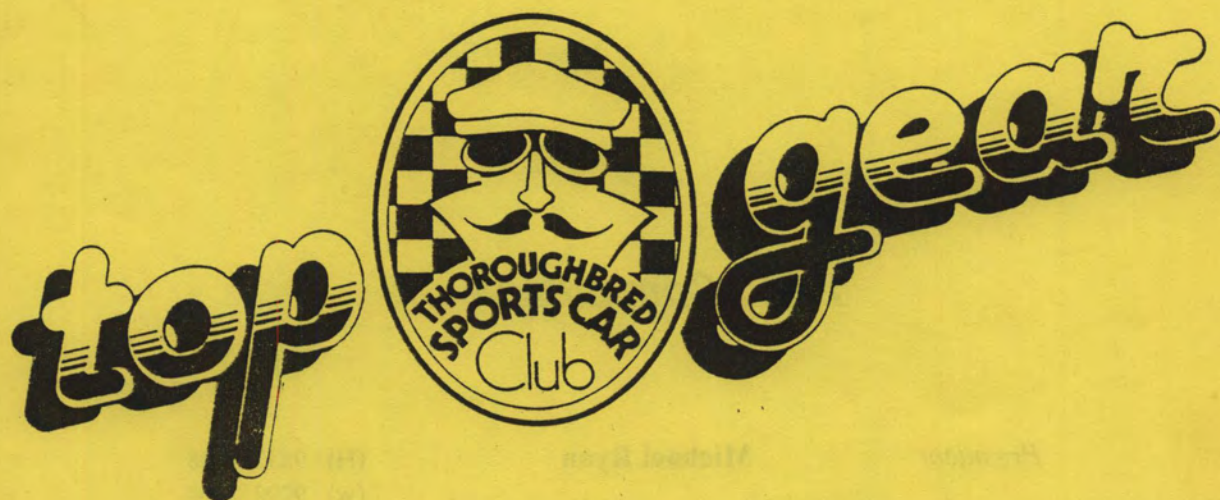




THOROUGHbred SPORTS CAR CLUB

QUARTERLY NEWSLETTER

SPRING '96



1996 Committee

<i>President</i>	Michael Ryan	(H) 9832 1808 (w) 9292 8464
<i>Vice-President / Social Co-Ordinator</i>	David Muir	(H) 9413 1692
<i>Secretary</i>	Val Dixon	(H) 9419 3528 (w) 9777 7980
<i>Treasurer</i>	Barbara Muir	(H) 9413 1692 (w) 9439 8511
<i>Competition Secretary:</i>	Steve Hammond	(H) 9896 0608 (w) 9791 0053
<i>Editor:</i>	Stephanie Clark	(H) 9653 2866 (w) (045) 77 4577
<i>Plate Registrar:</i>	Roland Clark	(H) 9653 2866 (w) (045) 77 4577

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.

Life Members: **Roland Clark, Jim Peters, Ray Ross.**

C O N T E N T S:

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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

Heid on the second Wednesday of each Month, commencing at
8:00pm, at the Ryde RSL Club, (Bowling Club Rooms),
724 Victoria Road, Ryde.

1996



CALENDAR

As at January 1996
[and subject to amendments]

February

March

April

May

June

July

August

September

October	TBA	TBA	S	Observation Run.
	Wed	9	M	TSCC Monthly Meeting
	Sun	20	S	Go-Karting: McGraths Hill

November	Wed	13	M	TSCC Monthly Meeting
	Sun	17	S	Pride of Ownership Day
	Sun	24	R	Eastern Creek

November	Sat	30	S	XMAS FUNCTION: Artarmon Inn
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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).

Contacts

Meetings:	Michael Ryan	9832.1808
Social:	Dave Muir	9413.1692
Racing:	Steve Hammond	9896.0608

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

EDITOR'S NOTEBOOK

The year is drawing to a rapid close, as the Calendar of TSCC's up-coming events shows.

I have enjoyed this year as Editor of the Club; reading the articles faxed to me has brightened up many a boring evening watching television.

My thanks go of course to all those Members who have contributed Articles, and supplied Reports; without their in-put the Newsletter would not have been able to be printed.

This Spring Edition has write-ups on many Sporting and Social Events held over the past three months, as well as our 'resident travel-writer', Bob Smith, providing us with an article about Goodwood, in England. Max Pegler provides the 'Profile', making for very interesting reading.

In closing, let me wish every TSCC Member (and family) the very best for the Festive Season; hoping to see as many faces as possible at the **Christmas Function** on *Saturday, 30th November*.

[Stephanie Clark]

{Change of Address: 395 Galston Road, Galston. 2159 (02) 9653.2866 (02) 9653.2867 [Fax]}

CITIZEN-KANE AWARD

The 'Autumn Edition Winner' was **Steve Hammond**, with '*Who Dares Wins*' (a write-up on the Day/Night Meeting held at Oran Park, in April).

You're going to have to read this Newsletter very quickly:
at the October Monthly Meeting we'll be voting on:

'Motorkhana'	(30. 6.96)	[John Dixon]
'Amaroo Park'	(4. 8.96)	[Michael Ryan]
'Historica Festival'	(18. 8.96)	[Adrian Walker]
'Wakefield Park'	(1. 9.96)	[Steve Hammond]
'Day Run, St Albans'	(22.10.96)	[Dave Muir]
'Glorious Goodwood'		[Bob Smith]

and then at the November Monthly Meeting, (AGM), we'll be voting on the four winners of each Newsletter, to see who's going to win the 'Citizen Kane Award' for 1996.

Adrian Walker

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

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PRESIDENT'S REPORT

Hi folks! This report and newsletter, in fact, will be the final one for 1996.

You will no doubt recall that the magazine underwent a format-change going into 1996.

In this new format, I've been told by numerous members, the newsletter has been a smashing success.

This success is a result of the expanded stories that have appeared in the newsletter, and a wide range of contributors (particularly **Bob Smith**) this year who have enthusiastically put pen to paper.

The key person behind this effort, however, has been Stephanie Clark and she deserves all our congratulations for a fantastic effort keeping everyone contributing on the straight and narrow, preparing the newsletter layout, printing and collating it etc. This is a time consuming task. Thanks Stephanie.

[Authors note: Stephanie, I'll be checking to see that the previous paragraph goes in as is.]

{Editor's note: I had hard acts to follow (*Val Peters, Penny Creighton, Val MacDonald....*); so, in true 'Thoroughbred-Spirit' I just tried to keep it going; thanks for the support everyone.}

Some important upcoming events are: *'The Pride of Ownership Day'* on Sunday, 17th November, and the *'Christmas Party/Trophy Night'* on Saturday, November 30th. Please put these dates on your calendar, as everyone in the Club would like to see you there.

As I've nothing further to contribute at this stage, it's on with the show.....

{See you at the next Meeting:}

[Mike Ryan]

1996 POINT SCORE

** CLUB MEMBER OF THE YEAR**

37 Points:	<i>Mike Ryan</i>
34 Points:	<i>Barbara Muir</i>
31 Points:	<i>Steve Hammond/ Dave Muir</i>
29 Points:	<i>Chris Johnson</i>
27 Points:	<i>Stephanie Clark</i>
26 Points:	<i>Lester Gough</i>

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' of Sporting Events]

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 Club Member; as voted on by fellow Club Members]

Donated by: *Jim Peters*

[The Winners names are engraved on these Trophies.

They retain them for the up-coming Year.

They receive an individual Trophy, which they then retain.]

SPORTING:

* SPORTING CHAMPIONSHIP *

[Two Trophies: one each for 'Open' and 'Closed' Sections, for the highest Points in each Section. The overall highest Score receives the afore-mentioned '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.

COMPETITIVE EDGE



A big hello to everyone who enjoys reading my Report; it's time for your medication, (and by the way, the walls are padded for your protection.)

[If you don't enjoy it: unlucky!, 'cause I'm back anyway, and my excuse is: Stephanie made me do it!!]

Life just doesn't slow down, does it?

Soon we'll be full to our eyeballs with leg ham, and be wearing stupid hats that make you look like 'Jughead'; that somehow manage to fit everyone's head perfectly.

In the short space since my last report, there have been three Supersprints.

I won't say anymore, but these are the scores to date:

	Steve Hammond	Mike Ryan
<i>Amaroo Park:</i>	3	2
<i>Oran Park:</i>	4	3
<i>Wakefield:</i>	--	--
<i>Eastern Creek:</i>	3	0
<i>Amaroo Park:</i>	2	2
<i>Wakefield:</i>	3	2
<i><u>TOTAL:</u></i>	<i><u>15</u></i>	<i><u>9</u></i>

OK, so I'm leading; but it's not over till the fat lady sings.!!

[However, my mum can't sing, so I'm claiming victory at this point. Mike might have different ideas, but all will be revealed as we grab top gear coming into the straight in the run towards Christmas.]

[Steve Hammond]

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Amaroo Park Supersprint Report - August 4, 1996

by Mike Ryan



The new Toyota Landcruiser Prado arrived just in time to test its towing capabilities for the supersprint at Amaroo Park on the 4th August 1996. Let me say that it was one hell of an improvement over a standard Holden Commodore towing a P76. We were fortunate again this day that 'sunny and clear' was the order of the day.

This event was attended by Steve Hammond and myself as competitors, and by Tom Inman, our most recent new member as a spectator. Steve and I explained the operational details of how the supersprint works etc to Tom, and then with the intention of driving by example, in a number of incidents, demonstrated what shouldn't be done.

'Incident' is a good word isn't it? A word that anyone with the slightest knowledge of motor racing can roll off the tongue without showing the slightest concern or regard for what actually happened. Needless to say, its the last word to come to mind WHEN IT'S ACTUALLY HAPPENING!

So what were these incidents? A spin here, a spin there. Steve! You've got to keep that water blowing out of the radiator overflow, old son, or you'll never get any grip with those slick new tyres you've put on the Capri!

The P76 came within 5 feet of mortal wounds when I decided I was going to pull out all the stops on my last run. So here we (me and the P76) are accelerating to the start line which is approximately 100 metres before 'Stop Go' corner. We keep accelerating. OK, its time to apply the brakes! Real late like, OK. Lock up!.... Closer... Closer.... OK, turn now..... I said TURN NOW.... Oh well (still sliding).... Closer.... Closer.... CLOSER... CLOSER Ahhhhhh! Finally stopped. So what do we have as a result of the quick lap: 2 front square tyres. Oh well, I was looking for an excuse for better tyres on the front....

The results were as follows:

	Run 1		Run 2		Run 3		Run 4		Run 5		Overall
	Lap 1	Lap 2	Lap 1	Lap 2	Lap 1	Lap 2	Lap 1	Lap 2	Lap 1	Lap 2	Fastest Lap
Steve	93.67	66.06	63.44	65.02	62.40	63.06	64.00	65.62	DNS	DNS	62.40
Mike	69.85	70.07	67.34	67.45	66.02	66.18	66.45	65.81	DNF	DNF	65.81

These results got Steve a 3rd in class (out of 4 cars) and yours truly a 4th in class (out of 5 cars).

Mike Ryan

Mike Ryan

Participants:

Steve Hammond and Paul, Joe Granic, Michael Ryan, Grant Harrison, David Muir, Chris Johnson, Louis and Sandra Eid, John Eid (Louis' brother), Tony Lehnert and Patrick, John and Val Dixon.

We met once again at the 'Butterfly Farm' at Wilberforce for, as it turns out, our last Motorkhana at this venue on the Hawkesbury River.

Val and I arrived at 10:30am, as we were not competing.

(Val's excuse was that her car had to be inspected for trade the following Wednesday, and she was concerned about the grass in the hubcaps, the dirt on the doors, and the muffler hanging off when she took it in!)

Proceedings had started under Steve's jurisdiction.

Val and I were requisitioned as 'ballast' for Michael and David.

The car to beat was David's 4-wheel drive, turbo-boosted WRX. [I wonder why?]

The smaller cars, (Chris's Corolla, and John Eid's Corolla) had the edge on the larger 'saloons' of Micheal's Commodore, Grant's Commodore, Steve's Bluebird, and Joe's Corona.

Tony conceded his twenty-year old Mercedes was not up to it.

Sandra was the sole competitive representative of the fair sex.

The Course was lumpy and bumpy, and tested both man [and woman] and machine.

Following a lunch-break called by Steve, under the one and only tree in the paddock, we recommenced with a 'Power-Course' designed to get the foot off the floor, the blood surging and the nerves tightened. Some foolish people, (ie: Chris, David and myself) tried to take photos of the cars under full throttle taking the flags.

[Some cars seemed to have a wider turning-circle than in the specs!]

All went well, with the dirt flying from the rear wheels and clouds of dust from cornering cars, until Louis and John pushed a little too hard and "fizzle! pop! pop!" the Corolla was missing a few beats; into the pits!

Sandra was a bit miffed, as she was going next.

All hands on deck: ten mechanical neuro-surgeons with their heads under the bonnet; Sandra and Val looked on bemused (amused?)

After much diagnosing, no final conclusion was reached; was the spark plug gap set too wide?

John took the car for a trial run and blew a tyre valve; the Corolla retired!

[Sandra was now looking for a ride home.]

A third Course was pegged out: a twisting, winding Course to test the best.

Once again, all went well, until at Steve's third attempt to better his time, [at which he succeeded: forty-five seconds] water was flowing from under the car.

All hands on deck again; find that leak! This was a serious situation.

As the ten mechanical neuro-surgeons peered under the bonnet searching high and low, using the latest technological equipment [torches], Michael found the culprit: a cracked heater hose.

Steve, the bush mechanic, donned a pair of overalls, fashioned a ramp from concrete formwork

[for the Go-Kart Track] and disappeared under the car for about an hour.

Off came the air filter, off came the starter motor, and off came the offending piece of hose.

Michael was about to visit the local Garage, to try to get a new hose when an [almost] matching piece was found. Steve stayed under the car to make the swap.

Meanwhile Val and Sandra did a great job of baby-sitting Paul, who appeared unconcerned with all the goings-on; is he used to Daddy spending a lot of time under the Car?

-cont-

HISTORICAR FESTIVAL and CLASSIC CAR DISPLAY

[Eastern Creek Racing Circuit.

Sunday, 18th August, 1996]

The weather was good to us, and it turned out to be a fine weekend at the Eastern Creek Motor Racing Circuit, for one of the largest displays of Historic and Classic Vehicles held in Australia, and driving out there we saw numerous Sports and Classic Cars of all types and ages heading in the direction.

This has become an Annual Event organised by the '*Council of Vintage, Veteran and Thoroughbred Motor Clubs*' (CVVTMC) and is sponsored by Vigil Historicar Insurance.

CVVTMC are a Council made up of members of most of the Car Clubs around, and talk direct with RTA/Government about Club Plates, the continued availability of leaded fuels, and other Classic Car related matters; being a member of this Council allows us to more easily operate our Club Plates' System, and gives us a seat on the body representing the Classic Car Movement for the longer term.

Our Club, TSCC, was invited to participate this year by putting on a display of ten vehicles, as we are a member of CVVTMC, and our participation was enjoyed by all attending. Several other TSCC Members were seen visiting on the day, looking at the various displays, catching up with people they knew, etc.... Overall, the feeling was that it was an excellent day.

I went out on Saturday to check out where we were allocated, and we had a good spot: right in the tarred pit-area. The Trade Show/Swap Meet was well under way, along with the Sprint Meeting/Standing Quarter- Mile Sprints up the main straight; and, I saw several TSCC Members there as well.

On Sunday, we all arrived from 8:30am onwards, (many accompanied by loyal lady partners) and the display was set up with the TSCC Banner on the wire fence, and our ten cars in two rows beside it with a few chairs around a table in the centre.

We were in front of the Alfa Club. The total size of the display was impressive, extending across the entire pit-area, as well as all the pit parking grassed areas, covering many acres. There were literally hundreds and hundreds of cars on display, with over ninety Clubs involved. The display included historic military vehicles, historic double-decker buses (which were available for rides around the Circuit); overall, around one thousand, six hundred vehicles were on display.

Clubs were allowed a parade-lap of the circuit, in various groups behind a pace car; these circuit runs continuing all day. In the middle of the day, a display of racing was put on by the HRSCA (they ran the Historic Race Meeting two weeks later) who had quite a contingent of open-wheelers, Elfins, Lotus, a Formula 1 Ferrari, MGs and other Classic Racing and Sports Cars which still make beautiful noises, are still quite fast, and bring back memories of Bathurst, Calder, Mt Druitt, Warwick Farm and Australian Grand Prix Meetings.

Most of the major Clubs had impressive displays: MG, Jaguar, Rolls Royce, Volvo, Mercedes, Austin-Healy, Alfa Romeo, Buick, Morgan, Packard, plus many others including HRSCA, VSCC, and the Veteran Car Club of Australia.

Many people showed interest in our vehicles and in our display, and chatted with various Club Members; many conversations took place during the course of the day, with several people expressing interest in our Club.

Motorkhana -cont-

All this excitement was too much, and the Motorkhana was brought to a close.
Chris had already left: was the excitement too much??

A most interesting and enjoyable day; the sun was shining, breeze cool for our last Motorkhana at the 'Butterfly Farm'

[PS: we didn't see any butterflies!!]

Final Placings [courtesy of Steve Hammond and his accomplices]

Participant:	Car:	Run 1:	Run 2:	Run 3:	Total:	Placing:
Dave Muir	WRX	33.25	35.23	44.33	[112.81]	1st [M]
Steve Hammond	Bluebird	34.06	37.40	45.89	[117.35]	2nd
Grant Harrison	Commodore	34.97	36.33	47.13	[118.43]	3rd
Michael Ryan	Commodore	34.75	36.20	47.79	[118.74]	4th
Chris Johnson	Corolla	34.86	38.45	45.52	[118.83]	5th
Joe Granic	Corona	37.00	40.22	51.50	[128.72]	6th
Louis Eid	Corolla	35.26	37.28			7th
John Eid	Corolla	34.87	42.07			8th
Sandra Eid	Corolla	38.05	40.22		[78.27]	1st [F]

Historicar Festival -cont-

TSCC Members having vehicles on Display were:

Roland Clark:	Aston Martin DB4 Coupe
John Eid:	Daimler V8 250
Louis Eid:	Triumph TR6 Convertible
Lester Gough:	Cortina GT Superlegera
Chris Johnson:	E-Type Jaguar Coupe
David Muir:	Subaru WRX Turbo
Jim Peters:	Maserati Quattro-Porte
Ray Ross:	Van Diemen Formula Ford RF81
Michael Ryan:	Targa Floria Leyland P76 V8
Adrian Walker:	Mustang Mach 1 GT Coupe

One enjoyable outcome of the day, and the publicity surrounding it, was that Ray Ross sold his Van Diemen Formula Ford to none other than fellow Club Member, **Vic Andrews**;
so, we'll probably get to see "Li'l Henry" on the track once again!!

[Adrian Walker]

Thanks must go to **Michael Ryan** for providing each display car with a 'Club Display Sign' outlining the relevant details/history for each car.

GLORIOUS GOODWOOD

Yes, I know, everytime you read one of these travelogues, I finish by saying: "You really should not miss it!" Well, that certainly applies to the Festival of Speed, a three day event held in the magnificent grounds of Goodwood House in Sussex, U.K. Every May, the Earl of March & Kinrara, owner of Goodwood, invites a stunning array of drivers and vehicles to the family estate.

The variety of cars and motorbikes is extraordinary. Where else can you see Eddie Irvine punting the latest F1 Ferrari up his Lordships' narrow driveway at one hundred and thirty miles per hour -- turn around, and see Hannu Mikola sideways in his RS 1600 around the rallycross circuit?

Goodwood is tucked away in a quiet corner of England, near the south coast at Chichester. The estate, over twelve thousand acres, includes a pretty horse racing track, and a circuit for motor sports. The previous Earl relinquished the right to run motor races in the seventies; the current Earl is vigorously pursuing the reversal of that directive. Currently, the Festival runs up a short mile and a half hillclimb in front of the Jacobean house, the course-record held by Jonathen Palmer in a 3-litre Williams Cosworth FW07B.

Drivers this year included John Surtees, Stirling Moss, Sir Jack, Florian Gonzalez, Phil Hill, Derek Bell, David Piper, John Watson, Tony Brooks, Roy Salvadori, Marc Surer, Jack Sears, Paul Frere, Frank Gardner, Jo Winkelhock, Jackie Oliver, Steve Soper, etc, etc,

The drivers pale into insignificance, though, compared with the cars assembled here. When did you last hear four 1.5litre BRM V.16's start up in unison? The noise defies description. Or, your eyes water as the factory technician fires up the 5.6litre W 125 Mercedes, giving out 646bhp on its potent mix of exotic racing fuels. Pure nostalgia.

You can wander around the paddock, ask to sit in cockpits, marvel at the array of vehicles assembled. Wonderful to catch Surtees, geared up in his original racing leathers, blat up the hill on his championship-winning MV Agusta, using all 14,500revs, as he cranks it through the bends. Then see him half an hour later, donning Dunlop overalls for a run in the '37 Mercedes.

Possibly the only drawback of the event is its popularity! Next year I'll skip Sunday to beat the crowds; plenty of action on both Friday and Saturday. The best cuppa and cake is available in the east wing of the house, at the staff canteen. (Just smile, and talk posh; no problem!)

Difficult, as usual in England, to find accommodation within close proximity of the site. There is a lovely four star Goodwood Park Country Club alongside the estate, with ninety-four rooms and a Golf Course. Costs an arm and a leg though, so suggest a cheaper B & B further away. Good one at the Swan, at Fittleworth, about fifteen miles to the north. It offers good, clean rooms, with the added bonus of a good restaurant. Speciality of the house is Dover Sole, grilled with Devon best butter baste, accompanied by fresh vegies from their garden. An extensive wine list compliments the food, so throw the car keys away for the night. Allow one hundred pounds all up.

The event will, I'm sure, move back to the permanent circuit in the near future. In the meantime, why not enjoy one of the friendliest venues on the world scene, in its unique setting.

Happy motoring.
[Bob Smith]

Wakefield War. Sunday, 1st September, 1996

All right, so nobody on the Circuit had any grenades, mortars or 65mm armour-piercing shells! Their 'weapons' were more like soft compound, cubic inches, and down-force; but, it's the thought that counts. Yes, it was the 1996 **'Z-Car Club Supersprint'** at Wakefield Park.

It was my first excursion south to this brilliant complex. I will take this opportunity to publicly congratulate Mr Paul Samuels for thinking about fellow petrol-heads. (For anyone who doesn't know, Mr Samuels single handedly put this Fun Park together.)
Congratulations to your Sir, it is superb!

What was supposed to be a very wet day turned out not too bad, and the size of the field reflected that. It's an interesting Circuit, with three braking-zones that are actually curves; it takes a bit of getting used to. Of course, I was trying too hard on the first lap; just how they tell you not to!!
In what would have been a brilliant overtaking manoeuvre, I went off the end of the straight and into the mud. The rest of the day went more or less without a hitch.
Michael (Ryan) had some new tyres, on the front only, and spent most of the day going sideways. To his credit, at no time did the rear actually overtake the front. So, he must be doing something right.
We both did times that we were happy with, and I can't wait to return to "the hill of thrill"!

[Steve Hammond]

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ST ALBANS RUN; Sunday, 22nd September 1996.

The day started with getting up to wash the car (at 7:00am), to find "flat tyre"; not the best time of the day to find repairer, as these modern cars have space saver spare wheels, only to be run for short distances. So! sun's up, looking good for our day run to St Albans, for lunch.

Off we set looking for possible tyre repairer. On the way, surprise! surprise!, spotted Shell Garage at Beecroft, with a resident-repairer, the necessary plug equipment in hand.

Gave a story about this very important Rally, and needed repairer like a.s.a.p.! Lucky was car enthusiast, who during conversation indicated he would like to be in a Car Club. ("Have I got a deal for you!!")

Repair completed; obtained name and address for Club Membership; posting it later.

During repair, this lady arrived: Val MacDonald, to fill up with fuel for day run up bush. Good idea, when going to area without petrol station.

Proceed onto meeting point, Vicar of Wakefield Inn, (Dural) for 9:45am start.

All starters arrived on time: Val MacDonald and friend, Prue / Ray and Margaret Ross / Adrian and Lorraine Walker / Roland and Stephanie Clark / Barbara and yours truly.

Ladies and Gentlemen, start your engines!; first stop: Wisemans Ferry.

En route, advertising a Fete Day and Car Display (for yank-tanks) was noted, which resulted in some going to Wisemans Ferry as scheduled, and some not reading instructions, going direct to St Albans Ferry.

Those who did not read instructions, enjoyed the lovely sunny day waiting for those who went to Wisemans Ferry first; eventually the rest of the contingent was spotted coming off the St Albans Ferry.

All together again, we proceeded onto St Albans Ferry. With most of the road bitumen, some five kilometres or so being gravel, we arrived at 'The Settlement Inn' around 11:30am.

The guys spotted the VB/Tooheys on tap sign; the gals spotted "Craft Shop".

The five gals returned to the Inn, some having liquid refreshments, others having cuppuccino, with one gal indulging in carrot cake. (It must have been the walk(er) made her hungry.)

Time for lunch; small selective menu.

Entrees: Salmon, avacado, etc, etc.....

Mains: Steaks, lamb, pork.

Sweets: Bread and butter pudding ('rolly-polly' special), mud cake with strawberries (Prue's desire), toffee cake (Val's delight)

Pre lunch/during lunch: VB, Tooheys, Wine.

During lunch, entertainment was supplied by an artist playing the piano-accordion, playing Russian folk tunes, who was either off his tree with funny fags, or just a wild fun loving entertainer, who played requests, as long as it was foreign, or a-solomeo!!

[Did not matter, as we had a ball enjoying the noise anyway.]

Lunch conversation covered many topics, including Ray's passion for Margaret having massages, with Ray hoping for some personal gain! Ray's day was also lifted by a certain lady offering Ray to come and give her bedside table a rub -- you can bribe Margaret too, if you like, eh!

We all perused the local Real Estate 'For Sale' notices, dreaming how nice it would be to relax overlooking the river and beautiful land marks in the St Albans area, in retirement -- dream-time!!

We all tried various sweets on offer, with the special of the day being the bread-and-butter pudding; but not quite like Mum used to make, but very enjoyable.

Time is now 3:00pm; great lunch; great time had by all.

Decided to return via alternate road to Wisemans Ferry. A pre-departure check was carried out by a certain person, with special fuel checking device stored in passenger compartment.

Yep!, should have enough fuel; MG's have fuel guage problems, you know!

St Albans Run -cont-

Off we go, cruising along, sun shining, birds chirping, round the corner; oops! stopped MG Roadster: "...missed a few RPM's..." was the comment; might be low on fuel; re-check with special fuel indicator device; must have just been an air lock. Vroom, vroom, off we go again with Subaru and Margaret's Cortina following. Made the Wisemans Ferry Punt; petrol station across the River; made it!! On dis-embarking the Ferry, some headed directly homewards, some one heading for the Shell sign.

Enjoyable day; thank you for the enjoyable company; great time had by all.

[Dave Muir]

THE STAGES OF MAN:

Should you still be playing sport in your 40's?

When is the best time to update your car?

How long will it be until you're sleeping with the beautiful girls?

[The following extract was taken from the "Cobra Car Club Magazine"; their editor 'pinched' it from a "Studio of Men" magazine; and in his words, "...it is a comprehensive guide to what you should be doing, when you should be doing it, and when's the best time to stop."

teens	twenties	thirties	forties
Going to parties	Going to clubs	Going to dinner	Going home
Getting Drunk	Getting laid	Getting married	Getting divorced
31"	33"	36"	40"
Marijuana	Acid	Prozac	Ant-acid
Savings Account	Cheque Account	Credit Account	Down for the count
Greens	A-political	Apathetic	Grey power
Discovering sexuality	Discovering yourself	Discovering capitalism	Discovering what they mean
Sleeping alone	Sleeping with ugly girls	Sleeping with beautiful girls	Not noticing the difference
Shaving	Raving	Saving	Behaving
Reading Jack Kerouac	Reading Umberto Eco	Reading Robert Bly	Reading Ian Fleming
Nikes	Timberlands	Brogues	Grey Loafers
Lost virginity	Lost direction	Lost memory	Lost cause
Chocaholic	Workaholic	Melancholic	Alcoholic
Levi's	Country Road	Armani	Levi's
Seeing the way	Going all the way	Going out of the way	Being in the way
Optimism	Satisfaction	Anxiety	Regret
VW (or Cobra!)	Corvette (or Cobra!)	Porsche (or Cobra!)	Volvo (or Cobra!)
Carnal pursuits	Academic pursuits	Economic Pursuits	Trivial Pursuits
Football	Hang Gliding	Tennis	Golf
Ignoring parent's advice	Realising they were right	Children ignore your advice	Realising they were right
Kouros	Obsession	Gianni Versace	Armani
Thinking you know it all	Knowing you know it all	Knowing all U need to know	Wondering what happened
Lust	Pride	Love	Envy
Swatch	Pulsar	Tag Hauer	Rolex
All of the time	Most of the time	From time to time	Sorry?
Counting your pennies	Counting your blessings	Counting the calories	Counting the cost
Lying about your age	Lying about your experience	Lying about your finances	Lying about your age
Going	Going	Going	Gone

TREASURER'S TROVE



Financial Report for the period: 1/ 1/96 to 30/ 9/96

INCOME :

Advertising:		260
CAMS:		242
Interest:		30
Other:	[Video Sale 130	
	T/fer of T.D. 575	705
Social:		105
Subscriptions:		800
Sundry:	[Raffle: 125	
	Rally. 5555	5680
		\$7822

EXPENDITURE :

Bank Charges:		55
Cams:		444
Insurance:		274
Postage:	[Newsletters and Magazines]	204
Room Hire:	[Club Meetings]	100
Social:	[Go-Kart \$50; Xmas \$200]	449
Subscriptions:		25
Sundries:	[Video: 1135	
	Rally: 6118	7253
		\$8804

EXCESS (DEFICIENCY) YEAR-TO-DATE : **(\$ 982)**

ASSETS :

Cash on Hand:	as at 30/ 9/96	22
Cash at Bank,	as at 30/ 9/96	693
Deposit Maturing,	as at 20/ 1/97	637
Deposit Maturing,	as at 20/ 1/97	587

\$1,939

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ADMIN 979

SOCIALLY SPEAKING

The Festive Season is almost upon us.

Before celebrating Christmas though, we have the chance to participate in *'The Pride of Ownership Day'* (Sunday, 17th November, being held at Curzon Hall, in conjunction with the Aston Martin Owners Club) and our *'Christmas Function'* (Saturday, 30th November, at the Artarmon Inn, where rumour has it that the 'antics' of the '15th Anniversary Rally' will be re-lived.

Watch for flyers on these two Events, as the time draws nearer, but mark them in your Calendar today, as they are Events not to be missed by any TSCC Member.

We're going to try again with the *Go-Kart(ing) Event*, Sunday 20th October, 9:00am - 11:00am. The AMOC have been asked to join us; word has it that they're out for revenge, having been soundly beaten at both Tennis and Cricket; we're not going to let them, are we??

Help your Club maintain its 'advantage' over the AMOC, and accept the challenge by being at McGraths Hill Go Kart Centre for a fun-packed morning's activity.

And, let's not forget the *Annual General Meeting* (November Monthly Meeting) at the Ryde RSL (Bowling Club Rooms) on Wednesday, 13th November. Your Club needs your support.



Birthday Greetings to:

OCTOBER:

9	Adrian Walker
14	Les Johnson
29	Bob Smith

NOVEMBER:

17	Joan Johnson
30	Vic Andrews

DECEMBER:

16	David Muir
22	John Evans

A Home is not a Home, without a Piano

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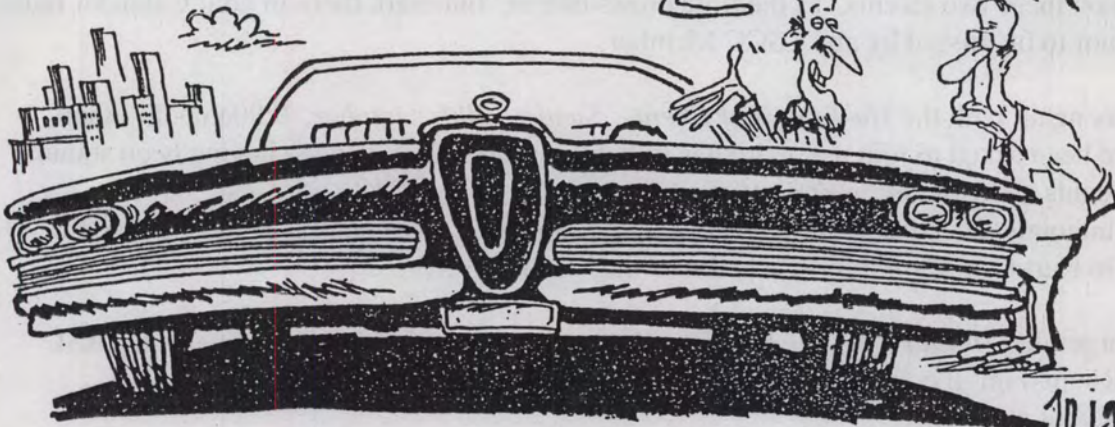


Unique Car-toons by -

Hand-drawn signature

INTERPRETATIONS —

RARE*



*SO UNPOPULAR THAT MOST OF THEM WERE CRUSHED...

Hand-drawn signature

Hand-drawn signature

NOW I KNOW WHY THEY
CALL IT THE WORKING MAN'S CAR...
YA NEVER STOP WORKING TO
PAY THE BILLS!



POSITION
AVAILABLE
SEE CONCIERGE

NO...NO...
THAT'S
VALET
PARKING!



PROFILE:

Max Pegler

"I wouldn't join any club that would have me as a member" - Groucho Marx

Likes

Whatever wine or beer happens to be in the fridge at the time, proper football, most forms of motor sport.

Dislikes

Bureacracy, incompetence, bank charges, politicians who constantly fiddle with superannuation, washing cars, radar traps, queues.

The Boring Bits

Age 39 I think, school at Kings Parramatta, and Uni at Sydney. Introduced to the club by the late Frank Grech. Worked for a couple of accountancy firms, with some interesting assignments. I can call stocktaking on the "Oriana" in Fiji and the "Fairstar" in Hong Kong. Carol and I eventually married three years ago.

The More Interesting Bits.

- The MG was bought as basketcase in 1977 for \$2000. It was finished - if old motor cars are ever finished - in 1992, and of course used for club sport. The rare bits are under the house, new wheels made for it etc etc. Theory is it can be converted back to road car reasonably easily.
- The Aston was bought in London in 1984 for 3,900 pounds and it started consuming copious amounts of money. It still does. This vehicle was our only means of transport for a while, some of you may remember it towing a boat. It was been from Wilson's Promitory to John o'Ggroats. Came to admire the marque at Frank's workshop in North Parramatta.
- I worked in London from 1984 to 1986, in particular one Lloyd's insurance fraud for 18 months. this time sent to Gibraltar for week.
- Living overseas is an eyeopener for the motor sport enthusiast. We got to Le Mans, Monza GP, British and European GPs at Brands Hatch, Monaco GP, Portugese GP and saw Artyon Senna win his first GP, 1000 Lakes Rally in Finland, countless club meetings by AMOC and MG, historic races etc, most of the major museums such as Beaulieu, BL Heritage, Schlumf, BMW and Mercedes, factory tours of Aston Martin, Lotus and Mercedes Benz. Still waiting to hear about tickets for the 1985 Silverstone GP.
- Yes there was time for "normal" sightseeing such as the FA Cup twice, Crufts, Munich Bierfest, food poisoning in Venice, skiing in Austria and Switzerland etc. Flights to Paris are a Jumbo with unnumbered seats! We were fortunate enough at some stage or other to visit virtually every country in Europe except Greece and Ireland. It was a busy time looking back on it.
- Coming home through Africa provided a life time of memories. I have stuff pinched before, but never returned - ask us about underpants with a spider motif! The Sahara was somehow more peaceful than the jungle, the TransAfrica highway is but a dirt road and can be busy. Ten years ago Rwanda and Burundi were the Switzerland of Africa viz the markets were full, living standards were reasonable, and banks/border posts were half efficient. It is criminal to see what is happening now.
- Coming home I objected to paying duty as a returning resident on the Aston, when immigrants could bring in their cars for nothing. Work that out.
- Since then life has been about normal things like buying a house, starting a business. Hopefully there will always be time for the abnormal, such as last year's trip to Alice Springs for a New Years eve party.
- Next project? The MGF looks enticing, having had a look at the evaluation cars a few months ago, I can just get in.....

This Newsletter is published by:

THE THOROUGHBRED SPORTS CAR CLUB

All Articles and Advertising to:

Stephanie Clark
395 Galston Road,
GALSTON. NSW. 2159
(02) 9653.2867 [Fax]

Disclaimer:

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Articles are invited, and should be sent (or faxed) to the Editor for Publication, showing the Name and Address of the Writer.

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\$5

10yr Anniversary Lapel Badge

\$10

Metal Car Badges

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