPIONSHIP

Max Pegler

Outright winner

SPORTING TROPHIES

"Open class"

Max Pegler

"Closed class"

Jim Peters

GO-KART CHAMPIONSHIP

"Men's section"

Michael Ryan

"Ladies section"

Penny Creighton

BEST PERFORMANCE BY A

NEW MEMBER

Gordon Ketelbey

Rookie of the Year

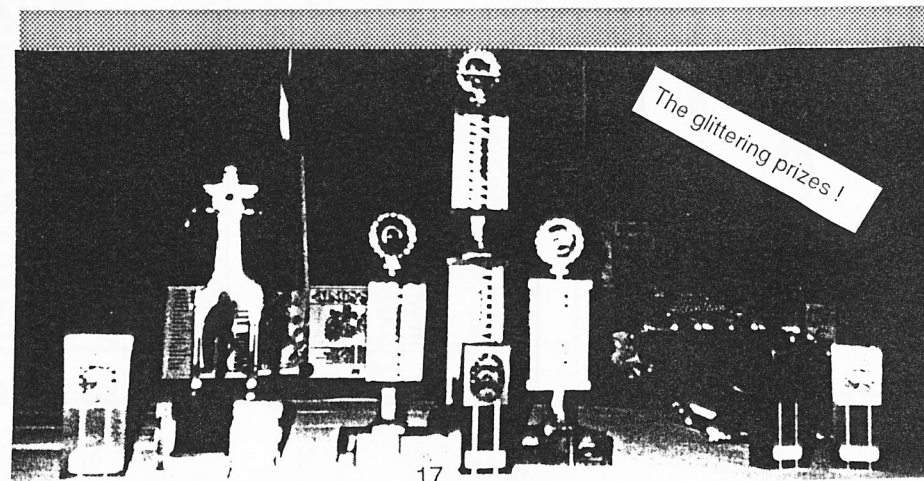


OTHER

"Bonnets Up"

Les Johnson

London to Sydney



SOLUTION

Multiple Choice Answers

QUIZ NO. 3 T.S.C.C.

	QUESTIONS	ANSWERS
1	Which Grand Prix was Goodyears' 250th win ?	<input type="checkbox"/> 1990 Hungarian <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Mazda
4	Which is the oldest Grand Prix ?	<input type="checkbox"/> English <input type="checkbox"/> Italian <input checked="" type="checkbox"/> French
5	What nationality is Alesi ?	<input type="checkbox"/> Italian <input checked="" type="checkbox"/> French <input type="checkbox"/> Spanish
6	The b.h.p. of a 1949 twin carb, 2.5 litre Lancia Sport	<input type="checkbox"/> 85 <input checked="" type="checkbox"/> 105 <input type="checkbox"/> 125
7	How many Lotus Elites were built ?	<input checked="" type="checkbox"/> 990 <input type="checkbox"/> 1090 <input type="checkbox"/> 1190
8	Year of largest gathering in the world, of Ferrari Silverstone	<input type="checkbox"/> 1985 <input type="checkbox"/> 1990 <input checked="" type="checkbox"/> 1992
9	Engine capacity of a Jensen SP ?	<input type="checkbox"/> 6392 cc <input type="checkbox"/> 6884 cc <input checked="" type="checkbox"/> 7212 cc
10	What years were Morris Minors built ?	<input checked="" 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 checked="" type="checkbox"/> July 1992
12	Year Cadillac first made the "Eldorado" ?	<input checked="" type="checkbox"/> 1953 <input type="checkbox"/> 1954 <input type="checkbox"/> 1955
13	In the 1993 "Hardie 12 Hour Race", who carried no. 5 ?	<input checked="" type="checkbox"/> Kevin Waldock <input type="checkbox"/> Andrew Miedecke <input type="checkbox"/> Gary Waldon
14	Top speed of an Aston Martin DB7 ?	<input type="checkbox"/> 160 mph <input checked="" type="checkbox"/> 165 mph <input type="checkbox"/> 168 mph
15	Which manufacturer owns Lotus ?	<input type="checkbox"/> General Motors <input type="checkbox"/> Chrysler <input checked="" type="checkbox"/> Bugatti

No entries were received for this Quiz, nor Quiz No. 2.
 The quizzes will be discontinued.

SOCIAL SECRETARY'S REPORT

Welcome to 1994 - our committee is currently plotting ways and means of making you enjoy yourselves !!!

This year will see such events as: a Children's Day at Australia's Wonderland - a Murder/Mystery Weekend - a night at the trots (Harold Park) - a breakfast run to Mt Victoria - two observations run (50 km approx.)/picnic days - a tennis day at Kenthurst - skid karts - a motorkana - a Bathurst Car Club weekend - supersprints at Oran Park, Amaroo, Eastern Creek - a driver training day - the Christmas dinner - monthly meetings with variety - and lots, lots more.

WOW - after just writing that, I'm tired !! But seriously, with the assistance of the Social Committee - STEPHANIE CLARK, JOAN JOHNSON, LES JOHNSON and BOB SMITH - it will all happen.

We look forward to your company this year.

Regards,
Jim Peters

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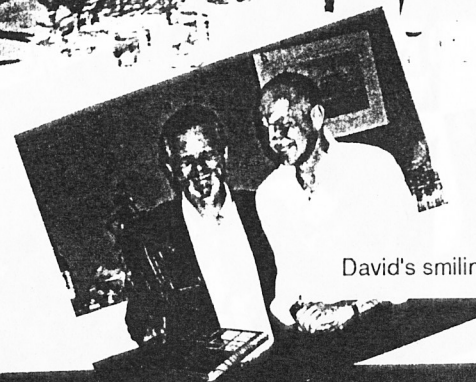
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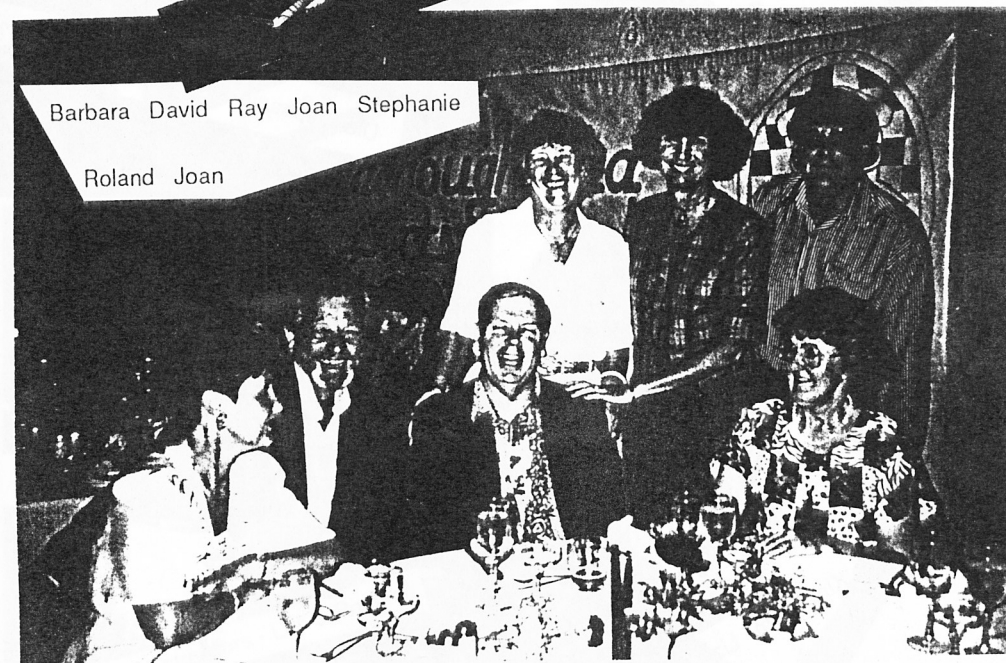


Pam Lester Judy Vic Grant Penny

Roselee Les



David's smiling because he doesn't have to dust it !



Barbara David Ray Joan Stephanie

Roland Joan

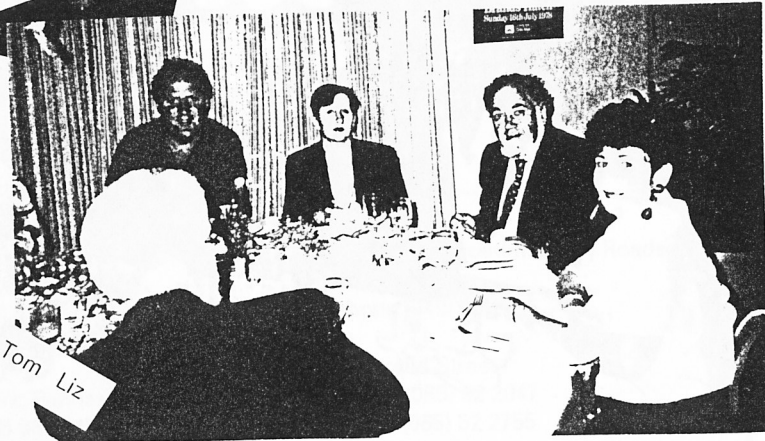
Another great TSCC Christmas Dinner.
Thanks to Barbara & David and Les &
his daughter, the room was festively
decorated with our Club colours.



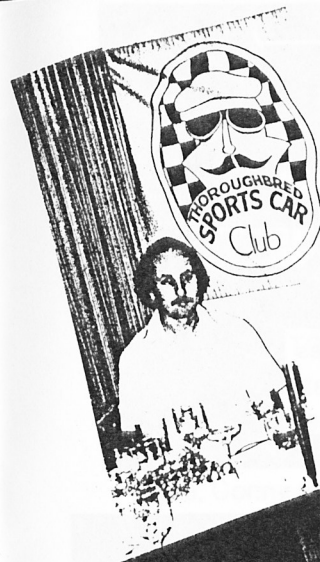
Did Stephanie win the balloon trophy ?



Lester demonstrating "silver service" to Grant



Gordon Kim Tom Liz



What did we do to deserve these ?



Don would have enjoyed the "tug-o-war"



Comes in useful as a car block !

Chris and 'Pepsodent' Joan



Marathon survivors - Les & Roselee



PRIDE OF OWNERSHIP DAY

Sunday 24 October 1993



Grant Ray David Roland (hidden) Les

Chris Vic Les "1993 Committee"



Barbara Michael Roland David Val Chris

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The annual "show what you've got" day was held at the Tempe Bus Museum.

John Evans' TR4 arrived (less John, who unfortunately had to work), Tom & Liz Kornhaber in the lovely Aston, David & Barbara Muir in the BMW 635, Dave, Conny and junior Pratts in the Mustang, Val and a late Jim Peters in the Alfa 164Q, Stephanie in the MG followed by Roland Clark in "It's A Real One" AC Cobra, Lester & Pam Gough with the new family addition, Vic & Judy Andrews and crew with the Viper Clubman, Tom Brickley in the Kaditcha, Penny & Grant who acted as tow truck operators for 'yours truly' and lastly, my Celica and Renmax.

Les Johnson's marathon-competing Mustang arrived being driven by the judge - Peter Hammond - who declined the suggestion of some demonstration laps in the car around the car park!

The competition was close, with the recently finished John Evans TR4 taking out the road registered class and my Renmas just pipping Tom's Kaditcha (I think the judge has a fetish for old racing cars!).

Stephanie thought that the Celica would be just ideal to carry the dog and suggested that Roland may care to consider this option in lieu of the Lexus.

Certain people were overheard querying the judge on his parameters for assessing the winners, while Vic gained special mention for the only person displaying the Club badge on his vehicle.

Grant was not too sure of his tow-truck driver's role as the brakes on my recently acquired Commodore tow car gave out on him (subsequently to this I have had new discs, callipers, pads and master cylinders fitted and still cannot understand what Grant was on about!).

Jim (don't stop me I'm point-scoring now) Peters was late due to having some hot laps at Amaroo after fitting a new computer to the Alfa and while happy with the times, declined to reveal the actual extent of his improvement. I wonder if he's foxing about winning future sprint type 1 class events?

The weather was cloudy and hot and the venue proved very interesting and suitable, even with the lack of public visitors on the day. The number and variety of buses used over the years is amazing and a visit to the Museum is recommended to all members if they're in the area.

Bruce Kennedy

CLUB NOTICE

*** **Wednesday 9 February**
First monthly meeting for 1994.

*** **Membership Renewal Forms**
*Enclosed with this magazine.
Fees due by 1 March - pay at
meeting on 9 February or
mail cheque.*

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



CLOTH BADGES IN YELLOW AND BLACK
\$5

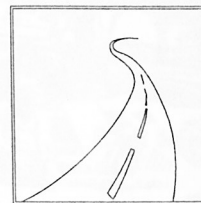
10 YR ANNIVERSARY LAPEL BADGE
\$10

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.



This yearly event is in acknowledgement of your Club President - this year of 1993 - El-Presidente Grant Liddell.

The run was arranged to coincide with the Newcastle Hillclimb, and local Mattara Festival event, in which our El-Presidente and racing partner Penny Creighton plus fellow Club members Vic Andrews and Bruce Kennedy, were competitors.

Those members who were at the old toll station at 8:00 am sharp included Roland & Stephanie Clark, Les & Roselee Johnson, Michael Ryan & family, Jim Peters (unfortunately Val came down with the 'flu bug' and couldn't join us), Barbara & yours truly. Joining us at King Edward Park in Newcastle were Bob & Jenny Smith & family, plus four members of the Bolwell Club.

The event was organised by the Newcastle MG Car Club and they must be congratulated for the effort and hard work put into arranging an excellent car display of various marques, sports, vintage and, of course, MG's and TSCC cars.

On arrival I spoke to Penny who advised she was on pace and looking forward to a successful day.

VICE PRESIDENT'S RUN

Sunday 10 October 1993

We all gathered at the hairpin bend, ready for the viewing of our racing Club members - camera poised - waiting, waiting.....then the announcement saying that our El-Presidente was on the starting grid, rev's building, GO ! Up the straight into the left-hander, into the 180 degree power drift, correction, correctioninto the wall, OOPS ! Rumour has it Grant was trying to convince his racing partner Penny ("Tits for Tats" racing member) it would have improved his time if it had worked - yeah, big deal ! This unfortunately finished the Datsun for the day with a slightly modified guard and sheared steering box.

Our other Club competitors - Bruce in his GT4 Toyota Celica and our Viper stage "99", alias Vic Andrews, had a trouble free day.

Arrangements were made to enjoy a late lunch at a local seafood restaurant, to finalise a great day.

Thank you to our Club members who supported the event - the writer and your 1993 Club President, Grant, appreciated your attendance.

As this will be printed in the January 1994 issue, may I take this opportunity to wish all members a "Happy New Year".

David Muir

LONDON TO SYDNEY MARATHON 1993

Part Two

CAR NO. 53 - LES & ROSELEE JOHNSON

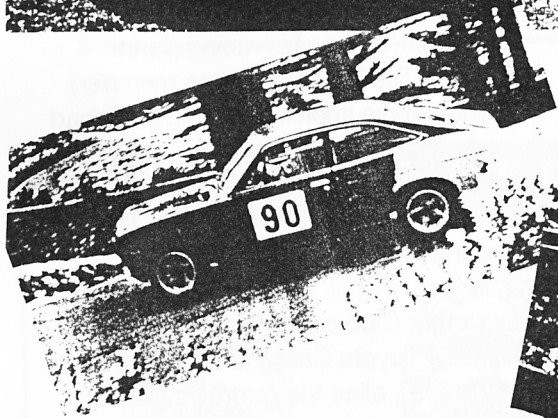
Day 12: Ankara to New Delhi

Today was the day for the big airlift. Upon arrival at Ankara airport we were amazed by the monstrous size of the two Russian Antonov planes that were to transport the cars to New Delhi. One description of the planes was "that it was like standing inside a cathedral when you looked up". They were two storeys high and had a capacity to take fifty cars each. All food & water had to be removed from our cars before they could be loaded onto the

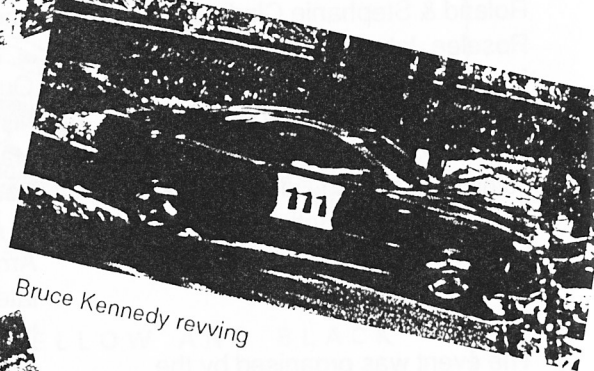
planes. The drivers accompanied the cars whilst navigators bussed it to the passenger terminal. There, we were greeted by a food strike which meant we had to stock up on nibbles before boarding our Aeroflot flight to Tashkent and New Delhi. The relief of getting the cars on the planes created a party mood. Once aboard the plane Les and some of the others got friendly with the Vodka drinking Czechoslovakians. Upon arrival in Tashkent many inebriated contestants had to be gently



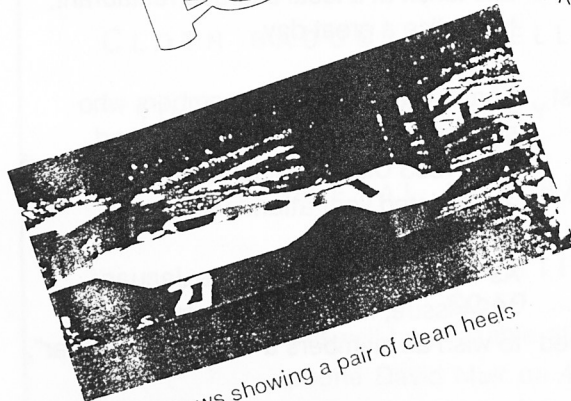
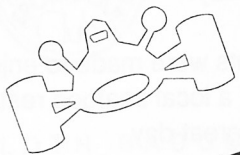
TSCC representation



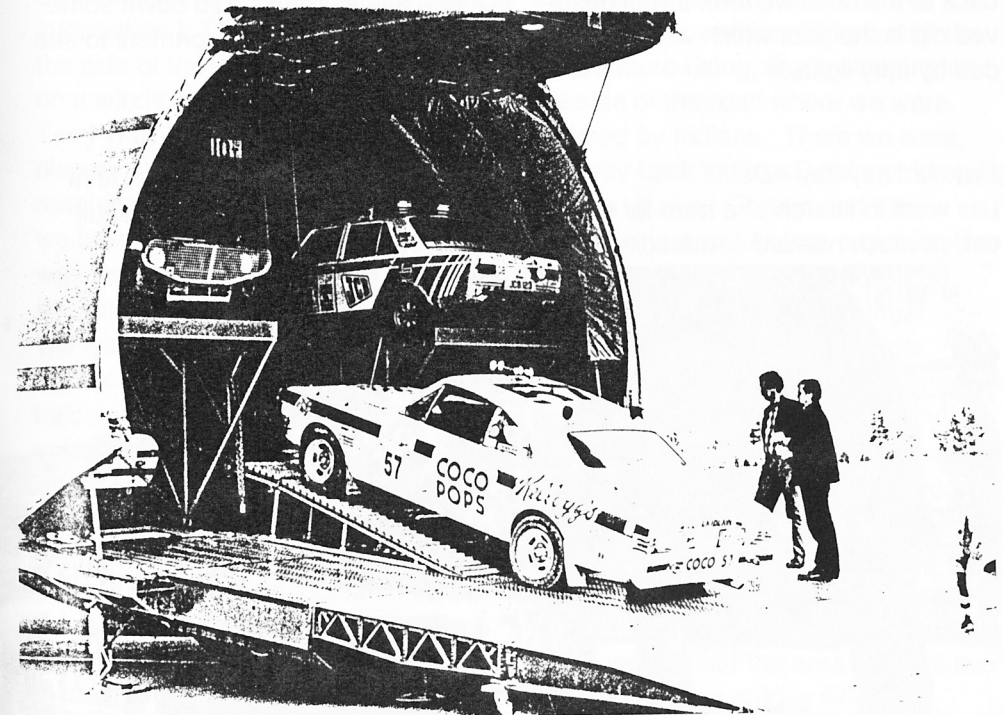
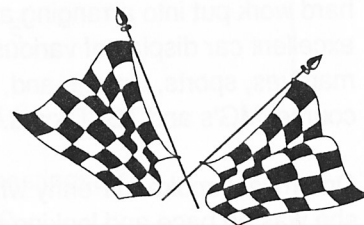
Penny Creighton coming back down the hill from her one and only run - and we all know why !



Bruce Kennedy revving



Vic Andrews showing a pair of clean heels



LONDON TO SYDNEY MARATHON 1993

(continued)

Day 12: continued

guided to the austere waiting lounge which was old, drab, in need of major maintenance and very dingy. The aluminium louvres were bent in every conceivable direction. The two hour flight from Tashkent to New Delhi was quiet as many people slept off their merriment. The morning was spent clearing the cars through customs and transporting them to the hotel. We then went into New Delhi in search of a market and wandered down roads lined with sacred cows, elephants and people, people, people. After arriving back at the hotel we took a well deserved dip in the pool which was surrounded by fairy lights.

Day 13: Lay day - Delhi.

Les went in search of a horn for the car - a much needed commodity in

Day 13: continued

India. He got the run-around by a number of taxi drivers. One even took him to a hospital - not quite what he was looking for! He returned very frustrated. Grahame Furnesse organised a flight to Agra to see the Taj Mahal. So, GFA charter flight took thirty seven of us brave people on the half hour flight to Agra. Catering was sparse. It consisted of one lolly, some cotton wool (?) and beer. The Taj Mahal was spectacular. Made from carved marble and inlaid with precious stones. We saw the false tomb of the King and Queen and were ushered down some stairs into a "close" environment to see the true tombs.

Day 14:

Was spent in and around New Delhi organising ourselves for the assault on the Himalayas.



LONDON TO SYDNEY MARATHON 1993

(continued)

Day 15: Delhi to Shimla

Today was frightening. In 42 degree c. temperature we set off for Shimla at the foothills of the Himalayas. It wasn't long before we got into difficulty because the temperature guage was off the dial. After cooling the engine with a hose and keeping a close eye on the guage we kept going to Shimla. We climbed and climbed past little humpies, villages, dry creek beds, poverty, bikes, carts, overloaded trucks and even the odd monkey. When we reached the special stage we were informed that Ross Lamb had blown his diff. (This was to prove wrong information.) The stage wound us up the side of the mountains for 12 kms on a windy, twisty hillclimb. We passed Terry Daly broken down, which was disappointing to us Aussies. Once reaching the Sageet Hotel in Shimla we breathed a sigh of relief. The hotel was very basic, including a bucket for washing and for flushing the toilet. We were too tired to care. After a bucket shower (cold) we sat on our balcony and enjoyed our meal of hot chips, bread, bully beef and baked beans, washed down with cold, cold beer. That night we wandered down the mountain to another hotel which had a display of local Tibetan dancers dressed in traditional dress. Our climb back up the mountain was exhausting in the thin altitude. The view down the mountain was like looking down

on a fairyland.

Day 16: Shimla to Delhi

Yesterday was bad. Today was disastrous. We left Shimla and wound our way for 100 kms down through the Himalayan foothills. The road was extremely narrow and hugged the cliffs. We then did the uphill stage with the motor running around 106 degrees centigrade, travelling a little faster than desired, in a vain attempt to keep the temperature down. After another 50 kms the needle went off the guage once again and we repeated our earlier attempt with the hose. We carried on for another 20 kms with the temperature rising, finally stopping on the side of the road where we were mobbed by Indians. There we were, half way back to New Delhi, not knowing our next move. Gordon and Kim pulled up just as Les was removing the thermostat. Unfortunately, Les had started to suffer from severe heat exhaustion. He was quite a sight sitting in buffalo dung under the only tree for miles and accompanied by two huge buffalos. Their water trough was well utilised when, whilst Gordon worked on our car, Kim and I soaked towels in the trough and literally threw them over Les from head to toe, in an attempt to lower his temperature. We managed to clear the area of some two hundred Indians quickly when we attempted to administer water to Les

LONDON TO SYDNEY MARATHON 1993

(continued)

Day 16: continued

who promptly sprayed it back covering a wide radius. A unanimous decision was made to tow our Mustang the remaining two hundred and fifty kms to New Delhi on a two metre rope, which was to become our umbilical cord. We were towed past scores of overloaded trucks, camels and thousands of people along a road of mass congestion. It can be very disconcerting when you are not in control of a situation and see trucks heading straight for you. Our car acted as the brakes for Gordon's car and, as we approached New Delhi, they too failed. Therefore, every time Gordon stopped we ran up the rear of our saviours. Gordon & Kim have our eternal thanks

because, even though their car was suffering from fuel evaporation caused by the extreme heat, they still valiantly managed to get us into Delhi. The boys wandered over to the Australian Embassy in the hope of using their facilities to pinpoint our mechanical problems. Terry Daly, missing from yesterday's leader board, restarted this morning after working overnight to repair a broken rear axle on his Mustang. "We found a workshop with a forge and they worked a minor miracle. They cut and stretched the axle and refitted it to the car. We had to drive very carefully today. The earliest we can now get a replacement is Perth but we are still giving it our best shot even though we are down to 86th position".



LONDON TO SYDNEY MARATHON 1993

(continued)



Day 17: Delhi to Jodhpur

We didn't make it to Jodhpur. The Embassy could not help us until 5:30 pm which would have made it impossible for us to make the start the following morning. Our next move was to follow a motor scooter provided by the Embassy 10 kms to The British Motor Co., for their opinion of our problem. The motor got hotter and hotter through the impossible traffic. They spent all day on the car. (Our plan was to have it fixed that day and travel all night in an attempt to make the 8:30 am deadline.) We took the car for a test run and within ten minutes the temperature was reading 105 degrees c. It all seemed fruitless. We had no chance of making the deadline. The decision was made to transport the car to Bombay so that it could be loaded in its' right place on the Antanov bound for Perth.

Day 18: New Delhi to New Delhi

Today was a total waste. Phone calls between us and The Indian Oil Co. continued for most of the day. The problem was that a 36 hour waiting period had to be waived to allow the car to be in Bombay in time to be loaded on the Antanov. Mid-afternoon looked promising. The assistant manager of Indian Oil took us to their head office. Our car stopped and started, coughed and spluttered, backfired and barely crawled to the office. After about five minutes a decision was made to take the poor old car to the domestic air cargo terminal. Upon arrival we were informed that the car was one foot too long, even after removing bumpers etc. We coughed and spluttered our way back to Indian Oil. The only avenue left was to truck the car to Bombay and have it shipped home, because there was no way it would make the Antanov.

LONDON TO SYDNEY MARATHON 1993

(continued)

Day 19: Delhi to Delhi

At The Indian Oil Co. refuelling station near Ghandi Airport, we were ushered into the manager's office, who assured us that the truck was on its way. We waited and waited and waited. We were offered cold drinks, tea, more drinks and kind hospitality by the turbaned, bearded seik who obviously held some power. Still the truck had not arrived. Late afternoon it finally arrived and we then took the Mustang to a nearby military camp to utilise their ramps for loading the car onto the truck for its 1500 kms journey to Bombay. At this stage emotions took over as we saw our home of 18 days loaded disrespectfully aboard the truck. Then it was back to The Ashok Hotel once again, exchange faxes between us, work and Panalpina International Cargo.

Day 20: Delhi to Bombay

Indian Oil Co kindly put an airconditioned car at our disposal for the day. We were tourists for a day and visited the Bahai Temple and The Red Fort. The temperature was 45 degrees c. and our airconditioning only worked when the car was moving. (The driver would turn it off when stuck in traffic.) After speaking to Indian Air and being unable to confirm our flight from Bombay, we headed for Delhi airport and Bombay.

Day 21: Bombay to Bombay

We took the courtesy bus into Bombay from our hotel, which was about an hour out of Bombay. We passed people and children living in absolute squalor along the roadside and even in dry riverbeds. (What they do in the rainy season had us guessing.) The stench of rotting garbage, sewerage and animal manure clogged our nostrils. Finally we arrived at the Oberoi Hotel in Bombay harbour. We caught a cab to the office of Panalpina whose staff confidently guided us to the official customs agent's office, who were holding our all-important carnet which we had to release to Panalpina. The car was finally organised. The next port of call was Air India so that we could confirm our booking to Madras. Upon reaching there, we were told that just two months previously a bomb blast had caused serious damage to the office complex (the ceiling was still hanging down), leaving us with a very uneasy feeling. Our flight was confirmed and we left feeling elated in the knowledge that we would be on our way home tomorrow. (The car would take another three more months.)

The End

Editor's note: Thank you Roselee & Les for sharing your story with us - it has been enjoyed immensely by the readers of our magazine.

FINAL 1993 POINT SCORES

At 05.12.93 **** SPORTING ****

45 points	Max Pegler.
44 points	Jim Peters.
30 points	John Suttor.
21 points	Vic Andrews.
20 points	Carol Pegler.

At 05.12.93 **** CLUBMEMBER OF THE YEAR ****

54 points	Jim Peters.
49 points	Lester Gough; Grant Liddell; David Muir.
45 points	Chris Johnson.
44 points	Val Peters.
43 points	Penny Creighton.

Adrian Walker

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

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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.