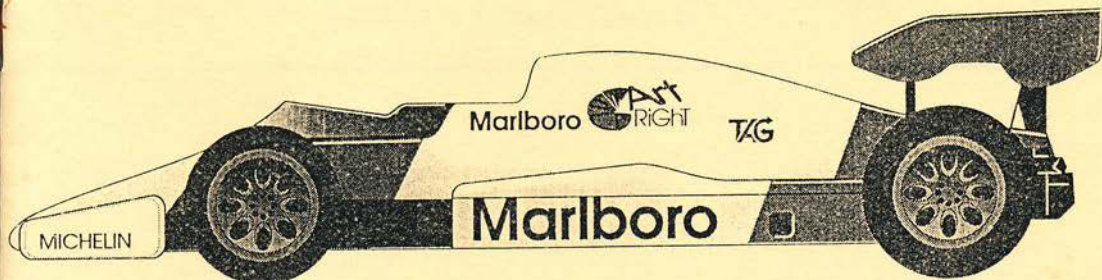




QUARTERLY MAGAZINE OF THE
THOROUGHbred SPORTS CAR CLUB

July 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.

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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	Board Members Vic Andrews Grant Liddell Max Pegler
Vice President & Regalia Officer	David Muir	(h) 413 1692 (w) 416 0047	
Secretary	Val McDonald	(h) 983 0318 (w) 412 9802	
Treasurer	Barbara Muir	(h) 413 1692 (w) 439 8511	Life Members Roland Clark Jim Peters Ray Ross
Competition Secretary	Michael Ryan	(h) 832 1808 (w) 672 6880	
Social Secretary	Jim Peters	(h) 922 6807 (w) 693 2600	
Plate Registrar & New Members Secretary	Roland Clark	(h) 899 1205	<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>
Editor	Val Peters	(h) 922 6807 (w) 290 5333	

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ADMIN 978

EDITOR'S EMPERY

Now that the winter solstice has passed, those of us who aren't skiers can start counting the days towards spring.

This edition of Top Gear has the usual great line-up of articles contributed by our members.

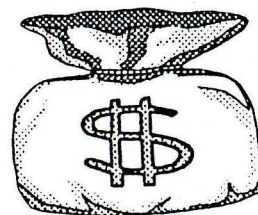
You can read about our social doings in articles on our Tennis/Picnic Day, the Observation Run and the Trotting Night, together with the usual revealing photographs of our members at play !!

We have been fortunate to have two of our members contribute articles on their car restorations - Les Johnson on his Aston Martin DB4 and Roland Clark on his Maserati Mistral - reading musts for our enthusiasts and a big thank you to both Les and Roland.

Again, there are reprints of articles from our 1984 Top Gear magazines in our "Memory Lane" series.

If you have an article you would like to contribute, written by yourself or someone else, we would like to receive it as fresh articles are always very welcome (and you'll earn one point towards your score for Clubmember of the Year).

Cheers
Val Peters



TREASURER'S TROVE

Financial Report for the period 1/1/94 to 6/6/94

<u>Income:</u>		
Advertising		285.00
Interest		4.54
Subscriptions		1,067.00
Sundry - raffles, etc.		161.05
		\$1,517.59
<u>Expenditure:</u>		
Bank Charges		36.14
CAMS		474.50
Postage - Newsletters & Mag.		185.60
Room hire - club meetings		100.00
Social - income	(1,717.50)	
- outgoings	1,580.00	
- deposit (Xmas func.)	400.00	262.50
Trophies		29.80
Sundries		48.00
		\$1,136.54
EXCESS/(DEFICIENCY) YEAR-TO-DATE		\$381.05
<u>Assets:</u>		
Cash at bank as at 06.06.94	1,420.71	
Investment deposit - 11/10/94	531.65	
Investment deposit - 16/11/94	542.74	
Investment deposit - 30/01/95	566.06	
	\$3,061.16	

Barbara Muir

PRESIDENT'S PROSE

Dear Members,



Doesn't time fly? Here we are nearly halfway through the year already and, of course, halfway through our calendar of events. To date, the Club activities have been a great success, and I would urge all members to try and participate in as many events as you can in the second half.

We look forward to the trotting night on 17th June and the Driver Training day at Eastern Creek on 9th July - this should be a particularly good day out - please call Jim Peters for details; and, of course, don't forget the monthly meetings.

If you need any information regarding Club activities please call Jim or me.

Safe and happy motoring
Chris Johnson



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SOCIAL SCENE

with

Jim Peters



We've enjoyed some great events in the last three months, as those who came along and joined in the fun can testify to.

I would like to especially thank the following members who organised these events:

Tennis Day - Roland & Stephanie Clark.

Observation Run - Les & Roselee Johnson.

Trotting Night - Val Peters.

If you were unable to attend, catch up by reading the stories in this magazine.

Our next social event is for all age-groups:

"Childrens Day at Wonderland"
Sunday 14 August

No, you don't have to rent little children, nor necessarily bring the grand-children along (although both would be welcome), to have fun on the big-dipper, water-rides, or any other heart-stopping device !!

To book, pick up that plastic thing on your desk and press 922-6807 - we're waiting for your call !!!!!!

Expressions of interest would be greatly appreciated.

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

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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.

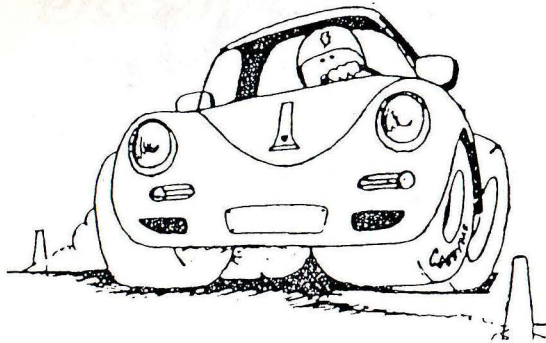


Telephone 872 3439

RACING REVS

with

Michael Ryan



First and foremost, my apologies for missing the editorial deadline on the last edition of the magazine and missing my opportunity to introduce myself as your new Competition Secretary. So, for what it's worth, "G'day".

You will have noticed from the calendar that again, the TSCC has a number of events at both Amaroo Park and Oran Park. This year, for the first time, a Supersprint event at Eastern Creek has been included in the calendar and I would encourage as many members as possible to take part in this event, as Eastern Creek is a very safe track with wide run off areas which minimises risk of damage to your motor vehicles.

It is the issue of TSCC participation in sporting events which deserves more attention. In 1994 to date, no member has competed in any sporting event to which the TSCC has been invited. This leaves the TSCC in the unfortunate

position of risking not being invited to participate in future events organised by the NSWRRRC and ARDC. Whilst we have had a long running involvement with these organisations, they must protect the commercial interests of their clubs. Consequently, they may look elsewhere in future to secure a full field of competitors for their events.

The TSCC has a track record, so to speak, of very good performances when heavily outnumbered by the members of other clubs and consistently secures an above average level of placings. I look forward to re-confirming the TSCC's reputation in this regard and look forward to seeing you at events in the near future. I would appreciate a call from members to let me know your level of interest, and any suggestions you may have that will improve the level of club member involvement in the organised events.

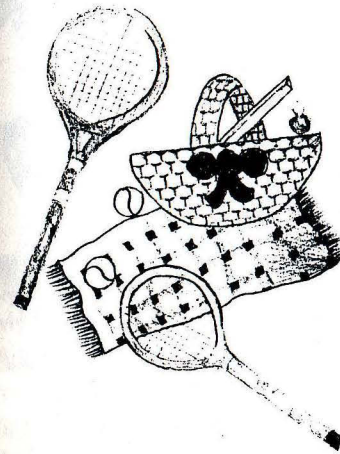
I hope to see you at Eastern Creek on July 31.

TSCC "GRAND SLAM" TENNIS TOURNAMENT

SUNDAY 10 APRIL

by

John (Newcombe) Dixon



A sunny Sunday in April at Kenthurst Park [28 to 30c].

The Club had organised a 'social' tennis day.

Some of us came to be social, some of us came to play tennis.

The day was hot, the courts were hot, we weren't so hot.

In true sporting tradition I wish to register a protest; some of the members could really play tennis !

The Dixons and the Johnsons (Roselee & Les) were very social on the courts.

In each of our sets we came a very close second.

Les Johnson managed to fool quite a few "experts" with his atomic bomb serve.

Stephanie kept us all in line - on the court, off the court. "Are they really that serious about tennis?"

Another protest; is "El Presidente" cheating ? Did he bring his young, fit and active son and daughter-in-law to try and win first prize ?

Time for lunch - I hope Stephanie doesn't catch us before we're finished.

Back on the courts, hotter than before.

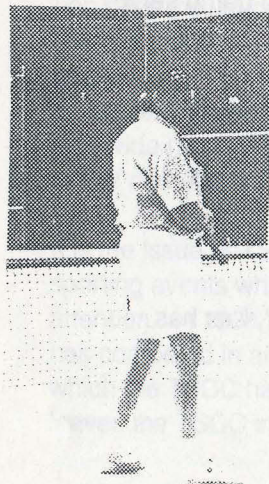
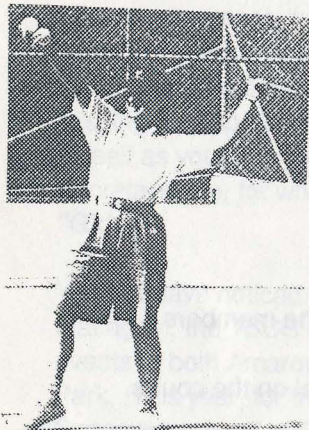
Change of plans, who's playing who ?

Late afternoon the games are over, tired but happy !!

Val Dixon's 'gone in the fetlock', Roselee Johnson's 'dun 'er leg in', Les has trouble breathing and I ache in my arms and shoulders.

Who won first prize ? Who got mentioned in despatches ?

Congratulations to the Smiths.



RESTORATION SERIES ARTICLE NO. 3

by Les Johnson

ASTON MARTIN 1961 DB4 MODEL

CHASSIS NO. DB4/815

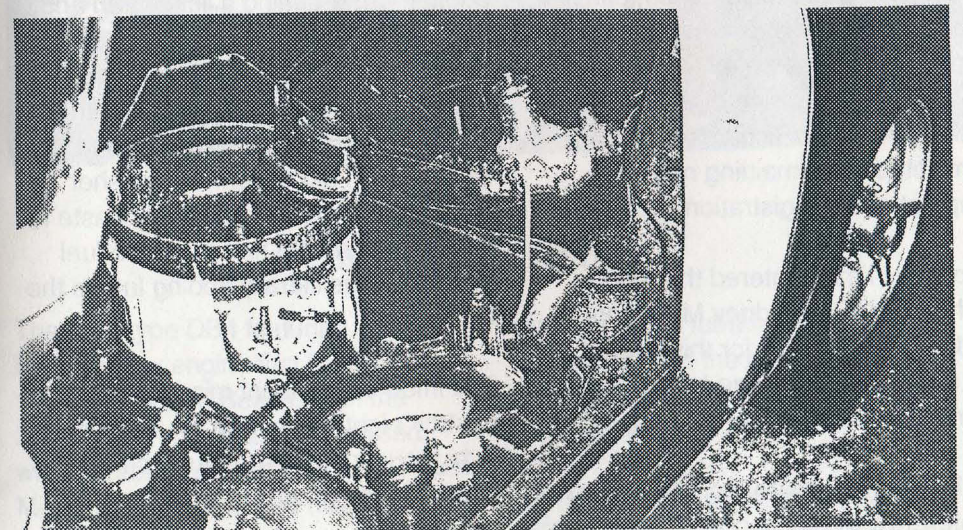
ENGINE NO. 400/900

My DB4 started its' illustrious life at the Aston Martin factory, as personal transport for Sir David Brown. It was fitted with the new four litre engine, three webber carburettors and electric laycock overdrive.

The intermediate history of the Aston is somewhat vague until Bob Rusk, of Sydney, took possession around 1975. It was then stripped down into thousands of bits and pieces. (A restorer's dream ?).

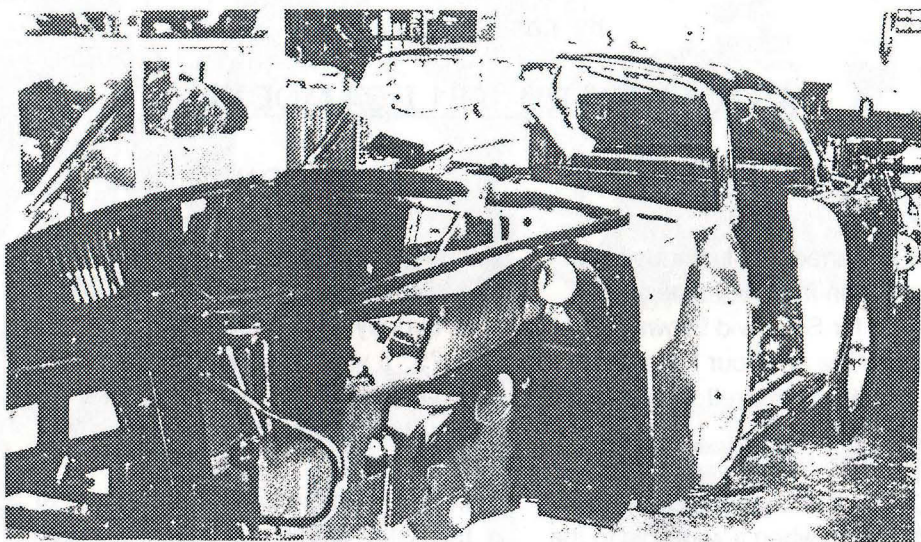
The Aston first changed ownership in April 1963 when it was sold to the Donald Healy Motor Company. Later it was sold to Mr. L.P. Bush, who brought the car to Brisbane, Australia.

In 1979 I became the proud owner of the Aston Martin and valiantly started the daunting task of a major rebuild, carrying out most of the mechanical work myself. However I enlisted the



ARTICLE NO 3

continued



expertise of Jim Corrie, a well-known Aston Martin mechanic. Graham Watson brought the car to life, painting it in its' original Roman Purple colour and adding my personal request of a 10" white racing stripe over the length of the car. Terry Richardson then completed the remaining rebuild in preparation for registration.

About this time I entered the Aston in the London to Sydney Marathon, and modified the car for this event - full roll cage, long range fuel tank and many more modifications.

At this stage, registration was approximately two weeks hence. But alas, this

was not to be a back-fire in the carburettors ignited a fire under the bonnet. After getting a little warm and singeing my eyebrows, I evacuated the Aston in a vain attempt to extinguish the engulfing flames. (Unfortunately, the fire extinguisher had not been fitted.) By the time I did get an extinguisher organised, I realised that in my haste to evacuate I had not turned off the fuel pump ... I was literally adding fuel to the fire !

The inferno took eight minutes to destroy eight years of work. I received forty thousand dollars insurance and retained the remains of my dream.

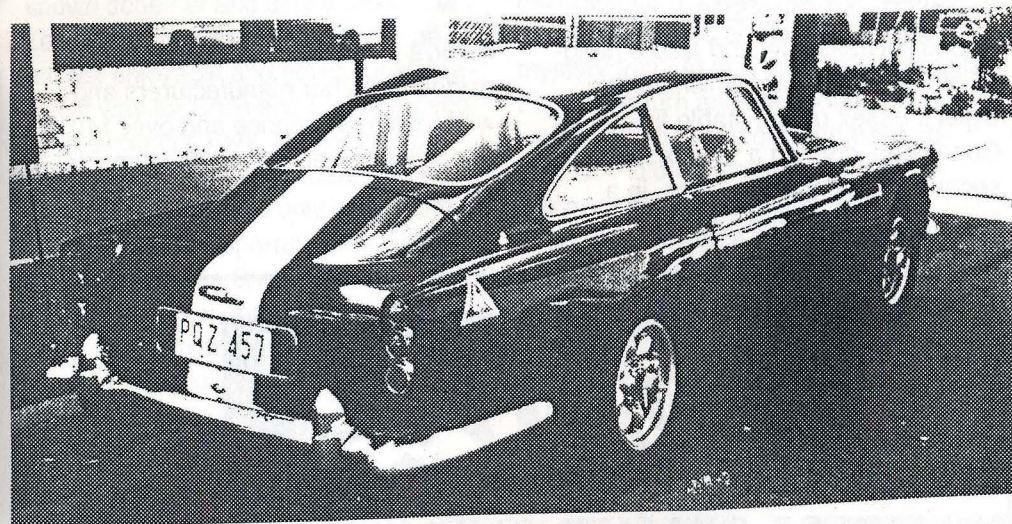
ARTICLE NO 3

continued

After much soul-searching, I have started once again to rebuild the Aston back to usable condition. I estimate it will take two years before I can take my position behind my beloved Aston's steering wheel once again.

The two lessons I have learnt through this experience are - insure your car (even if unregistered) and always carry a good fire extinguisher.

L.J.



GENERAL INFORMATION

The prototype DB4 featuring Tadek Marek's new engine first ran in July 1957 and Harold Beach, from the Aston Martin company, had liaised with the Italian design company Touring Milan, to produce the all new design. The aluminium coach-work with small

diameter steel tube framework was lightweight and the car gave tremendous performance from the under-stressed engine.

Introduced for the 1958 season, it provided Britain with a truly GT car and

GENERAL INFORMATION

continued

although highly priced, it was probably the best high performance GT car in production at the time.

Racing was still crucial to the company for both development of their road going models and also to keep their products in the public eye. Development was to continue on the DB4 model, producing an even lighter weight GT car which Stirling Moss fielded successfully, and also a handful of super-light cars which John Ogier's Essex racing stable fielded at Goodwood, coming a very respectable second and third after Moss, in a Ferrari, in 1960 in the TT.

This six cylinder engine was to be the mainstay of production for the factory for some time, until another Marek designed unit for the DBS, this time a V8, was introduced in 1969/70. Aston Martin retained their coveted position in the fiercely competitive sports car market in the early 1960's, and the relatively small production helped it attain a legendary image.

Aston's luxury accoutrements set it aside from other manufacturers and with high performance and over 140 m.p.h. top speed, it was no layman's sports car.

L.J.

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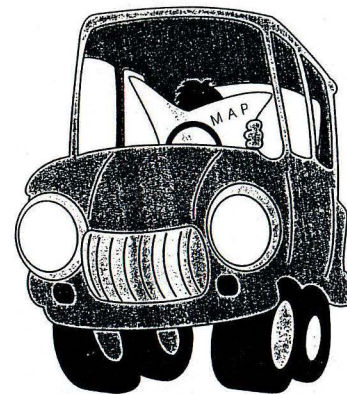
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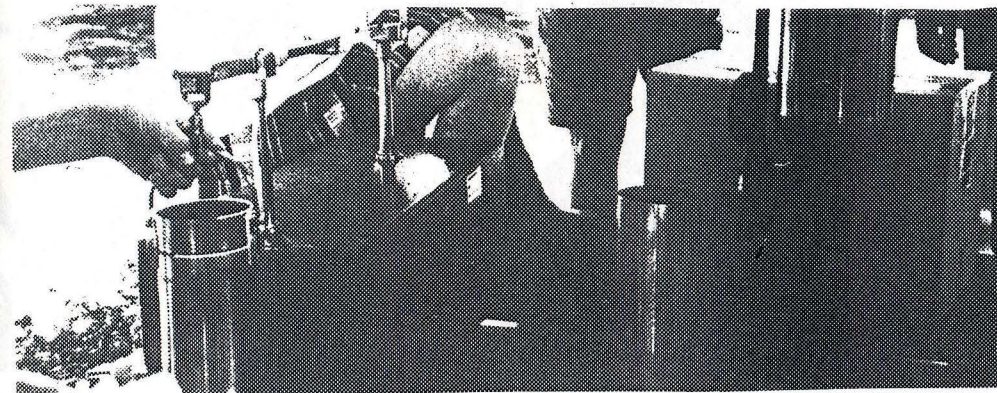


The day was organised by that well-known schemer and dirty tricks officer Les Johnson, and it turned out to be a most enjoyable and educational day - well it was for Chris and I! We arrived at Bicentennial Park, Homebush, at 9:20 am and after one circuit we decided that we were the only ones there - had we got the departure time wrong? Of course, it was Chris' fault for not reading the flyer correctly. At 9:30 am Les and Roselee arrived thank goodness, quickly followed by other members.

OBSERVATION RUN

Sunday 1 May 1994

Les briefed us all carefully and handed out the instructions and questionnaire. Our route took us past the Navy armament depot, along Parramatta Rd and via numerous streets to Elizabeth Farm; a most interesting and educational visit. After so much brain strain we all stopped for morning tea and scones at the local tea house in Elizabeth Farm. After this well-earned refuel we headed off to conquer Les' mystery trail. At one point in Parramatta I missed a turn and we ended up going round the block two or three times to get back to the correct route and answer one of the questions. This event caused some consternation within the Beemer!! But this was nothing compared to Arthur Street and the under and over bridges fiasco!! In fact, Arthur Street turned out to be a nightmare for most of us.



OBSERVATION RUN

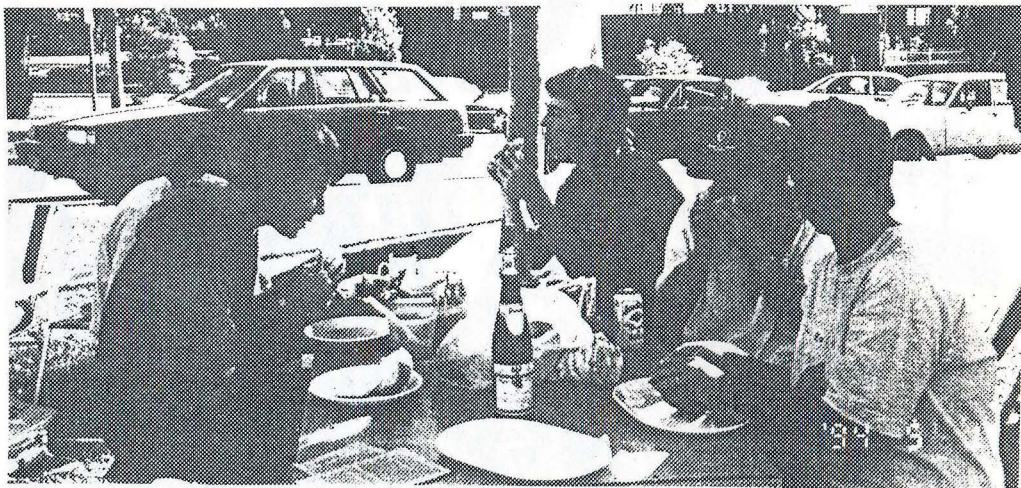
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We finally arrived at the finish post at McLwaine Park, Rhodes where Les & Lester had another brainteaser in store. Arranged on a table were various objects of unknown origin and species and we were asked to identify all 10 items, the best of which was an Irishman's mad dog carrier !! - don't ask !!!! This little exercise was only the finale of Les' devious mind, because along the route we had to stop at 2 control points where we were invited to identify 6 items in a box, but by feel only - it's not easy, especially when Les and Lester seem to own the most obscure items.

At the park I sent Chris off with Jim &

Adrian to BBQ the lunch - how can it take 1 hour to BBQ 4 sausages ? They claimed the plate was hot in only one small place, a likely story. During the lunch Les and his team marked the papers and added up the points - Val & John Dixon came first with Chris and I second. Our thanks to Les and Roselee for kindly donating the prizes - umbrellas by Tickfords. Our sincere thanks also to Les, Roselee, Lester and Pam for a well organised and fun day. I can now pack away all the ancillary items that we took with us, such as glue, ping pong balls, encyclopedias, rope, outboard motor, etc !!

Joan Johnson



1994

CALENDAR

Amended 30 June 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

LEGEND

M = Club Meeting - 3 pts

S = Social Event - 2 pts

R = Racing Event - 1 pt

"CLUBMEMBER 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

*** September 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

N.B. Changes to Calendar: Non-calendar events - Historic Race Day incorrectly listed as August - corrected to September.

Contacts

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

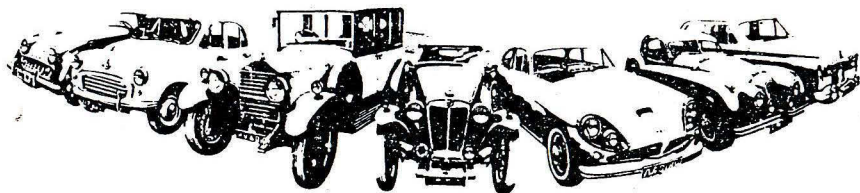
Your Club needs your participation - please come along to as many events as possible.

MEMORY LANE

- a decade ago -

Extract from "Top Gear" - July 1984

A CLASSY CAR IS A MAN'S BEST FRIEND



Of course people look like their dogs. It's futile to pretend otherwise. We all have an old Aunt who closely resembles the bad-tempered foul-breathed bulgy-eyed Pekingese she owns, the one that looks like a badly made bed and eats hand made continental rum chocolates.

If you don't believe me, have a look at the people running Afghans in the park. They're all long and loping, with blonde hair flying. And I've never seen a bulldog owner who didn't look like Winston Churchill, or a bloodhound owner who wasn't a Clement Freud look-alike.

Equally you can tell a lot about people from their cars. For a start, you must assume that every Mercedes, Jaguar or Porsche you see is either a company car perk, or is on lease with a dodgy entrepreneur involved in marginally legal tax schemes.

All Ferrari's fall into one of several immutable categorie

1. They are being driven by a very rich, cash operating dealer who has sold that car seven times and owns it for three days between deals.

2. They are driven by people who have trampled over the bodies of three mother-in-laws and white-anted five mananging directors to achieve their life-long ambition of owning a Ferrari - any Ferrari.

2. They are owned by silly people who believe all that rubbish about the prancing horse insignia. You'll never meet an Italian in Australia who owns a Ferrari; they all drive Valiants and Benzes.

Mercedes owners are among the most revolting people on earth, because they are teutonically and smugly correct in their choice of automobile, and they are right. Once you have joined the three-pointed star club you Have Arrived, and people jostle to get close to you at parties. The owners are like their cars; efficient, slightly boring, very much into navel-gazing and confidently conservative.

BMW owners are another breed entirely. They are Hi-Tech North Degree. They need a car which expresses their personality. They beat Pac-Man regularly and are on first name terms with their desk top computer. The men dress in cheesecutter caps with woollen scarves carelessly flung, and carried Teddies before "Brideshead" got out of fashion near the end. The women have Brooke Shields eyebrows, scared hair and baggy army trousers, and say "My De-ah" a lot. You never see anybody in a BMW except the driver, because they are not passenger cars, but extensions of the operators oneness' with the three on-board computers.

Jaguar and Daimler people tend to be horsey, and believe that Winston Churchill is not dead, simply disgusted. They read the complete New Year's and Queen's Birthday Honours, and know probably one third of the people mentioned. They are not terribly aware what makes things zizz, buzz and go plong in their cars and keep saying that the real leather smell and all those lovely instruments more than compensate.

Porsche owners can easily be dismissed because by buying one of those cars you are telling everyone else to go jump. They are very fast, and they know it, and 90% of them are bought by advertising agencies. If you own a Porsche you can wear black roll-neck sweaters to important client meetings and pick your nose at traffic lights.

All Peugeot owners live in Paddington, and go to the supermarket every Saturday morning dressed in 1960's op-shop clothes. Peugeot station wagons are owned by Catholic families with 32 children and earnest expressions, who drive for meals-on-wheels. They also cherish the idea of driving their Peugeot overland to London, because that is what Peugeot's are supposed to do, but this year they're going to Fiji.

Citroen owners are Peugeot owners who have decided that the world has not made a proper car since the 1930's. They flagellate themselves with flax leaves on cold winter mornings to get into the mood to drive their CX2400 and enjoy its hydro-oleo-pneumatic-electro imitation of an automotive menopause. To Citroen owners other cars are merely obstructions on the road.

Alfa Romeo owners are closet masochists. Many of them are gay anyway. They use a lot of Italian terms like 'quadrofolgio' and gestures like drawing a finger down one eye, and carelessly flinging a cape over one shoulder. They believe that anything in Italian design is ultimate excellence, no matter how useless, and dismiss criticism of the Alfa's 8.5 turns of the window winder as a comment by people who believe Dante was a brand of olive oil. All Alfa owners know that their cars are Ferrari's that slipped through by mistake. They refuse to believe that there has never been an Italian motor racing World Champion.

Lancia owners fall into two categories. They are either Fiat owners with university education, or they believe that the old brothers Lancia, who made such wonderful cars, are still alive and well. Either way they are wrong.

Volvo owners are Volvo owners from birth. They have 2.3 children, of which two are always sensibly in the best quality safety seats. Volvo station wagons always have an Afghan or a brace of foxhounds in the rear space, the windows are opaque with a centimetre thick layer of nose-slobber, and a wire screen accross the top of the back seat. They are active in local body politics, give out how-to-vote cards in all elections and spend a lot of money on tennis gear.

Rolls Royce owners are inevitably in the rag trade, or bookmakers, or stud owners who have spent a lot of money tracing their family crest or discovering their First Fleet ancestors. They don't talk to Bentley owners.

Now to the Japanese. Ignoring the personal coupes like Datsun (sorry Nissan) 280ZX and Mazda RX7, all of which are bought by men with gold bangles, blue-rinsed matrons, or latent street racers, the Japanese are intruding on the prestige car market with a variety of crushed velour-lined mobile gadget bins. All these cars are bought by people with money left over from converting their superannuation into a rose-bedewed plot at Heavenly Crema-Rest. Their main concern is gentle and restful progress observed through tinted windows, listening to Abba or Georges Zanfir on a multi-function stereo system that can never be fully used because it totally mystifies.

You can, by the way, buy a Rolls Royce Camargue or Aston Martin Lagonda for the cost of a house at Point Piper.

There is no profile on that kind of buyer, because his solicitors have said so.....

(Lifted from the Fiat Club, N.Z. magazine)

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



CLOTH BADGES IN YELLOW AND BLACK
\$5

10 YR ANNIVERSARY LAPEL BADGE
\$10

METAL CAR BADGES
\$20

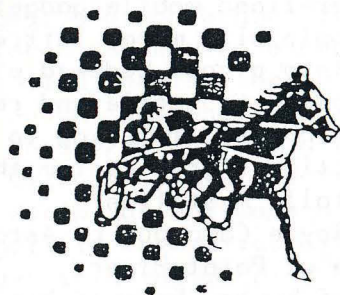
TRANSFER STICKERS
\$0.50

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.

TROTTING **THOROUGHBREDS**

Friday 17 June



After a circuitous route which included a tour of all Glebe's backstreets (with cries of "should we check the street directory" from yours truly) we finally located the entrance to Harold Park and our evening of fun began.

Quite a number of our members had arrived early and Stephanie Clark was flushed with early betting success. Unfortunately her lucky streak ran out but the Clark's large table of friends were very lucky when it came to having the winning ticket numbers to win a \$5 bet on the next race - three out of four draws went to their table - well done.

Tables groaned under the weight of the magnificent three-course dinner served to us - at times it was difficult to eat, place bets, check the progress of the race and sometimes collect your winnings, whilst devouring the huge

quantity of food - rest assured though, we managed !!

The horses were cheered on loudly by their financial backers and I must say that Carol Pegler vocalised her encouragement at every opportunity ! I can't recall if it paid off for her or the throat lozenge manufacturers !

David Muir certainly had a winning streak during the evening and was seen to be jealously guarding his form guide, in between studying it as if he actually knew something about it !!

The Johnsons, and friends, selected a table closest to the in-house betting facility and were seen actively making tracks between the two.

Grant & Penny, with Gary & Helen MacDonald, made up a table of both large & small betters. Did Lester & Pam place any wagers during the evening ? Was Val MacDonald actually Gai Waterhouse in disguise ? Was Max Pegler the bagman for his fair lady ?

The last race was run at 11:00 pm and we all headed home after a great night of fun, frivolity and financial capers.

Val Peters





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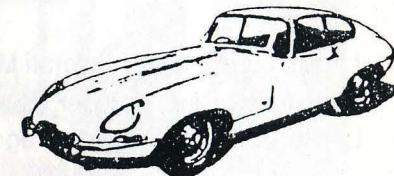
MEMORY LANE

- a decade ago -

Extract from "Top Gear" - July 1984

ODE TO A CAR

(with apologies to Banjo Patterson)



Once a jolly JAGUAR camped by an ELFIN stream
Under the shade of a LOTUS tree
And it revved and rumbled as it waited for the STINGRAY
You'll come a racing CLUBMAN with me.

Down came a COBRA to drink at the waterhole
Up reared the ASTON and grabbed it with glee
And the LANCIA sang as the MUSTANG reared helplessly
You'll come a racing DINO with me.

Down came the ROVER mounted on a THOROUGHbred
Down came the SCIMITARS, one, two, three
Where's that jolly MONTEVERDI you've got in your M.G.
You'll come a racing MONDIAL with me.

Up jumped the DOLOMITE and jumped in the waterhole
Drowning itself by the ALFA tree
And the ROLLS ROYCE GHOST can be heard as it
sings by the SAAB tree
Who'll come a racing CLUB MEMBERS with me.

ANONYMOUS.

(Well, would you own up to it?)



RESTORATION SERIES

ARTICLE NO. 4

by Roland Clark

MASERATI MISTRAL

I acquired my 1964 Maserati Mistral from fellow Club Member, Tony Lehnert, a number of years ago.

The car was in a sad and sorry state; the engine partially dismantled, and obvious signs of severe rust corrosion.

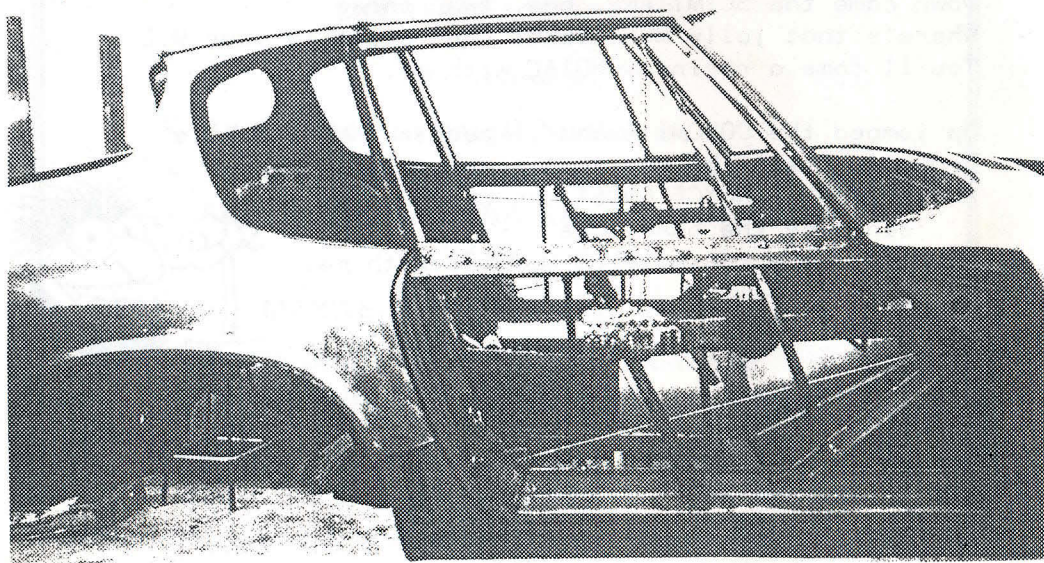
Approximately two years ago 'The Job' to restore the car commenced in earnest.

I first removed the engine, which I completely dismantled, discovering to my horror that three main bearing caps were broken in half. The engine

would require major surgery !!

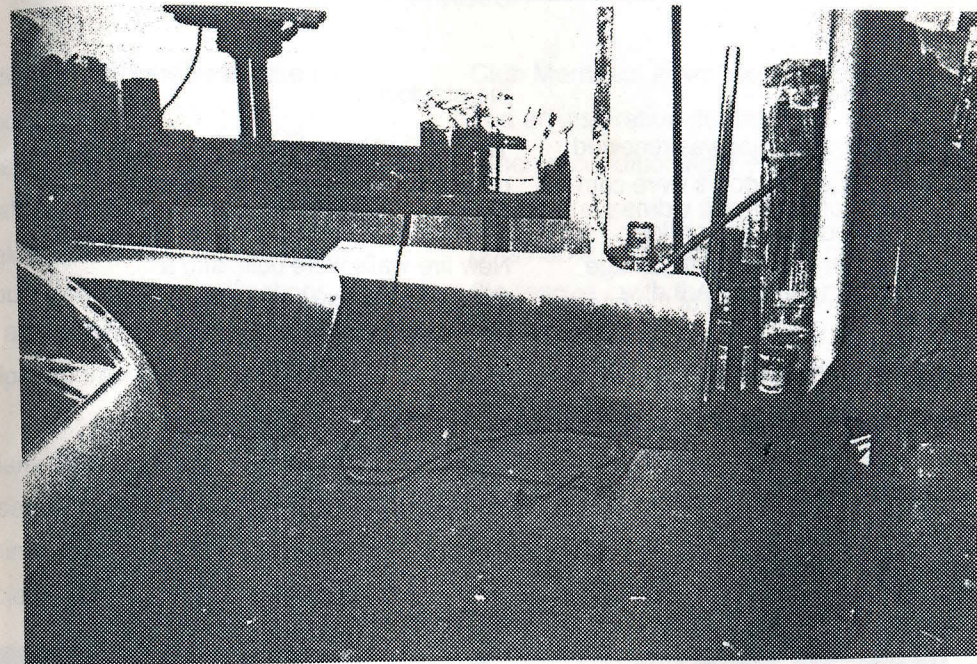
A set of pistons and rings were made in Melbourne, and a small engineering shop at Hurstville (Sydney) completed the reconditioning. The engine had new main bearing caps, tunnel-bored and cylinder-bored, before final assembly.

The gear box was a five-speed ZF unit which, unfortunately, could not be repaired; an alternative five-speed gear box had to be matched to the engine.



ARTICLE NO. 4

continued



The cylinder head required new valves and guides, but the two camshafts were in perfect order.

Adrian Walker assisted with his library of Jaguar Cam Spaces, which was much appreciated.

New chains, etc. etc. were obtained.

Meanwhile, the Lucas fuel injection was in the hands of an expert in the field. However, a big question mark still hangs over the fuel injection as most reports indicate it was most unsatisfactory in design.

In 1993 the engine was set up on a test bed and has had numerous runs,

improving the fuel injection and ridding the engine of oil leaks.

Meanwhile the rest of the car was totally taken apart, down to one piece of metal; this meant that no other parts could have been removed from it.

It was then suspended on a 'rotisserie' so that it was supported at each end, at the bumper-bar points, and could be totally rotated. After all the muck, grease, dirt and paint was cleaned from the car, the sad truth emerged - the steel frame of the car had practically disintegrated and the skills of a real artisan would be required to re-make the sections that

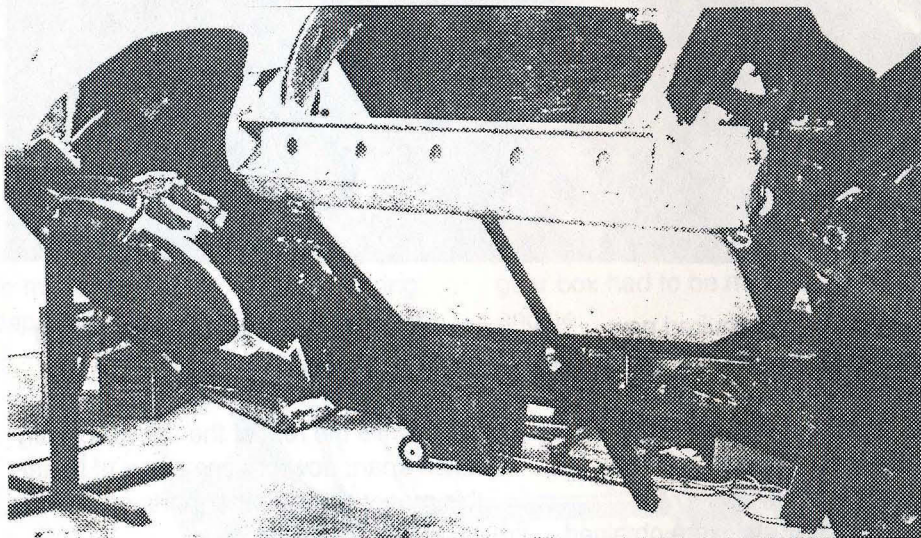
ARTICLE NO. 4

had deteriorated.

Most of the boot interior was renewed; all the sills under the doors were completely renewed; new door pillars; new floors, and a lot of structural damage and rust repaired, forward of the engine. The doors had to be completely re-made, using only the winder-gear from

the old doors.

The car had been built as a left-hand drive and converted by a backyard amateur, in a most unprofessional way. New fire-walls were built, and a complete new dash board. {All this work was undertaken by a very clever metal-worker in Orange, NSW}.



After all this work was completed, it went to Linbar Motors (Fairfield, NSW), who did a magnificent paint job on the car. It is now a deep iridescent maroon, and will be fitted with dark grey upholstery.

The front bumper bar was beyond and quite complex in shape; additionally, the rear lights were not original.

Ray Ross recommended, through a friend in Albury, a very competent young man to re-make these items. He did a first-class job.

The wheels have been rebuilt to original specifications by Superior Spokes {a Greenacre (NSW) based operation}, and Simmons Wheels produced a magnificent additional set

ARTICLE NO. 4

continued

of fifteen inch wheels to take the modern tyres.

Every part of the suspension, the drive shaft (including steering, differential, brakes.....) has been completely rebuilt to original specifications, as well as a new windscreen, which Jim Peters helped to import from the United States.

Nearly all the parts are now available to assemble the car, and only many hours of time are required to complete the project. I think it will be well worthwhile.

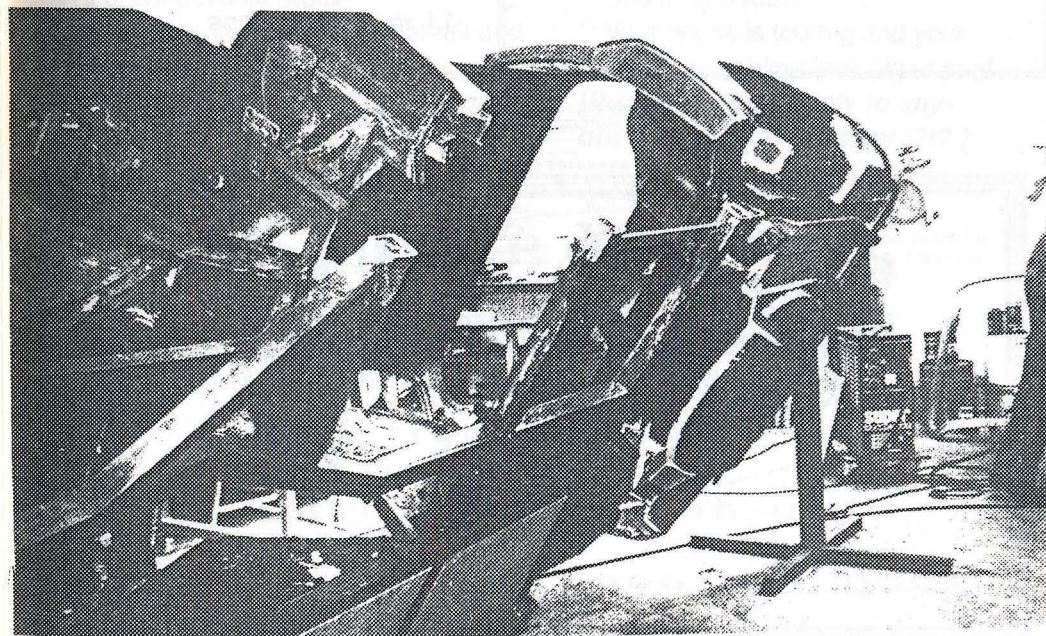
Club Members have been a great help, and an inspiration during 'The Job'.

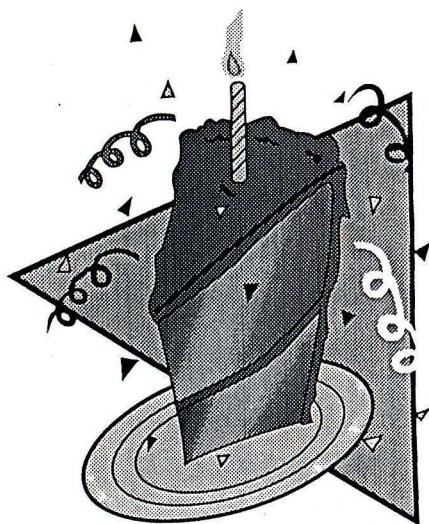
When reconditioning the steering column, a blinker assembly appeared to be unobtainable, but Lester Gough came to the rescue - with the exact part, still in its original box !!

Les Johnson supplied the centres for the Simmons wheels so that the wheels can be splined, not bolted, onto the hubs.

The work continues.....

Roland Clark





BIRTHDAY WISHES TO THESE MEMBERS

May

5 *th* Stewart Griffiths
18 *th* Bruce Kennedy

June

3 *rd* Carol Pegler
11 *th* Lester Gough

July

7 *th* David Pratt
19 *th* Jim Firth
21 *st* Roland Clark
25 *th* John Dixon
31 *st* Max Pegler

August

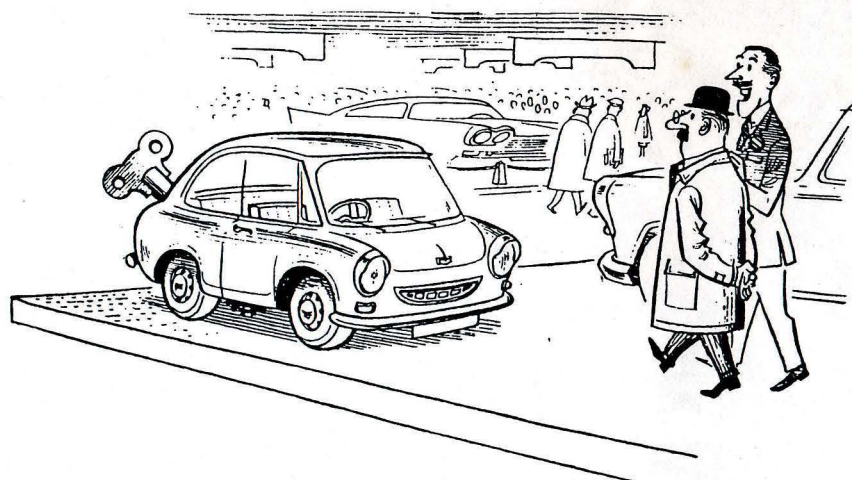
11 *th* Ray Ross

HOW TO KNOW YOU ARE GROWING OLD !



- * Everything hurts - what doesn't hurt doesn't work.
- * The gleam in your eye is the sun hitting your bifocals.
- * You feel like the morning after but you haven't been anywhere.
- * Your black book contains only names ending in M.D.
- * You get winded playing cards.
- * Your children begin to look middle-aged.
- * You join a health club but don't go.
- * A dripping tap causes an uncontrollable urge.
- * You sink your teeth into a steak and they stay there.
- * Your birthday cake collapses from the weight of the candles.
- * You know all the answers but no-one asks the questions.
- * You look forward to a dull evening.
- * You need glasses to find glasses.
- * You turn out the light for economy instead of romance.
- * You sit in a rocking chair and can't make it go.
- * Your knees buckle but your belt won't.
- * Your back goes out more often than you do.
- * You put your bra on back to front and it fits better.
- * Your house is too big and your medicine cabinet isn't big enough.

[But these don't apply to any-one in the TSCC, do they !? ?]



"And here, sir, is one in the eye for the Arabs!"

Adrian Walker

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

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Minutes of TSCC Meeting - June 1994

Meeting of the Thoroughbred Sports Car Club
held on Wednesday 8 June 1994.

The Meeting opened at 8:10 pm with President Chris Johnson in the chair.

Members Present:

Roland Clark, John Evans, Joan Johnson, Val MacDonald, David & Barbara Muir, Carol & Max Pegler, Jim & Val Peters, Ray & Margaret Ross, Michael Ryan, Adrian Walker.

Apologies:

Stephanie Clark, Penny Creighton, Grant Liddell, Bob Smith.

Minutes of the previous meeting:

Moved by R. Clark and seconded by D. Muir that they be adopted.

Competition Report:

There have been no events since our last meeting. Next event is Sunday 26 June at Amaroo Park. As the Club has not had any members in any of the listed events this year, this is of some concern and Michael Ryan has asked members to advise him of their comp. intentions for the remainder of the year.

Secretary's Report:

Correspondence received, mostly from CAMS, was passed around to be read.

Treasurer's Report:

Barbara reported that our surplus to date was \$381, after paying \$400 for Trotting night. Cash at bank plus term deposits = \$3,061.

Editor's Report:

Val Peters asked if any members had attended the Goldfields Rally and, as only the Clarks had, Roland nominated Stephanie to write the magazine article. All articles to be in by 17 June.

Social Report:

Trotting night is next event on 17 June, with 35 attending, to date. Training Day, on 9 July, is to be a combined Racing and Social event and members are asked to bring along their cars to display, if they're not racing. August 14 is Childrens Day at Wonderland.

General Business:

Adrian Walker advised on the Historic event being held on 27/28 August at Eastern Creek & that he had nominated our Club to display 10 cars - entrants at the meeting included J. Peters, D. Muir, C. Johnson, M. Pegler, M. Ryan & J. Evans. A committee consisting of A. Walker, D. Muir, J. Peters & L. Johnson formed to organise the display. Roland Clark advised that the Club Plates issued to J. Hall have been returned & are available for re-issue to a qualifying member.
The Meeting closed at 9:05 pm.
followed by a very interesting talk from Chris Johnson on jet engines.

1994 POINT SCORES

At 20 June

** CLUBMEMBER OF THE YEAR **

24 points	Val Peters.
23 points	Barbara Muir.
21 points	David Muir.
20 points	Michael Ryan.
19 points	Ray Ross, Margaret Ross.
18 points	Roland Clark, Chris Johnson, Joan Johnson, Les Johnson.
17 points	Grant Liddell, Jim Peters.
16 points	Val MacDonald.
15 points	Stephanie Clark, John Dixon, John Evans.
14 points	Lester Gough, Max Pegler.
11 points	Penny Creighton, Carol Pegler.
9 points	Bob Smith.
7 points	Adrian Walker.
6 points	Vic Andrews, Val Dixon, Roselee Johnson.
5 points	Pam Gough, Viki Ryan.
4 points	Lorraine Walker.
3 points	Bruce Kennedy.
2 points	Judy Andrews, David Pratt, Conny Pratt.
1 point	Ilmar Tooming.
0 points	No names, no pack-drill !!

** SPORTING **

[No competitors to date]

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.