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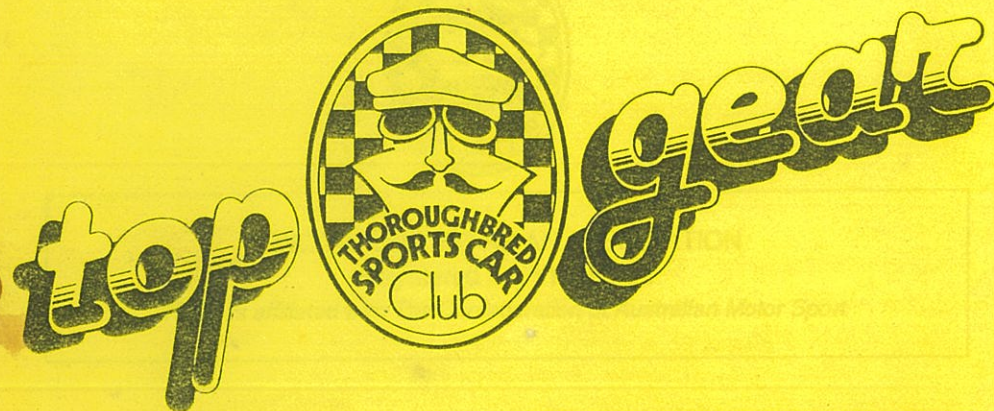
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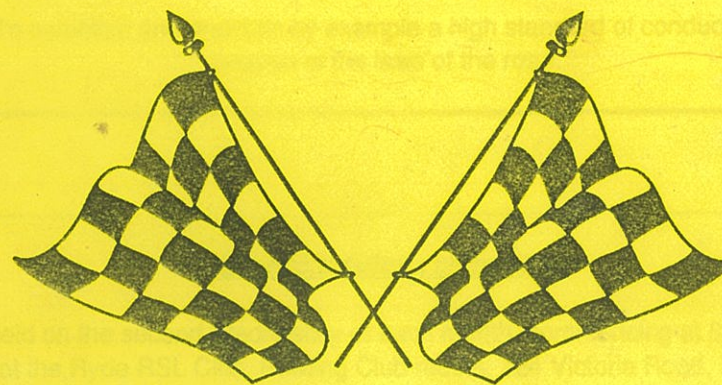
Please let him know if you would be interested in sweat and T-shirts.



QUARTERLY MAGAZINE OF THE

THOROUGHbred SPORTS CAR CLUB

July 1995



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.

This Magazine is published by:
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committee.	Third page	\$ 35

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.

1995 Committee

President	Chris Johnson	(h) 875 3691 (w) 638 7975	Board Members Penny Creighton Neil Mason Bob Smith
Vice President & Regalia Officer	David Muir	(h) 413 1692 (w) 748 4377	
Secretary	Val McDonald	(h) 983 0318 (w) 412 9802	Life Members Roland Clark Jim Peters Ray Ross
Treasurer	Barbara Muir	(h) 413 1692 (w) 439 8511	
Competition Secretary	Michael Ryan	(h) 832 1808 (w) 260 8464	<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	Les Johnson	(h) 412 1838 (w) 742 6302	
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

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EDITOR'S EMPERY

Ah Winter ...

a time to toast yourself in the warm glow of an open fire. Partake of a little mulled wine. Contemplate the mysteries of the universe and reflect on life and the meaning thereof resting in the certainty that your plumber, after you paid for his last visit, is definitely skiing Aspen whilst you stay at home by the fire!

~~~~~

An excellent line-up of articles on our Club events plus, in our Special Features' section a story by

**Les Johnson**

(no, not the London to Mexico Rally) on his "Triumph-ant Travels"

and something quite different from our usual motoring themes by

**Chris Johnson -**

a poem titled "Spring Dawn".

~~~~~

Our second "quarter-finalist" for the Clitzen Kane Award was selected by popular vote at our May Club meeting.

Congratulations to

Steve Hammond

for his entertaining story on our Club Motorkhana held on 12 March.

~~~~~

**Val Peters**



**BIRTHDAY WISHES  
TO THESE MEMBERS**

### May

26

**Mark Ireland**

### June

3

**Carol Pegler**

11

**Lester Gough**

### July

16

**Grant Liddell**

19

**Jim Firth**

21

**Roland Clark**

25

**John Dixon**

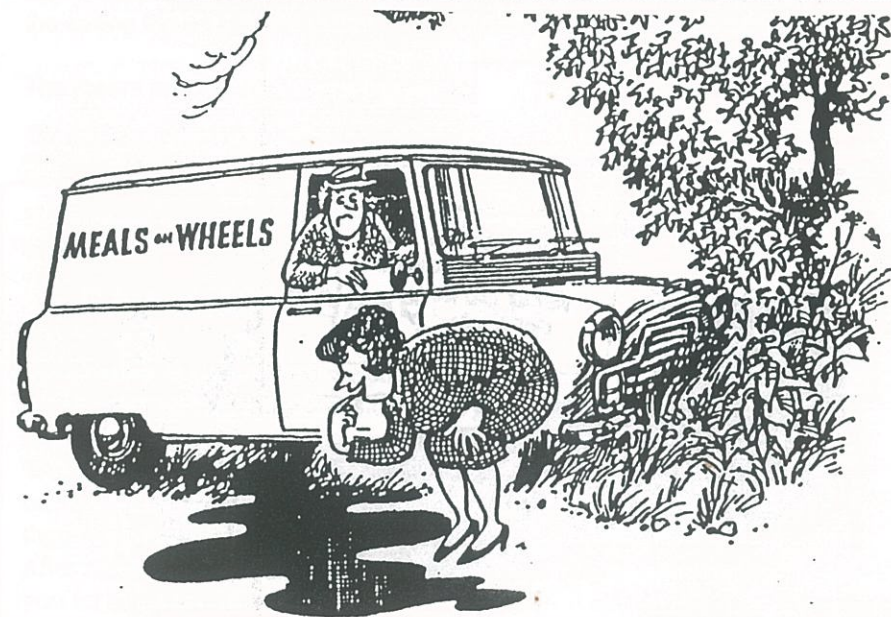
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**Max Pegler**

### August

11

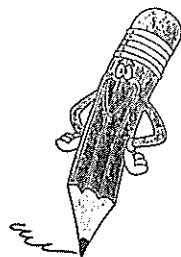
**Ray Ross**



"DON'T PANIC, CYNTHIA, IT'S GRAVY!"



## PRESIDENT'S PROSE



Dear Members,

The year is half way through and I know the second half will be just as good as the first. The Club has enjoyed some great social and sporting events to date, and most have been well attended. A special mention must be made of the weekend away to Boomerang Beach which was well organised by Penny and Grant. All who attended had a great time with good weather, good food and accommodation, great company and some great laughs.

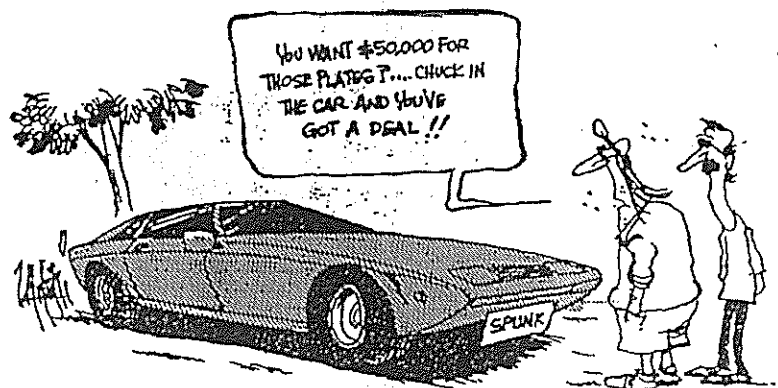
On behalf of our Club members I would like to congratulate Les and Gordon on their very successful London to Mexico Rally. We all look forward to their tales in due course, but is there any truth to the rumour that a pair of black panties flew from the radio aerial at the finish line or is it some South American firecracker spreading malicious gossip ???????

Mark your diaries for the forthcoming events and please call the appropriate committee member or organiser if you are going to attend or not. There are some exciting events organised and I would urge all of you to gain maximum benefit from your Club by attending as many as you can.

Finally, don't forget the monthly meetings.

**Happy motoring**

**Chris Johnson**



## SOCIAL SCENE

with

**Les Johnson**



I have been heartened by the swelling number of members and friends who have attended our social functions. It makes the effort involved in organising these events very rewarding.

Because I was away for the past two weekend events I pass on my thanks to Penny and Grant for organising the Pacific Palms weekend. From all reports it was a resounding success, enjoyed in perfect autumn conditions. My thanks also to Barbara and David for organising the sailing trip on Lavendar Bay.

The recent restaurant night at Titina's

Italian Restaurant was well attended by twenty-two enthusiasts, who got into the spirit of the night by wearing an item of red, green or white - or all three !

Please remember to keep Saturday 29 July free so that you can enjoy the Ghost Tour of the Old Quarantine Station at North Head. A detailed flyer will be sent to you shortly.

I would appreciate any input of ideas for the Christmas Dinner/Trophy Presentation Night so as to make it even more entertaining.

\*\*\*\*\*

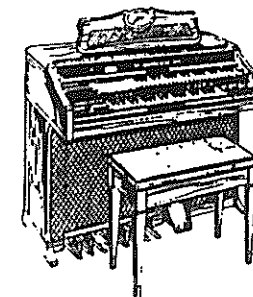
If it's music or musical instruments you, your family or friends require, contact...

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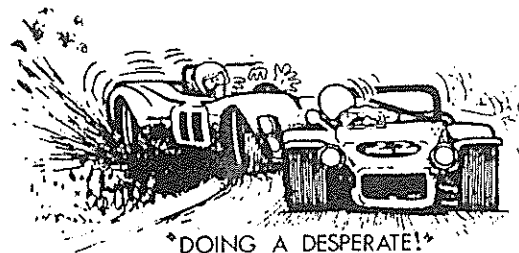
Telephone 872 3439



## RACING REVS

with

Michael Ryan



Hi fellow members !

There have been two supersprints at Oran Park since our last competition report and both have been attended by TSCC members.

On April 22, Jim Peters (Alfa 164Q) and Chris Johnson (Toyota Corolla) competed, Jim receiving a 2nd in class, and Chris a 5th in class in what was his first ever supersprint.

On June 4, Chris Johnson (again in his Corolla) and Steve Hammond (Ford Capri 302 V8) competed. I was in attendance at this one to assist and cheer the guys on. Steve was competing in his first ever supersprint, never having driven a lap at Oran Park previously. He did well to negotiate all of the corners (given the Capri's tendency to go like a missile down anything loosely resembling a straight) and keep the car on the track. Chris achieved a 7th in class, Steve a 2nd.

In the above events Jim has added to his points score and Chris and Steve

have kicked off their pointscore for this year. See the points table in this magazine issue for more details.

Of interest to some of you may be a Driver Training Day at Eastern Creek, which is being held by Marque Sports Car Racing Association on Saturday August 5. The cost is \$145 for the day which includes a catered lunch for two and permits two drivers in the car for practice purposes. Lunch for friends/family is available for an extra \$18 per person. Some TSCC members attended this event last year, and found it satisfying although the organisation resulted in slightly less time on the track that was promised. If you are interested in attending please give me a call for entry forms and more info.

I have one small administrative matter in relation to our calendar. The ARDC have moved their October 29 supersprint to December 3, due to a dates clash with a NSWRRRC supersprint. Those of you wishing to enter may still do so, however, this supersprint will no longer contribute to the compe-

## RACING REVS

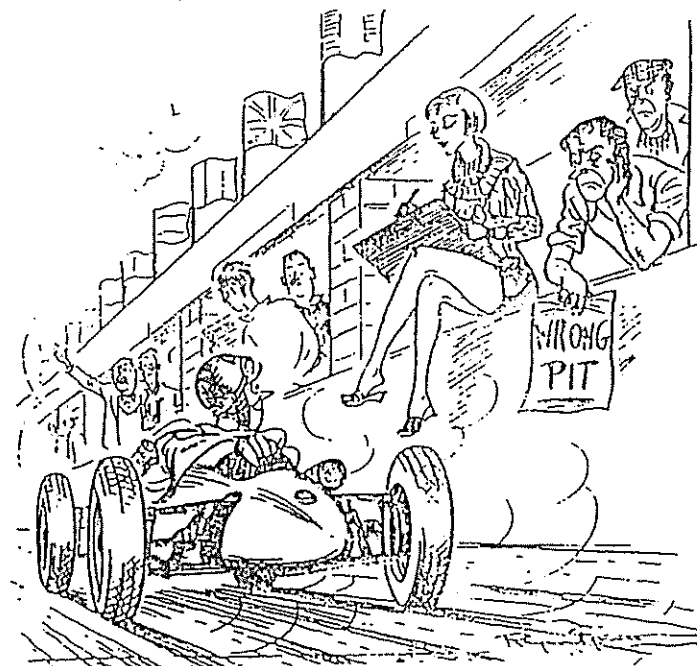
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tition points table as it now falls after our Christmas Dinner/Presentation night. I will endeavour to have the TSCC invited to another supersprint, possibly at Wakefield Park or Eastern Creek.

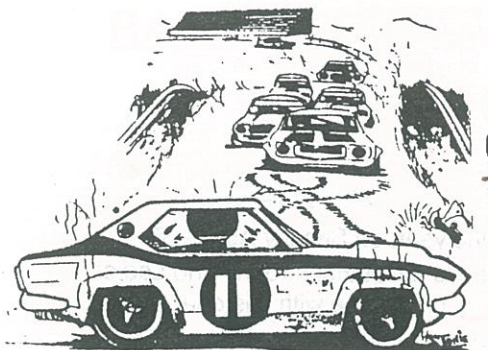
The upcoming events for the TSCC include the second and final motorkhana

for the year, on Sunday August 6. There is an Outright trophy and Ladies trophy on the line with this one, particularly if you competed in the last motorkhana, so check out the enclosed flyer. For supersprints the next one is at Oran Park on Saturday August 26.

See you there.







\*TRAFFIC JAM!\*

I have been a member of the club since inception and am ashamed to say that I have never taken part in any of the sporting events, except for motor-khanas and Go-Karts. I decided that this year I would give it a go and entered in the Supersprint at Oran Park, driving in Group 1 in my Twin Cam Corolla. Jim Peters had also entered in the Alfa 164Q.

We both arrived at Oran Park at 7:45am in order to avoid the queue for scruti-

## **SUPERSPRINT**

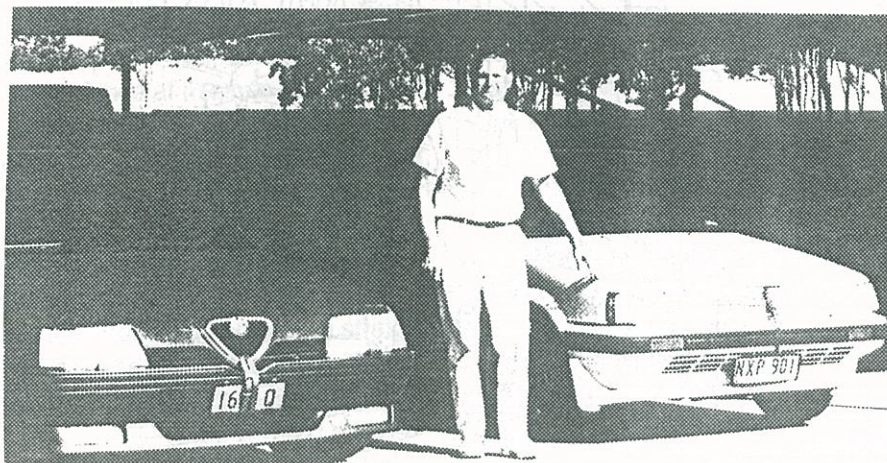
22 April 1995

Oran Park

neering. This turned out to be a good idea as the event was the second round of the NSW Road Racing Club Championship and the field was very large; nearly every shape, size and type of vehicle was represented, some so highly modified their original forms were hard to recognise.

Scrutineering, for us, was brief yet efficient, and Jim kindly briefed me on how the event would be run, and gave valuable advice on how to attack the track.

The event was well organised, with entrants being called to the dummy grid by colour groups which had been issued at scrutineering. The initial



## **SUPERSPRINT**

Cont.

runs tended to be a little slow to get underway, mainly because of the large field, however as cars began to expire, not start, or run off the track, the interval between runs was reduced considerably.

Four cars were on the track at the same time, each pair being separated by about half a lap. Jim and I ran together on each run: "I'll show you the way" says he, "just follow me and take the same line". What a joke! The big Alfa shot away from the line like a Formula 1 and I was left in the dust! By the time we had negotiated the esses Jim was disappearing over the hill, and I was either in the wrong gear, wrong line, too little RPM, or all three!

We both managed to complete 5 runs and decided to leave about 2:00 pm. Jim was up to his normal high standard and was running second in his class, being only one-tenth of a second behind. I was very happy with my first outing and was running third when we left, although I have no doubt that I would move much lower down the ladder by the end of the event.

I don't know why I took so long to compete in these events - I thoroughly enjoyed myself and will definitely be entering in all the remaining supersprints. For any members who have not yet tried this aspect of our club events I can thoroughly recommend it. It was a great day out.

**Chris Johnson**

### **Adrian Walker**

Dip.Tech.(N.S.W.I.T).  
Degree in Business  
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## TRIUMPH IN OUR TRIUMPH

or

### The Dixon-Johnson Adventure to Yarranderie

Roselee, Val and I headed off on what was to be another weekend adventure.

We left Sydney at 11 am on Friday morning in our 1971 Triumph 2500 headed towards Mittagong where we were to meet John, who was returning from Cootamundra, at 5:00 pm. About 20 kms before Mittagong the car started coughing and spluttering, meaning we had to nurse it into Mittagong. With much coaxing we got the car into Liberale's Auto Centre.

This man never ceases to amaze me, because he is always there with a friendly disposition, to help stranded motorists. (Yes, I have called on him previously). He diagnosed the problem as a dirty fuel filter and suggested I get a cup of coffee whilst he fixed it. Val & Roselee took advantage of the situation and made a bee-line for the small coffee shop across the road. Because the filter had to be purchased down the road at another establishment I joined the girls for lunch, which was served by an over-zealous Dutch lady. This lady and yours truly entertained the girls for around an hour which resulted in a more relaxed mood.

Upon return to the mighty Triumph, Liberale's had cleaned the spark plugs, fitted the new filter and re-timed the

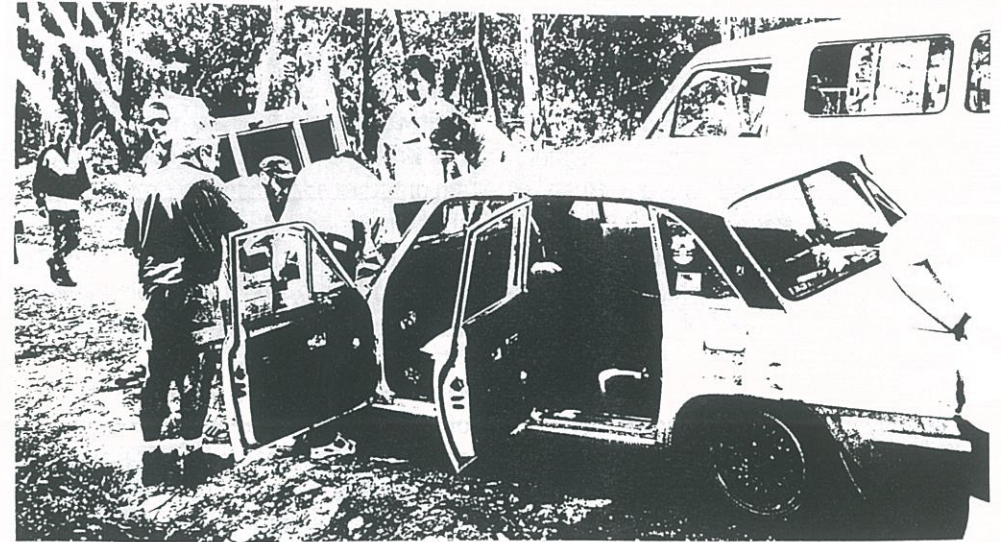
car. After parting with \$49.90 from my American Express card, it was decided to contact John on his mobile and meet him at McDonalds in Goulburn, as this would save us an hour of travel. More importantly, we would not need to negotiate the Wombeyan Caves road in the dark.

Only 15 kms down the road the illness returned, but we had to keep going to keep our deadline with John in Goulburn. As we proceeded along the highway and drove down the hills and along the flat, nothing could catch us, but up the hill everyone passed us. On this leg of our journey we passed the same tourist bus about 12 times, which became quite embarrassing.

Upon arrival John questioned what had kept us. When informed of our predicament, he suggested that perhaps we had inadvertently filled the tank with unleaded instead of leaded petrol, which led me to doubt myself. I topped up the tank with leaded fuel and continued on. The car did seem to perform better for about 40 kms on bitumen and 100 kms on dirt and gravel on the road to Yerranderie. The occasional miss and splutter did remind us that the car was

## TRIUMPH IN OUR TRIUMPH

Cont.



not quite well !

At dusk we arrived at the 54 km sign to Yerranderie, where the real terror part of the trip began. We were told this section could take up to two and a half hours. Then it got dark, and I mean dark. There was no moon. We experienced rain, thick fog, the largest potholes we have ever seen - ready to swallow us, logs across the roads, and creek crossings of undetermined depth. Because we were very tired we imagined lights, which turned out to be nothing more than reflective post signs.

We finally arrived about 9 pm, and our accommodation was an old tin house once occupied by a silver miner named Slippery Norris. Once inside we were

pleasantly surprised by the quaint decor and mod-cons consisting of solar lighting and heating plus a gas fridge and stove. Roselee had made a casserole for our evening meal so it wasn't long before we ate by the wood fire and had a good laugh about the trip in.

Yerranderie is a ghost town which once housed 2,500 silver miners and their families. It is 92 kms from Sydney (as the crow flies) or six and half-hours from Oberon. The main access, which was only 64 kms long, used to come in from Camden but due to Warragamba Dam and the Burragerang Valley being flooded it was cut off from Camden.

Saturday morning we were up early, eager to explore the 16 mines and the



## TRIUMPH IN OUR TRIUMPH

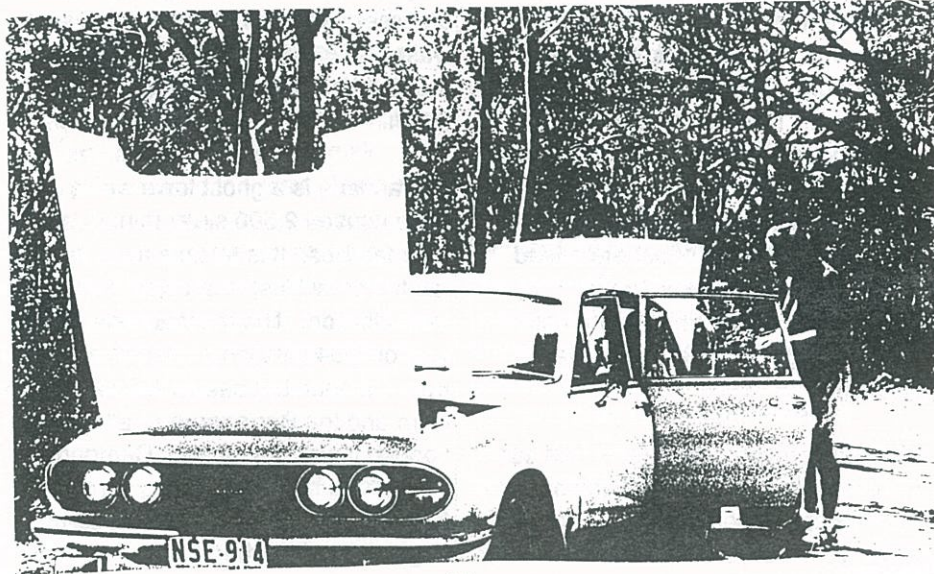
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surrounds of Yerranderie. The mining lasted from 1890 to 1928, when it became too costly to haul the ore out so the town died and nature reclaimed most of the surrounding area. Bush fires have destroyed many of the remaining houses and buildings. Yerranderie is still very interesting to visit and there are many interesting walks to take.

Sunday morning, after a town tour conducted by the owner of the private town, we packed up and, believing the Triumph would be O.K., intrepidly pointed the nose down the road. It took us five and a half hours to complete the 54 kms out. No, the road didn't create the problems, it was .....the

fuel pump sucking air ! Val, John and Roselee literally huffed and puffed their way up many hills pushing the car. Our dream trip was quickly becoming a nightmare, including the prospect of spending the night in the upright hotel (Triumph). By now we were all a bit jaded and John said it was going to be an adventure, but not quite like this!

We knew there was a vehicle in front of us but because we took a couple of wrong roads, resulting in our backtracking, we knew no one would find us. We limped into Oberon and purchased a new electric fuel pump from a local smash repairer. The owner was a little peeved because we lobbed in right on closing time. After some



## TRIUMPH IN OUR TRIUMPH

Cont.



gentle persuasion he agreed to help us because my tool kit only consisted of one spanner, the odd coin, and a nail file.

Once the fuel pump was fitted we became confident that we could successfully conquer the dreaded Victoria Pass. Alas, just 5 kms out of Oberon the electric fuel pump died. It took us another hour to crawl back into Oberon and our friendly smash repairer. "We're back" I told the owner. He checked the fitting of the pump and decided it would be better if it was connected to the battery and not go through the coil !!

By now our confidence had taken a

plunge because it was 7 pm and we were tired and hungry - our last meal was breakfast. Again we got going and decided to eat at Katoomba.

The occupants of the Triumph became cautiously optimistic as we climbed up Victoria Pass. Big grins spread across our faces as we reached the top. Then we joined the traffic - bumper to bumper (Bathurst races). I omitted to mention that previously I had fiddled with the fuel lines and the boot ended up with half a gallon of fuel in it causing fumes to invade the car. Roselee's eyes were stinging and we were all feeling nauseated. Val commented "how could anyone sniff that stuff". It was freezing cold, but we still had to



# TRIUMPH IN OUR TRIUMPH

Cont.

drive with the windows down.

At 9 pm we made it into Blaxland's McDonalds for a quick and well deserved bite to eat and drink. We filled up with petrol and just 3 kms down the road the car stopped yet again. This time it seemed terminal. By now I was pulling out what little hair I had left. I undid two nuts to blow the line out and then hailed down a motorist to borrow a shifting spanner. When he saw my pitiful tool kit he donated his shifter.

By now it is 11 pm and we have been on and off the road for eleven hours. If you asked us how we felt you might not like the reply. After again checking

the, by now very familiar fuel lines which were clear, John noticed that the fuel line was kinked, so we straightened it and, eureka, we had fuel. My exact words to John were ... "I could kiss your arse !".

We arrived home after midnight.

In retrospect, it really was an adventure but very different to what we imagined. I felt the trip was still worth it, but perhaps you need to ask the other members of 'The Leyland Brothers' their opinion.

**Les Johnson**

P.S. The Mustang has a full took kit, so I hope that this is not a bad omen for my London to Mexico marathon.

\*\*\*\*\*



# WEEKEND FROLICS

29/30 April

"It's Economical" was the marketing theme of this weekend away at the Boronia Apartments.

The call went out to have 18 persons available to fill the accommodation at Pacific Palms, Boomerang Beach - just a short drive of some 3 & a half hours north of Sydney.

The players were cast and off we all went - Grant & Penny, John & Val Dixon, Roselee Johnson, Chris & Joan Johnson, Jim & Val Peters, Adrian & Lorraine Walker, David & Barbara Muir and Barry & Brigitte Killian.

On arrival some persons were a bit agro - seems they were led astray by some back-seat drivers, navigators, team bosses, all in the one back seat, would you believe. 'Well we were right Jim eh !' - turn left, right, right, right, maybe that's why it's called 'Boomerang Beach'.

To relieve the 'stress unwind factor' some quick medicine was taken & it acted so quickly that it was decided one should continue taking more medicine as it made you feel better. Okay - medicine, snacks, but the call went out - we need some food. Pizza was the go! Quick, easy, not far away. Off went Jim & Chris in the "Red Italian Number". Waiting, waiting, time went by - at last the pizzamen' arrived, looking rather flush - seemed they had taken out some award, oh yeah ! Seems they had broken an all time record in downtown Pacific Palms for the biggest one-off order ever - eleven large pizzas ! As a result they had to wait awhile, so the celebrations started at the pizza place - red medicine' rumour has it. As the Friday night rolled into Saturday morning - 2:30 am - "anyone for pizza breakfast", or so I think - well Lorraine and I changed the whole education system in that time, you know !







## WEEKEND FROLICS

Cont.



Ah - Saturday morning - everybody up and about, looking in different stages of health and recovery programs, with the dreamers claiming they had been for swims, jogging, walks, etc. etc. - "in your dreams". !!

Program for the day - jet boat rides, sky diving, bungy jumping, water skiing, etc. etc.

The groups parted with some going by car to Foster for the jet boat ride, and the "Solo Men" going via the waterways of Wallis Lake courtesy of Barry Killian's speed boat, which Barry had towed from Sydney for our pleasure - thank you Barry.

So off we go to catch up with the jet



boat people at Foster. "There they are - let's get 'em" was the cry from the 'Solo Men' - tough eh ! But "jet motors" beat "outboard motors" everytime. That darned propeller does not like shallow water. You 'jetties' won this one but we are dry - shame you're all wet, eh !

While we were boating about, Penny & Grant had gone to the fish market to procure dinner for tonight, and some of the ladies ( my good wife included) had gone to the breakwater to watch the boats. A large pelican had perched on a light pole watching the scene, and I'm reliably informed that 3 out of the 4 ladies got safely past the pelican's rear end, which was over the footpath, but the 4th almost got it - poor Barbara did the 5 metre dash in record time and yes, "it" just, but only just, missed her.





# 1995

# CALENDAR

As at July 1995

[and subject to amendments]

|           |     |       |   |                                              |
|-----------|-----|-------|---|----------------------------------------------|
| February  | Wed | 8     | M | TSCC Monthly Meeting                         |
|           | Sun | 12    | R | Driver Training - Amaroo Park                |
|           | Sun | 19    | R | Supersprint - Amaroo Park                    |
|           | Sat | 25    | S | Theatre Night                                |
| March     | Wed | 8     | M | TSCC Monthly Meeting                         |
|           | Sun | 12    | R | Club Motorkhana                              |
|           | Sun | 26    | S | Cricket match/picnic                         |
| April     | Wed | 12    | M | TSCC Monthly Meeting                         |
|           | Sat | 22    | R | Supersprint - Oran Park                      |
|           | S/S | 29-30 | S | Weekend away (economical)                    |
| May       | Wed | 10    | M | TSCC Monthly Meeting                         |
|           | Sun | 21    | S | Sailing in Lavendar Bay                      |
| June      | Sun | 4     | R | Supersprint - Oran Park                      |
|           | Wed | 14    | M | TSCC Monthly Meeting                         |
|           | Sat | 17    | S | Restaurant evening                           |
| July      | Wed | 12    | M | TSCC Monthly Meeting                         |
|           | Sat | 29    | S | Ghost Tour of North Head                     |
| August    | Sun | 6     | R | Club Motorkhana                              |
|           | Wed | 9     | M | TSCC Monthly Meeting                         |
|           | S/S | 19-20 | S | Historic Event - Eastern Creek (Sunday only) |
|           | Sat | 26    | R | Supersprint - Oran Park                      |
| September | Wed | 13    | M | TSCC Monthly Meeting                         |
|           | Sun | 17    | R | Huntley Hill Climb                           |
|           | S/S | 23-24 | S | Weekend away (non-economy)                   |
| October   | Wed | 11    | M | TSCC Monthly Meeting                         |
| November  | Wed | 8     | M | TSCC Monthly Meeting incorporating A.G.M.    |
|           | Sun | 19    | S | Pride of Ownership Day                       |
|           | Sat | 25    |   | TSCC Christmas Dinner/Presentation Night     |
| December  | Sun | 3     |   | Supersprint - ARDC                           |

**Alterations to Calendar:** Dec 3 (previously listed as Oct 29)  
(no longer qualifies for points in our Calendar)

## Contacts

Meetings: Chris Johnson 875 3691  
Social: Les Johnson 412 1838  
Racing: Michael Ryan 832 1808

## 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, and any later amendments.

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

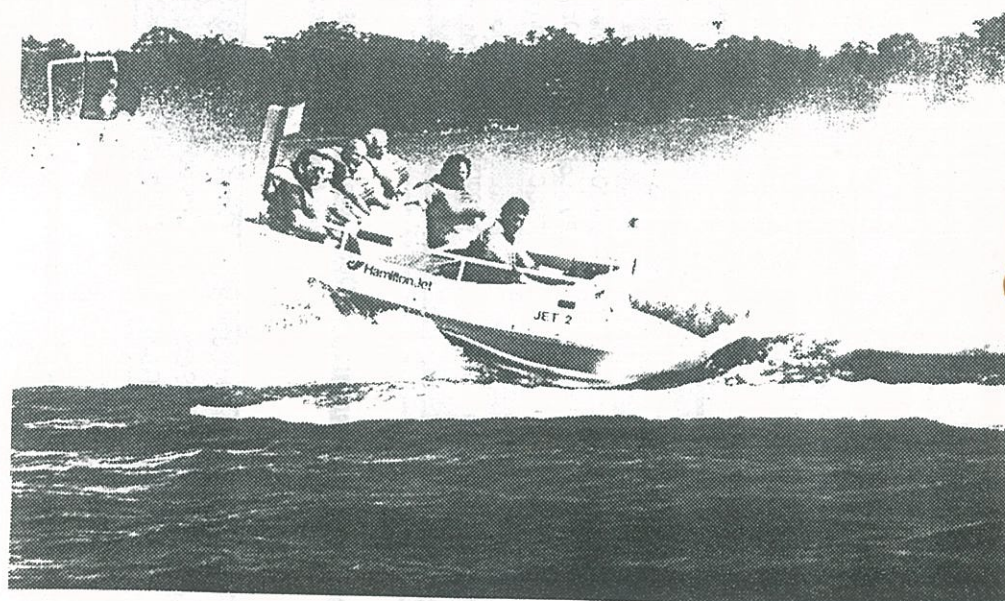
Additionally, you also receive two points for contributing a published article in "TOP GEAR" (to a maximum of 10 points).

## Non-Calendar Events of Interest

\*\*\* April 14 to 17 (Easter)  
Jaguar National Rally - Brisbane, Qld.  
\*\*\* April 25 to 30  
Targa Tasmania  
\*\*\* May 14  
Hillclimb - NSW Championship, Dapto  
\*\*\* June 10 to 12  
Three Peaks Rally - Bright, Vic.  
\*\*\* June 13 to July 3  
Round Australia Trial - Sydney June 14  
Hillclimb - NSW Championship, Oran Park  
\*\*\* August 27  
12 Hour Production Cars - Eastern Creek  
\*\*\* September 10  
Hillclimb - NSW Ch'ship, Wakefield Park  
\*\*\* October 1  
Tooheys 1000 - Bathurst  
\*\*\* November  
Geelong Sprints - Geelong, Vic.  
\*\*\* December 10  
All British Meeting - Rob Roy Hillclimb, Vic.

For details phone Bob Smith - 816 2701





## WEEKEND FROLICS

Cont.

Lunch - what a great idea - the Foster Pub Beer Garden - they serve meals there also I think - top up time, a couple of hours go by. The 'Solo Men' decide it's time to go back to the speed boat, joined by fellow thrill seekers - Jim & Chris.

"Right, you ski first Barry, Chris will be driver, Jim safety officer, David wardrobe. Barry, you won't get into that wetsuit - tug, squeeze, pull, zip up, go! Okay".

The skiing begins, and begins, and begins - next please. Peel Barry out

of wetsuit, get Chris into wetsuit, same procedure as before. Sorry Jim - no way.

OK you guys, it's my turn - slipped into the wetsuit. HA ! Now anyone can ski on top of the water but with my state of bouyancy, underwater is my go. Puff puff, grunt, grunt !!! - let me out of here. Great time had by all.

Back to Boomerang Beach to do some boogie boarding on the "Bomb Bora's". Come on Barry, the water's very refreshing - OK, "Sumo wrestling" is it ? - now isn't the water great !





## WEEKEND FROLICS

Cont.

Back to place of abode - showers, shave, etc. etc. in preparation for the seafood banquet organised by Penny & Grant.

We were joined by Penny & Grant's friends, the owners of our accommodation.

Let the banquet begin !! More medicine required - well, most of us were feeling a bit poorly by this stage, as rumour

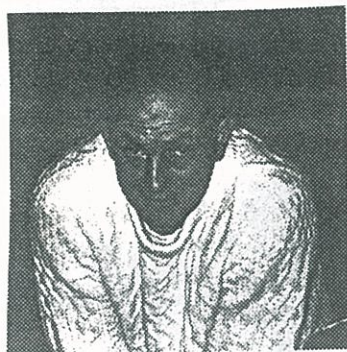
has it !

Entree - prawns, oysters, nibbles.

Main - BBQ'd fish - spotted blue gum, I think - a local delicacy.

Dessert - cake, coffee, medicine, etc.

A great night's entertainment of jokes and laughter. Boy what a day ! The lamp went out at approx. 11:30 pm. No stayers - reality must prevail.



## WEEKEND FROLICS

Cont.

Sunday - another fantastic breakfast - cereals, toast, eggs, bacon, tomatoes, coffee, tea and whatever else you fancied.

Now, anyone for golf, sight-seeing, relaxing, recovering ?

Barry took some of the girls (well, ladies) for a boat ride on Wallis Lake, some just relaxed at the units and enjoyed the lovely weather. Some of the boys headed off to golf.

The golfers - two-handed Adrian with

left/right club in hand - amazing !!

Chris with big bag & heaps of clubs - big deal !! Grant just happened to have a new set of clubs - was this planned !! Yours truly battled on with three clubs - big hit, small hit & hole sinker !!

Result: Grant the winner by 2 strokes (if only I'd had an intermediate big/small thing I would have got him on the last hole) Chris - heaps of clubs - 3rd, and two-handed Adrian coming in 4th - great game guys. We had a ball.





Cont.

Everyone congregated back at Boomerang Beach to say their good-byes and start the drive home, after a very full, enjoyable "economical weekend".

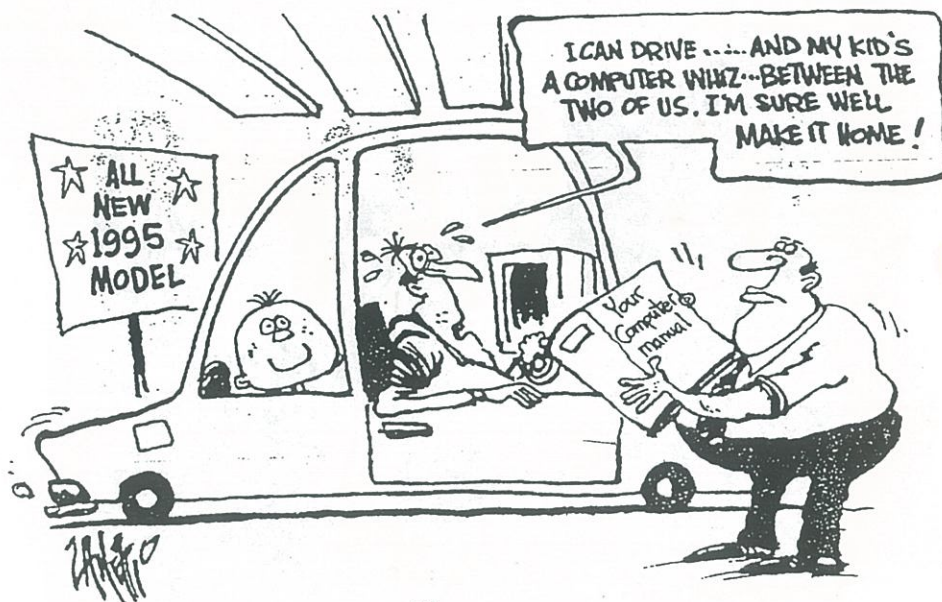
The accommodation was great - thank you Grant & Penny. The company players were fantastic. The medicine was great, the good was great. Thank

you Barry for the 'Solo Men' speed boat.

I am sure I write on behalf of the Pacific Palms/Boomerang Beach players when I say we had a great time.

**"The Medicine Man"**

[a.k.a.] DAVID MUIR



We slowly assembled at the Sail Australia facility in Lavendar Bay ..... with the early arrivals having plenty of time to listen to the screams emanating from Luna Park nearby ..... all of us anxious to begin our "America's Cup Training Program".

On board went Max & Carol Pegler, accompanied by Carol's father - David - who was visiting from Scotland, Roland & Stephanie Clark, Louie & Sandra Eid, Lester Gough, David & Barbara Muir, with Val and me rounding off the complement of navvies.

The first major problem that confronted our highly motivated, but sadly not very experienced, crew (someone actually admitted having been on a sailing vessel, once !!) was 'cast off'. This very delicate

## THE SAILING LESSON

**Sunday 21 May**

manoeuvre was finally accomplished when the last of those silly little rope things were finally all found and undone.

"Captain Nigel", whose experience had enabled him to start the engine and so accelerate away from the wharf (0-100 in ??? a long time), soon realised how lucky he was with all this raw talent just waiting to splice the mainbrace !!

Our Captain decided, correctly, that we should motor well out into the middle of the harbour prior to lifting the sails. When we reached the spot, a large number of people huddled together in the breezeway, shelter, top deck cabin, or whatever it is called, because it was a little windy and cool, and not really nice !!

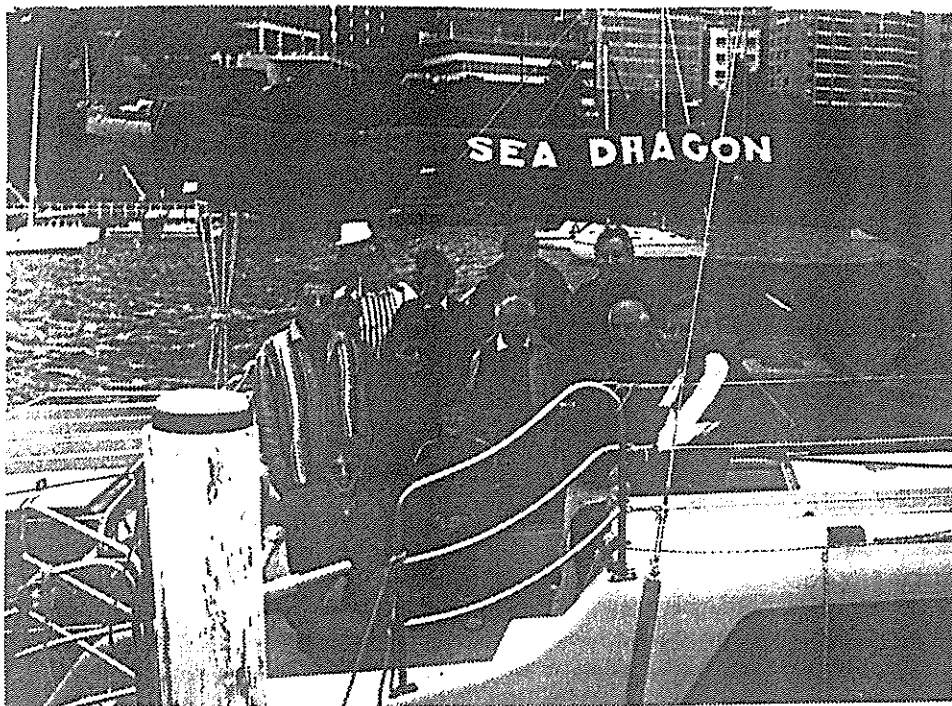
Fortunately some members came forward to assist our lone Captain - Louie & Lester on ropes, Roland & Max on the mast (because they are both soooooo tall !!), David as the agile deckhand (who seemed to get all the hard jobs) and, of course, the author, whose prime task was observation (due to lack of agility) thus enabling this major event to be chronicled for your enjoyment.

Within no time we were sailing - yes, actually sailing - down the harbour towards the Opera House, a very pleasant and



## THE SAILING LESSON

Cont.



quiet feeling without motors.

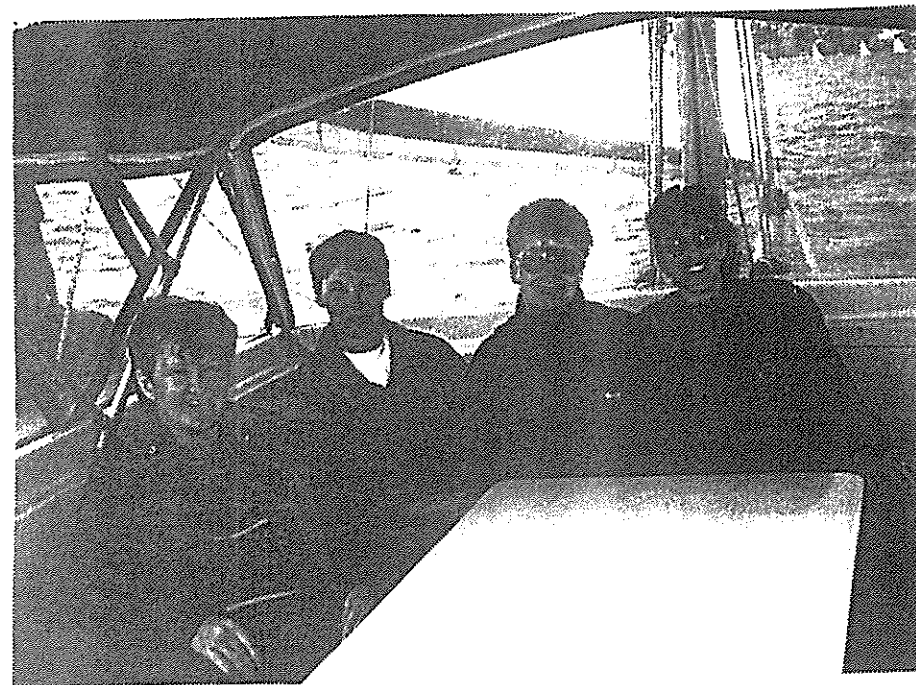
Soon after setting sail, the only passenger not from the TSCC (an American gentleman) was discovered to have a lot of experience - he'd sailed on the boat the previous week !! He was allocated the tasks of guiding, steering, tillering and whatever whilst Captain Nigel watched out for ferries, tankers, rowing boats, rivercats, swimmers, windsurfers and, of course, other sailing boats, of which only about 26,000 were on the Harbour that day due to the cold weather.

We sailed onto Rose Bay then returned back up the Harbour past the zoo, under the Bridge, past Cockatoo Island to Gladesville - most of the time was spent in very chilly conditions, but we were lucky to have on board some Scots.

They of course, as we all realise, do not know if it's cold, having been brought up in temperatures averaging 3 degrees - but they do keep warm on the inside with a "wee drap of scotch". So there, on our deck, in full blast as we rounded the Horn (or whatever), stood Carol with her father David and, of course, Rob Roy himself -

## THE SAILING LESSON

Cont.



David Muir - looking intently for lands to rape and pillage !!

On arrival at the dock our hosts were preparing a banquet. Yes, you devil, you guessed it - one sausage each in a piece of bread !!

Whilst waiting for this fare to be prepared, I discovered a total lack of wine. Asking 'mein host' he explained that he had no licence. Shattered, I

continued the questioning until he admitted having a cask inside. So I then purchased, at great expense, some plastic glasses and he, in gratitude, gave me the wine - and no-one broke the law. !!

Seriously, it was a good outing and all enjoyed the experience. Thanks to Barbara & David Muir for organising the event.



## SPRING DAWN

The dark of the night drifts slowly by  
When first light appears in eastern sky.  
The golden rays of sun break through  
To light the early mist,  
And sparkle off the morning dew.

A blackbird stirs and takes to wing,  
Bursts from the hedge, begins to sing.  
The shrill notes stab the silent air,  
And the sun turns feathers into a brilliant flare.

The noise awakens all around;  
The hedgerow comes alive with sound.  
The meadow gleams with different hue  
Of cowslips, golden yellow, tinged with blue.

The river bank slopes gently down  
To waters edge, where earth is brown.  
The placid waters so clear and still,  
Where cows will later drink their fill.

A dragonfly drifts gently by,  
Its life is short and soon will die.  
Look there, a water rat appears,  
It swims on by, it has no fears  
Of the stranger sitting there close by.

## SPRING DAWN

The water lilies soak in the sun,  
Their big green pads unfurl as one.  
The fish below sense day is nigh,  
And search above for the unwary fly.

By yonder bush a fox slinks by,  
His brush is fine but he is sly.  
His hunt for food is almost done,  
For he must hide, e're hunt doth come.

But hark, the clump of hooves on ground,  
Makes all alert, what is that sound?  
A lonely horseman soon rides past  
The tranquil time was not to last.  
And all around things flee and hide,  
Too spooked to watch that early ride.

But now it's time to wander on,  
The night is done, the day goes on.  
Soon peace will reign here once again,  
In golden light and river plain.  
This place is honest, there is no strife,  
The springtime dawn, now that is life.

**Christopher Johnson**



# RESTAURANT REMINISCENCES

On Saturday 17 June, the eager diners were advised by our 'Master of Ceremonies', Lesa Johnson, that we should present ourselves at the restaurant TITINA, situated at no. 19 Norton Street, Leichhardt. Further, we should wear a red, green or white scarf - or all three colours if we wished! Furthermore, we could come empty handed or we could 'B.Y.O.' wine. Most importantly though, we should come prepared to enjoy a great night, filled with good food, good company, live entertainment and dancing!!

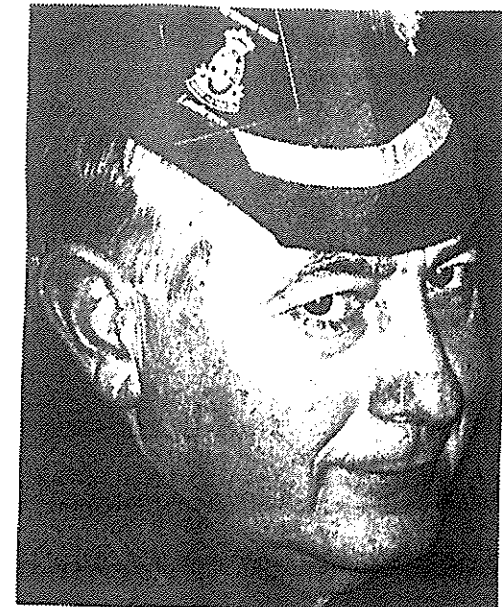
In tremendous anticipation we headed off across the Harbour Bridge with the Muirs and eventually got to Norton Street - Jim had carefully looked up the street directory at home and got us

very close to the spot before we got cut off by freeways - pity about his street directory being 20 years old (!!)

Some skillful detouring by David, who was at the wheel, saw us reach the right location.

Not being very familiar with Leichhardt, we were amazed at the number of eateries in Norton Street - all brightly lit up, giving a warmth to the cold night air.

Near "Titina" there was not a parking spot to be seen, so when David offered to drop us off and he'd go park the car, we yelled 'thanks' as we leapt out of the car doors and raced into the restaurant, grateful not to have to walk blocks in the very, very cold night air!



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## RESTAURANT REMINISCENCES

Cont.



Twenty-two of us were there to make merry - Lesa & Rosa Johnson (a.k.a. Les & Roselee Johnson), Chris & Joan Johnson, Roland & Stephanie Clark, Max & Carol Pegler, Adrian & Lorraine Walker, Lester & Pam Gough, Grant & Penny, John & Val Dixon, Michael & Viki Ryan, David & Barbara Muir and Jim and 'moi'.

The restaurant held quite a number of people but fortunately we were not all in the one large room. Three oblong rooms, interconnected with archways, provided visual atmosphere and it also meant that we had one of these sections almost entirely to ourselves (except for about 3 tables for two). Our

section also accommodated the entertainer and the dance floor.

Lots of chatter and laughter filled our room as we ordered our food and settled down to some serious enjoy-

ment. Our entrees came at about 8:30 pm and were devoured fairly quickly. More chatter (about cars, naturally) and laughter. David and Barbara took to the dance floor to show us how it's done. The entertainer (who sang and played guitar) was obviously delighted to have people dancing and was very reluctant to let the Muirs resume their seats!

Time went by, 10:00 pm came and no



## RESTAURANT REMINISCENCES

Cont.

sign of our main courses. Some of our men went to try and ascertain what the delay was, without success. By 10:30 pm we were running short of patience. The food arrived but unfortunately a lot of people's food was served cold - and yes, we had all ordered hot dishes.

The entertainer was obligingly playing our types of songs, which encouraged

a few of us (voluntarily or otherwise) onto the dance floor - an impromptu congo line formed around the dance floor, much to the amazement (and I think enjoyment) of the few diners who were left in the restaurant.

The music stopped at midnight, and so did we !! Thanks to Les & Lester for organising this event.

Val Peters

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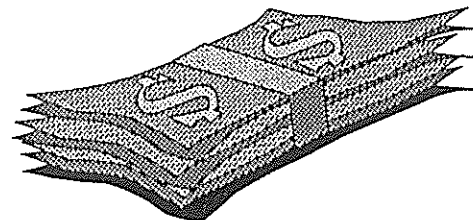
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## TREASURER'S TROVE

Financial Report for the period 1/1/95 to 16/6/95

[ rounded to nearest \$ ]

|                                         |                |
|-----------------------------------------|----------------|
| <b>Income:</b>                          |                |
| Subscriptions                           | 1,063          |
| Advertising                             | 252            |
| Interest                                | 198            |
| CAMS                                    | 46             |
| Sundry - raffles, etc.                  | 4              |
|                                         | <b>\$1,563</b> |
| <b>Expenditure:</b>                     |                |
| Bank Charges                            | 25             |
| CAMS                                    | 588            |
| Postage - Newsletters & Mag.            | 119            |
| Room hire - club meetings               | 100            |
| Social - income                         | (836.00)       |
| - outgoings                             | 866.00         |
| Sundries - insurance                    | 125            |
| Subscriptions - CVV & TMC               | 25             |
|                                         | <b>\$1,012</b> |
| <b>Excess/(Deficiency) Year-to-Date</b> | <b>\$551</b>   |
| <b>Assets:</b>                          |                |
| Cash at bank as at 16.06.95             | 1,938          |
| Investment deposit # 901566             | 549            |
| Investment deposit # 911529             | 590            |
| Investment deposit # 901558             | 557            |
|                                         | <b>\$3,634</b> |



## Minutes of TSCC Meeting - JUNE 1995

Meeting of the Thoroughbred Sports Car Club  
held on Wednesday 14 June 1995

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

### Members Present:

John Burton, Roland & Stephanie Clark,  
Penny Creighton, Louie & Michael Eid,  
John Evans, Lester Gough, Steve  
Hammond, Grant Liddell, Joan Johnson,  
Les Johnson, Barbara & David Muir, Max  
& Carol Pegler, Val & Jim Peters, Ray Ross  
Bob Smith, Adrian Walker.

### Apologies:

Val MacDonald, Margaret Ross & Michael  
Ryan.

### Welcome to new member:

Louie Eid, accompanied by his brother  
Michael.

### Minutes of the previous meeting:

Accepted by Ray Ross, seconded by  
Jim Peters.

### Correspondence:

Tabled and left for members to peruse.

### Competition Report:

Oran Park 4 June - Steve Hammond &  
Chris Johnson competed. Good day &  
well organised. Next event is Club  
Motorkhana on 6 August.

### Treasurer's Report:

\$1,930 in bank, plus \$1,696 on term  
deposit.

### Editor's Report:

Reports required from Social Secretary,  
Racing Secretary & Treasurer for next  
magazine.

### Social Report:

Restaurant night on Saturday 17 June to  
be held at an Italian restaurant "Titina" in  
Leichhardt. Les to send out flyer for  
Ghost Tour/Walk on 29 July, and final  
number to be confirmed.

### General Business:

Adrian Walker reported on the annual  
CVTCC event on 19/20 August and  
confirmed the 10 cars for our display area  
(entry fee is \$5 per car). We have been  
invited to enter one car in the Concourse  
and Louie Eid will enter either his TR6 or  
Daimler.

**Meeting closed at 8:50 pm.**

**Raffle winner: Michael Eid**

### Guest Speaker:

Les Johnson gave us a most interesting  
talk on the adventures he & Gordon  
Kettelby experienced very recently when  
they competed in the London to Mexico  
Rally. Not a Rally for the faint-hearted.  
*Ed: We hope Les might find time to write a  
story for the next issue of "Top Gear".*

## 1995 POINT SCORES

### \*\* SPORTING \*\*

|           |                                                                                                                       |
|-----------|-----------------------------------------------------------------------------------------------------------------------|
| 16 points | <b>Jim Peters</b><br>5th in class, Supersprint 19/2/95, Amaroo Park.<br>2nd in class, Supersprint 22/4/95, Oran Park. |
| 9 points  | <b>Steve Hammond</b><br>2nd in class, Supersprint 4/6/95, Oran Park.                                                  |
| 7 points  | <b>Chris Johnson</b><br>5th in class, Supersprint 22/4/95, Oran Park.                                                 |

### \*\* CLUBMEMBER OF THE YEAR \*\*

Scores for period 1.1.95 to 30.6.95

|           |                                 |
|-----------|---------------------------------|
| 28 points | Val Peters.                     |
| 27 points | David Muir.                     |
| 25 points | Jim Peters.                     |
| 23 points | Chris Johnson; Barbara Muir.    |
| 22 points | Stephanie Clark.                |
| 20 points | Penny Creighton; Steve Hammond. |

*Those members with < 20 points not listed here.*



# TROPHIES

## PERPETUAL

### \*\* Club Member of the Year \*\*

Awarded for attending the most events.

*Donated by Clive Sanderson (dec.)*

### \*\* Don MacDonald Memorial Trophy \*\*

President's choice of member who has made the most significant contribution to the Club during the year.

*Donated by John Burton and Lester Gough*

### \*\* Sporting Championship \*\*

Awarded to the outright winner (see sporting awards below).

*Donated by Castrol*

### \*\* Club Car Display \*\*

Awarded for the best-presented car.

*Donated by John Thompson Sports Cars*

### \*\* Citizen Kane Award \*\*

Awarded for the best 'Top Gear' article written by a member.

*Donated by Jim Peters*

The winners names are engraved on the trophies and they receive an individual trophy.

## SPORTING

### \*\* Sporting Championship \*\*

Two trophies - one each for Open and Closed Sections, for the highest points in each Section. The overall highest score also receives the perpetual trophy.

### \*\* Motorkhana/Go-Kart Championship \*\*

Two trophies - one each for Ladies and Outright. If the times are equal, there will be a trophy for the Men's section and both winners will receive Outright trophies.

### \*\* Best Performance By A New Member \*\*

Chosen by the Committee members.

The Committee may, at its discretion, award additional 'one-off' trophies for the year.