



THOROUGHbred SPORTS CAR CLUB

QUARTERLY NEWSLETTER

SPRING '97



1997 Committee

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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

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

1997



CALENDAR

As at October 1997
[and subject to amendments]

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).

October	Wed	8	M	October Monthly Meeting
November	Weekend	21/22/23	S	Weekend: Port Stephens
November	Sat	1	R	Supersprint: Oran Park
	Sun	2	R	NSWRRC: Oran Park
	Wed	12	M	November Monthly Meeting / A.G.M
	Sun	16	S	Pride Of Ownership Day: Curzon Hall
	Sun	23	R	Supersprint: Eastern Creek
December	Sat	6	S	Christmas Function
	Sun	14	R	NSWRRC: Oran Park

Contacts	Meetings:	DAVE MUIR	9413.1692
	Social:	CHRIS JOHNSON	9875.3691
	Racing:	VIC ANDREWS	9528.3227

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

EDITOR'S NOTEBOOK



Another bumper edition, is this the last for 1997.

I thoroughly enjoyed reading the 'adventures' **Les (Johnson) and Jim (Peters)** experienced on their trek, whilst competing in the 'Panama to Alaska Rally'; hope you did too.

There's heaps of **Reports** on recent Club Events.

Thanks must go to the members who take the time to record these outings; they make for interesting reading and are re-produced in the Club Photo Album for future reminiscences.

'**Smithy**'s put "fingers to keys" once more, tantalising us with his run-down on *Pebble Beach*. [I know of one Club Member who has his hopes on attending that particular venue one of these years; hope you get there.]

Included in this issue is another **extract** from the "Spok'n Word", the newsletter put out by the Bathurst Historic Car Club.

It makes for humorous reading, circa 1922.

The **Profile** this quarter is on one of our 'racing' identities, **Vic Andrews**, our current Competition Secretary.

To end on a flippant note:

I'M TIRED!!!

Yes, I'm tired. For several years now I have been blaming it on middle age, droop, poor blood, lack of vitamins, air pollution, obesity, dieting, underarm odour, yellow wax buildup and other maladies that make you wonder if life is really worth living!!!

But now I find out that I am tired because I am overworked.

The population of this country is 17 million, but 6 million are retired. That leaves 11 million to do the work. Then there are 4 million at school. That leaves 7 million to do the work.

Of this, 1 million unemployed and 3 million are employed by the government.

That leaves 3 million to do the work. Take from that total, the 2 million employed by councils and local authorities and that leaves 1 million to do the work.

Now there are 620,000 in hospitals and 379,998 in prisons.

That leaves **JUST TWO PEOPLE** to do the work — You and Me!!! and you're on your backside reading this.

NO WONDER I'M TIRED!

CITIZEN-KANE AWARD

Louie and Sandra Eid (*'Ode to the Pink Slip Man'*) and **Stephanie Clark** (*'Restaurant Rendezvous'*) were joint winter 'Citizen Kane(s)'.

At the October Monthly Meeting we will be voting on the following articles:

'Pebble Beach'		[Bob Smith]
'Bounty Weekend Antics'	[12/13th July]	[Dave Muir]
'Barrington Tops'	[26/27th July]	[Les Johnson]
'Tennis Day'	[3rd August]	[Sandra Eid]
'Historic Festival'	[16/17th Aug]	[Adrian Walker]
'Imax Theatre, Katoomba'	[21st Sept.]	[Gordon Lennox]

PRESIDENT'S REPORT

As this is the last Newsletter for 1997, I would like to personally thank our hard-working Editor, **Stephanie Clark**, for the excellent presentation of our Club Newsletter during '97.

On behalf of Club Members, I extend to our hard-working Committee a vote of appreciation, with special thanks going to **Chris Johnson** for his many hours spent arranging our Social Events to date, which have resulted in many enjoyable functions.

And, there's more to come in '97.

Since our last Newsletter, we have enjoyed our *Tennis Day*, the *Historical Festival*, and our most recent *Sunday Run* to Katoomba to the *Imax Theatre* -- a great day, a great lunch, with some twenty members in attendance.

Special mention goes to our new member, **Gordon Lennox**, and his wife and friends (and his Aston-Martin) who travelled from Forbes; looking forward to our next meeting.

Don't forget forthcoming following Events:

Motorkhana:	28th September	[Vic Andrews]
Pride of Ownership Day:	16th November	[Dave Muir]
Weekend Away:	21st/23rd November	[John Dixon]
Christmas Function:	6th December	[Chris Johnson]

*** **Remember your confirmation of attendance would be appreciated.**
Just make the phone call to the respective event-arranger; now please!! ***

Look forward to all members attending our Christmas Function; make it a great night by all members being in attendance.

[Dave Muir]

1997 Club Member Points



David Muir	41
Louie Eid	39
Barbara Muir	39
Stephanie Clark	38
Chris Johnson	35
John Dixon	33

{as at 22nd September '97}

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.

'A Great Day Out'

[Sunday, 3rd August 1997]



What a gorgeous morning, the air was so crisp and fresh.

Louie and I arrived about 10:30am; David and Barbara Muir, Les Johnson and Kim Tabart, Adrian and Lorraine Walker were on the courts warming up.

I joined Roselee and Val who were relaxing on the sideline with the days' papers, reading the facts and comparing the differences on the Thredbo Tragedy.

Arthritis or not, Louie was determined to have a hit, so he went on with Adrian.

Ray and Margaret's daughter and family joined us for lunch. Chris and Joan brought their grand-daughter out for the day, and she kept us all entertained.

If you thought you were seeing double, you're right: it was nice to meet Stephanie's sister, Neridah, and her husband, Kim.

After wine, coffee, cake and a chat, Stephanie announced the winners:

Draw One: David Muir, with runner-up Kim Tabart

Draw Two: Chris Johnson, with runner-up Louie Eid

It was decided that the 'winners' should play the 'runners-up', which proved to be an entertaining game.

Louie and I had a great day; it's nice to relax, see our friends, mingle, talk cars, crafts or just enjoy the sunshine.

Hope to see you at the next day out.

[Sandra and Louie Eid]

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BOUNTY WEEKEND ANTICS

'Bomaderry Bound': 12th/13th July, 1997

The TSCC Crew headed south, meeting at the 'Bowral Cafe' for lunch: 12:00hours, with *Captain Wings Johnson* checking all signed on crew:

Captain's Mate, Joan / Val and John Dixon / Stephanie and Roland Clark / Barbara and David Muir / and 'soul-mate' Johnson (alias 'Panama Jock Johnson')

Unfortunately other crew members *Val and 'Peg-Leg' Peters* had to cancel due to Jim being in sick bay with injuries resulting from his previous voyage to Panama with 'Panama Jock Johnson'.

After a most enjoyable lunch with the crew, and hearing some interesting stories as to how 'Peg-Leg' Jim Peters sustained the leg problem, as told by Jock. Maybe it will come out in the wash how it really happened.....

(Rumour has it, secrets have been sworn in "blood" not to tell. Very interesting!)

After a walk around Bowral, we headed on down to the Bounty Motel Theatre Restaurant, via Kangaroo Valley, arriving at 16:30hours in Nowra.

It was decided to open the keg in the Dixon's cabin, with most crew members in attendance, joined by our additional members *Penny and Grant*, (who had been at the Grange Racing in Wollongong).

The pre-evening entertainment was in full swing, with 'Panama Johnson' explaining to our female crew his last voyage had been very lonely;... and he was in need of some mothering and cuddling, as his mate had left him to voyage to China/Hong Kong; two months was a l-o-n-g time without a soul mate.

[Good story-teller is 'Panama Jock']

The evening's entertainment was billed as a full Variety Show, starting 19:30hours (sharp!).

With everyone seated -- "...let the Show begin..."

On came the lovely Lynda Nairn, billed as the "...best singing juggler" you will see, with shoe-shuffling "song-and-dance man" Eddy Goby starting the proceedings.

Audience participation was in full swing, with a certain person introducing himself as Jock, (alias 'Panama Jock') indicating he would like to juggle Lynda's phosphorous coated implements in the dark, behind curtains.

As the training began, Jock came up with some interesting implements from within the curtain.

Jock showed his versatility by juggling black nickers on his chin, while balancing a double-pocketed shoulder-holster on his head, while tap-dancing behind the curtain, all with no hands showing.

Excellent work, for an amateur, eh?

The entertainment was great, with fun and laughter enjoyed by all, including Darren Carr, amazing us with his ventriloquist and magical act.

The night's activities finished at 23:00hours or so, for some.

You guessed it: some had to continue in to the small hours of the morning enjoying a port or two.

(I seem to recall 03:00 was the final docking time.)

Next morning bright and bushy-tailed. Oh, yeh!!

Breakfast was had and we decided to visit the Nowra Navy Museum, finishing with lunch in Kiama. As our delightful weekend was coming to an end in one way or another, we proceeded home.

On behalf of the Bounty Crew, thank you to Chris Johnson for arranging a fun-filled weekend, and, to all crew members: thank you for your company. Had a ball!!!

[Dave Muir]

SOCIALLY SPEAKING



The year is rapidly drawing to a close, too fast for my liking!
But, we do have some exciting Club Events to look forward to in the next three month period.

November is a busy month:

On *Sunday, 16th November* it's time to show the car off, by taking part in the annual '**Pride-of-Ownership Day**', held in conjunction with the Aston Martin Club, in the grounds of Curzon Hall, at Marsfield.

The following weekend (*21st/22nd/23rd November*) is one of possible madcap antics and frivolity with a rendezvous planned at Koala Shores, on the lakes at **Port Stephens**.

(This weekend away was previously going to be earlier in November; but it is now the second-last weekend in November; arriving sometime on the Friday, leaving on the Sunday.)

Our final social get together for 1997 is the **Christmas Function** on *Saturday, 6th December*.

(Who knows what Dave/Chris will have us doing/dressing-up in for this our sixteenth annual Christmas Party; a flyer in the not too distant future will no doubt enlighten us; stay tuned.)

And that's it: the end of 1997; a good year event wise;
hoping to see many faces at these our last events for the year.

Before closing, special *Birthday Greetings* go to two of our club members on reaching:

HALF - a - CENTURY

CONGRATULATIONS.

[just to keep you guessing, I won't let on who!!!!]



Birthday Greetings to:

OCTOBER

09	Adrian Walker
14	Les Johnson
29	Bob Smith

NOVEMBER

17	Joan Johnson
30	Vic Andrews

DECEMBER

16	Dave Muir
----	------------------

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TREASURER's TROVE



Financial Report for the period: 1/ 7/97 to 30/ 9/97

INCOME :

Advertising:	0
CAMS:	20
Interest:	0
Other: [Deposits: Weekend Away]	400
Social:	307
Subscriptions:	153
Sundry: [Raffle.....]	80

\$ 960

EXPENDITURE :

Bank Charges:	0
Cams:	36
Insurance:	0
Postage: [Newsletters and Magazines]	0
Room Hire: [Club Meetings]	0
Social: [Weekend Away]	890
Subscriptions:	0
Sundries: [Motorkhana]	200
Trophies:	0

\$1,126

EXCESS (DEFICIENCY) YEAR-TO-DATE : (\$ -166)

ASSETS :

Cash on Hand:	as at 30/ 9/97	0
Cash at Bank,	as at 30/ 9/97	1412:60
Deposit Maturing,	as at 30/ 9/97	710:79

\$2,123:39

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ADMIN 1438

IMAX THEATRE, Katoomba

[Sunday, 21st September 1997]

The Aston is parked, cooling, in its shed and I am going over the day's events and drive down to Katoomba, IMAX Theatre and then lunch.

For us it was an early start with a clear morning after a few days rain, perfect happy farmer weather. After unloading the kids and Commodore at Cowra, Jane and Tony Toohey, Karen and I roared off! We hit rain at the mountains which is typical and arrived 15 minutes late. Not many thoroughbreds and classics littered the carpark, luckily the Fiat car club was there to indicate it was the right day. The movie was spectacular, the effect was realistic to the point where I started to feel a bit off colour. Footage of old Indy car crashes were quite horrible. (old age makes me less blood thirsty) After this dizzying experience we met up with other members in the foyer, had a chat and got our eyes focused before heading to lunch.

We had a room all to ourselves with a wood fire crackling and misty rain outside, very cosy. I enjoyed finding out about the people around me, although I knew Roland from a previous life! He regaled us with the ins and outs of his Maserati rebuild. We also talked about Astons, containers, Nuclear reactors, windows, dairy farms, kids and wharfies who seem to have damaged everyone's cars at some time and who get paid enough to afford to run them! I don't know what we will talk about next time, I guess there's still sex, religion and politics.

We let the V8 off it's leash a bit on the way home: I am still buzzing after a good run and that's what it's all about, isn't it?

Regards, Gordon Lennox

Adrian Walker

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HISTORICAR FESTIVAL

HISTORIC CAR FESTIVAL and CLASSIC CAR DISPLAY

EASTERN CREEK RACING CIRCUIT - SUNDAY August 17th

The weather was absolutely gorgeous, sunny and 28 degrees at the Eastern Creek Motor Racing circuit for the annual CVV&TMC Display of Historic and Classic vehicles, one of the biggest held in Australia. 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 organized by the COUNCIL OF VINTAGE VETERAN AND THOROUGHBRED MOTOR CLUBS (CVV&TMC) and was sponsored this year by SHANNON CLASSIC CAR Insurance.

CVV&TMC are a Council made up of most of the car clubs around, and talk direct with RTA/government bodies about Club Plates, continued availability of leaded fuels and other classic car related matters, and 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.

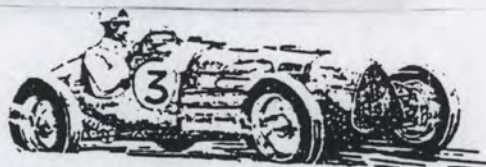
Our club TSCC was invited to participate this year by putting on a display of 10 Vehicles, as we are a member of CVV&TMC, and our participation was enjoyed by all attending, several other TSCC members were seen visiting on the day, looking at the various displays, garage displays and catching up with people they knew etc.

I went out on Saturday to check out where we were allocated - we had a good spot right in the tarred pit area, and the trade show/swap meet was well under way.

I entered my "Bullit Special" GT Mustang in the Sprint Meeting/Standing Quarter mile sprints up the main straight that day getting a 16.2 secs, and I spotted a couple of people we knew there as well.

On Sunday most of us arrived from 8.30 on and setup the display with the TSCC banner in the wire fence, and our TSCC cars parked beside it with a few chairs around a table in the centre.

We were in front of the VW Historic club, and the total size of the display was impressive extending across the entire pit area, as well as all the grassed areas behind the pits covering many acres. There were literally hundreds and hundreds of cars on display with over 90 clubs involved. The display included historic military vehicles, historic double decker buses which were available for rides around the circuit, and overall around 1600 vehicles were on display.



Clubs were allowed a parade lap of the circuit in various groups behind a pace car and these circuit runs continues all day. In the middle of the day a display of racing was put on by the HRSCA -they run a full Historic Race meeting Sept 14 several weeks later - this years theme - the Geoghan Brothers and their cars. They had a quite a contingent of Open wheelers, Elfins, Lotus, a Formula 1 Ferrari, MGs and other classic racing and sports cars which still make wonderful noises, are still quite fast and bring back memories of Bathurst, Calder, Mt Druitt, Warwick Farm and Australian Grand Prix race meetings.

Most of the major clubs had impressive displays ie; MG with rows and rows of cars, Jaguar, Rolls Royce with their impressively setup courtesy tent complete with tables and French Champagne, Volvo, Mercedes, Austin Healy, Alfa Romeo, Buick, Morgan, Packard plus many others including HRSCA, VSCC and Veteran car club of Australia.

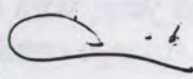
Many people showed interest in our vehicles and our display and chatted with members and a number of Membership forms were given to people who expressed interest in our club during the course of the day.

Those members who made up the 1997 TSCC Display were

- * LESTER GOUGH - Cortina GT Superlegera
- * BRENDAN WALKER - Chev Camaro Z28 IROC Camaro Convertible
- * LOUIS EID - Daimler V8 250 Sports Saloon
- * JIM PETERS - Maserati Quattro-Porte Coupe
- * LOUIS EID - Triumph TR6 Convertible
- * LEN MADAR - Holden Monaro GTS
- * DAVID MUIR - Subaru WRX Turbo
- * ADRIAN WALKER - Mustang Mach 1 GT coupe

When our turn came to have a parade lap around the circuit, we made sure we got out as the lead Club in our group, Jim Peters in the Maserati went directly behind the pace car and we had quite an enjoyable tour around the circuit.

A very enjoyable day with probably the best weather in the whole month of August, and everyone who attended reported that they had a good time. Those of you who have never been and who like cars of all ages should try to come along next year - bring your camera!!

Adrian Walker TSCC 

PEBBLE BEACH

It beats working.

Another August visit to California to see the world's premier automobile show, in one of the most memorable settings. This year Jeni came along for a look, creating great consternation amongst the boys. Some of them asked, what if she likes it? What are you going to do then? She did like it, and I don't know what I'm going to do next year.

I managed to organise through Jennifer Johnson, the Media Coordinator for the Concours, a couple of media passes, which proved to be very useful, giving free entry, lunch, complimentary programmes, and the use of special viewing areas.

The itinerary was usual Smith hectic, involving Sydney/ L.A. on the plane, a quick shower & coffee, followed by a seven hour drive on the freeway to Carmel! We arrived at the bed and breakfast I booked last August, feeling fairly average. Another shower, and a glass of ordinary Napa Chardonnay at Eastwood's outdoor bar, soon had us going, so food became a priority. Carmel was seriously full of people for the weekend, so we were lucky to stumble onto a terrific restaurant run by two local chefs, Anton & Michel. Great meal, a half bottle of Sonoma Valley red, and hopped into bed for a well earned sleep.

Leisurely start next morning on the day of the Concours, with a light breakfast in the open air courtyard, in front of the open fire. Regulation dress for Pebble Beach, if you want to 'mix' in with the officials, is blue blazer, camel slacks, Gucci loafers. The ladies attire varies from Melbourne Cup gear, to casual slacks. Usually fairly upmarket gets you through the day.

We had special parking for the event, which was a real bonus, as the place can be extremely difficult to offload your vehicle for the day. The weather was glorious (again), and, by the time we arrived, the crowd was packed in around the cars. It's still possible to view the exhibits though, as people constantly move on. The selection of vehicles was as delectable as always, this year covering a selection of historic hot-rods, micro-cars, and steam vehicles for the first time. The bulk of the automobiles was still very exclusive, as usual, covering Packards, Pierce-Arrow, Duesenbergs, Rolls Royce, plus the ever popular sporting brands like Ferrari, Maserati etc.

Aston Martin were the featured marque this year, with some gorgeous Zagatos and Project cars being shown. A large contingent from

the U.K., headed by the ex-Jim Clark Zagato, 2 VEV, made for interesting comparisons with the fanatically restored American cars.

We stopped around one for lunch, nicely set up for the media in a special enclosure next to the Lodge. Sautéed chicken breasts, served with fresh artichoke salad, was considerably better than the normal sandwich I grab on the run to Laguna Seca.

Jeni said she was still enjoying the show, so we set off to cover the rest of the cars, talking to quite a few owners, and obtaining potted histories on their cars. Around early afternoon, we made our way to the media viewing area, and watched the honorary judges being introduced. This year we had regulars such as Stirling Moss, Phil Hill, Bob Lutz joined by newcomers such as the Earl of March, of Goodwood fame, Tom Tjaarda, the designer, and journalist Paul Frere.

This is the first time in all my visits that I've stayed to watch the judging, and it made for quite a good afternoon. All the first in class are driven up to the rostrum, and presented with some prize or other. The final count down to Best of Show was a five way tussle between some fabulous vehicles, the nod eventually going to an magnificent Figoni et Falaschi 1937 Talbot-Lago T150C two door from Hong Kong, narrowly beating Ralph Lauren's Bugatti Type 57S Gangloff Cabriolet from the same year.

We savoured the finish of the show with a glass of Champagne, overlooking the calm waters of the bay from the terrace of the Lodge. When we arrived back at the Tally-Ho Inn, we linked up with an American couple we had met over breakfast, and ended up spending the evening over many glasses of red wine, and a superb meal at the 6th Avenue Grill just around the corner.

I allowed Jeni about an hours shopping next morning, before setting off down the coast road on Highway 1 through Big Sur, and down to L.A. Time for a quick rest, then back on the plane for Sydney that evening. I had to work, but Jeni was able to catch some rest on the way home.

Worth it? Well, you'll have to ask Jeni for her opinion. Personally, it's one of the "must does" on the calendar, and I'll no doubt be back next year.

Regards,

Smithy.

BARRINGTON TOPS WEEKEND:

[26th/27th July, 1997]

Ref:BarrTps

The Barrington Tops weekend was organised by the A.M.O.C (Aston Martin Owners Club) primarily, Mark Robinson. Because the all inclusive price started from dinner Friday night, Roselee and myself took an "R.D.O" with the intention of meeting up with John and Val Dixon in Morpeth. Firstly, we had to catch up with our son Shayne who resides in Newcastle. Starting off at 8 am we had an easy run along the expressway passing equipment which was placed in readiness to trim some of the protruding rock faces that line the expressway.

After morning tea with Shayne and his girlfriend Louise, we motored on through Raymond Terrace making a left turn towards Morpeth approximately 20 klms further. Morpeth is a well preserved Historic town with many trendy shops, antiques, nick-nacks and restaurants etc. It is situated on the Hunter River which in days gone by was a major port.

Because it was John's birthday we met with John & Val and selected a nice restaurant where we dined overlooking the river and pastoral land. Our lunch was delicious and only cost \$52 for the four of us. This did not include our B.Y.O. bottle of vino blanco, (white wine - oops! getting caught up in my Spanish again) which we purchased from the historic Commercial Hotel in Morpeth.

Bearing in mind that check-in time at Barrington Guest house was 3 pm we again took the road, meandering through the beautiful Hunter Valley countryside. We passed magnificent rivers and traversed a number of rickety timber bridges. The end of our journey was slow because we frequently drew to a crawl to allow cows to cross the road on their way to evening milking. Fortunately the road was bitumen all the way to the guest house. Upon arrival we were given our keys and proceeded to our cabins perched on the hillside overlooking the valley. The car port was situated under the cabin and gave protected garaging, which is ideal for car clubs.

After a quick drink we wandered down to dinner in the guest house dining room where all meals are served. Eventually we caught up with other members of the A.M.O.C including Mark and Andrea, Elaine and Arthur, Phil and Val, and Paul. We all sat at our allocated table which became "our" table for the weekend. After a sumptuous country cooked meal and a few social drinks we retired early.

Saturday saw us dining on an 8.30 am breakfast which included our choice of (or all of) cereal, hot oats, savoury mince, eggs, bacon and sausages. At 9.45 am we took a bus trip into the deep, dark rainforest of Barrington National Park. We all enjoyed a nature walk with our guide who took us through the canopy and explained the logging, river system, snow lines and the many diverse plants of the delicate rainforest ecosystem. He was so informative that not many questions remained unanswered. Then, it was back to the guesthouse for a barbecue lunch, after which, the more adventurous were sighted on horseback disappearing through the thick rainforest. Because all the broken

bones in our family have been caused by horses, Roselee and I declined the offer of joining them. It was easier (and safer) to go for a gentle bush walk and return for a social Devonshire afternoon tea.

Saturday night was a rage. The trivia night was organised by our multi-talented guide who just happens to be the owner of the Barrington Guest house. He was a real character who carried the nights frivolities with ease. (He even had one woman throwing her black bra at him.) One question that he asked was.. what has two in a room but only one in a corner? I'll reveal the answer later. The night went quite late and the following morning at breakfast we were all reliving the trivia night and its many perplexing questions.

After breakfast, for the more adventurous type, there was a short twenty minute bus trip which took us up a mountain into the rainforest where we disembarked and set off along the eight kilometre track back to the guest house. Following the Williams River the trek took us past many babbling brooks and fast flowing waterfalls, across suspension bridges and timber bridges and many rock and creek crossings. We wondered at the abundant ferns, epiphytes, trees, wild scrub turkeys, kangaroos, koalas, wallabies and diverse bird life.

We finally arrived back at the guest house after two and a half hours walk just in time for a Christmas in July roast turkey lunch plus Christmas pudding. Predictably, Santa arrived through the course of lunch distributing lollies to all the "good" people. The rotund gentleman in red cheerfully agreed to Val's request to sit on his knee for a photo.

It was an excellent weekend, so good in fact, that Roselee, Val, John and myself will return next year.

Oh, incidentally the answer to that question is.....the letter O.

For those interested, here is a short history of the Barrington Guest house..

Barrington House was the idea of Norman T. Mcleod who in 1925 managed to scrape together the 600 pounds to build the House in the rain forest of the Upper Williams River on the way to Barrington Tops. Timber was cut from the 25 acre property and dressed on site. Blue gum was used for the outer walls and the lining was red mahogany. The House was officially opened on the 13th December, 1930 by Sir Earle Page, M.H.R. who went on to become Prime Minister. From that time to the present day the guest house has enjoyed an outstanding reputation in satisfying generations of holiday makers with it's unique atmosphere and location. The dining room today is still as it was when first constructed with its 18' 6" high pressed metal ceiling, skylight windows, natural timber walls and dance floor, and the big old open fireplace. The kitchen still has in place the original old fuel stove. Even though there have been many owners over the years they have all retained the charm and beauty of the House.



THOROUGHBRED SPORTS CAR CLUB Minutes of Meetings

Date of Meeting: 10 September 1997.

MEETING COMMENCED: 8.10 pm.

Attendance: David and Barbara Muir, Chris and Joan Johnson, Roland and Stephanie Clark, Jim and Val Peters, Lester Gough, Adrian Walker, Rick Smith, Les Johnson, Bob Smith, Louis Eid.

Apologies: John and Val Dixon, Ray and Margaret Ross, Vic Andrews.

Previous Minutes:

Moved: Chris Johnson

Seconded: Val Peters.

Correspondence:

Raffle - CAMS Affiliated Car Clubs.

Tickets- \$2.00 @ - \$1.00 to be retained by the club.

Treasurers Report: Not available.

Sporting Secretary's Report:

Report given by Lester Gough on the event - Sunday 24/8 at Wakefield Park Supersprint. There is a lot of controversy over the new rules regarding bonnet catches/covers over head lights.

Editors Report:

Newsletter coming out 1st week in October.

A report is in the mail on the Panama to Alaska Rally written by both Jim and Les.

Social Secretaries Report.

IMAX Theatre - Blue Mountains- Sunday 21 September 1997.

Motorkhana - Sunday 8 September, 1997.

Weekend Away - Port Stephens - 21-23 November 1997.

General Business:

*MMA Round at Eastern Creek changed to Saturday 29 November, 1997.

*Report given by Adrian on CVVTMC Historic Rally - Eastern Creek on 17/8/97.

It was a good day, but next year we should try and have more Thoroughbred Sports Cars on display.

*NRMA Motorfest - Long Weekend in January 1998. If people are interested in participating please fill in the forms and give to Stephanie. (Note: Cars must be Pre 1968).

*Louis brother John Eid was introduced and welcomed as a new member to the club.

*Calendar for next year:-

26 January 1998 - NRMA Motorfest.

31 January - 1 February 1998 - Historic Race Day- Amaroo.

3 May 1998 - Rouse Hill Swap Meet.

30 July - 2 August 1998 - Barrington Tops Weekend (2 rooms only left)

15- 16 August 1998 - Shannons Eastern Creek Historica Display.

12- 13 September 1998 - Historic Race Day - Eastern Creek.

Meeting Closed: 8.50 pm.

Followed by a video by Channel 10 on the Panama to Alaska Rally.



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SNAPSHOTS OF A HAPPY DRIVER



SAFETY BELT



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

Extract:

[taken from 'The Spoke'n Word'; newsletter of the Bathurst Historic Car Club]

'How To Drive a Motor-Car, 1922 Style.

Verily, cyclists are to be treated with the utmost respect, especially at night, when, scorning even a red reflector which would ensure their safety, they pedal silently along the road, their machines and garments merging into the gloom. The motorist, in order to pick them out, must needs have powerful headlamps, yet, when they see a car with bright headlamps, which the driver is compelled to use in order to save their skins, they shout loudly some remarks about road-hogs and dazzling lights. It's a hard life.

Suppose we leave the town for a moment and consider the kind of traffic that one frequently meets in the country.

Country Roads at Night.

It is at night, however, that the greatest danger lurks on country roads. Cows, for instance, are not usually equipped with head and tail lamps, and it therefore depends on the power of the motorist's headlamps and his own good eyesight to pick them out in sufficient time. Of course, Nature provides most animals with light reflectors, which the cyclist cannot be induced to fit, and these are their eyes. The first sight of a herd of animals on the roadway at night is generally a mass of twinkling lights somewhere in the indefinite distance. At first sight it may seem as if they are a cycling club out for their annual night run, coming down a distant hill-side en masse. Closer investigation will probably prove them to be a dozen cows or so blinking at your headlamps.

Cats are very prone to lying in the middle of the road at night, and where they do not bound out of the way it is perfectly safe, as a rule, to drive either so that the animal passes under the car between the two wheels, or to steer to the right or left. A cat is, in this respect, often much more sensible than human beings, in as much as in the case of danger it stops where it is and makes no attempt to leap about the road.

Herds of Cattle

When meeting a herd of cattle or sheep it is generally best to stop the car altogether until they have passed. This will often be found quite as quick as trying to pick your way through a moving herd, and absolutely obviates the possibility of anyone accusing you of driving into the sheep. Cattle drovers are by no means invariably competent. With cows, however, it is generally better to keep moving slowly, hooting, or, better still, shouting at them to get out of the way. More than once on a car, where the wings are none too strong, a cow has 'barged' sideways into a stationary vehicle, seriously damaging the wing.

The Unlighted Wagon

The unlighted farm wagon is an ever-present source of danger, although, perhaps, even more dangerous is the timber wagon on which huge logs project rearwards twenty feet or so, beyond the tail lamp. The only safe rule, when driving at night, is never to exceed that speed at which it is possible to pull up in the length of a headlamp beam. In daytime such objects as led horses, flocks of sheep or poultry, droves of cattle and so forth are not at all uncommon on the road. Every consideration should be given both to the animals and to the man or woman in charge of them. Remember that your car is always much more controllable than is a sheep or cow.

11 September, 1997

LETTER TO THE EDITOR

As this will be the last "Top Gear" for 1997, we would like to express our thanks to all the TSCC members who gave up their time to contribute articles to the magazine.

As always, we look forward to the magazine's arrival in our letterbox each quarter, and particularly this year as there have been a few events we have not been able to attend. but the articles have filled us in on the many happenings.

we also enjoy Bob Smith's articles on those faraway, exotic, race circuits (which only Qantas people seem to get to !!) - thanks Bob.

But the biggest thanks of all must go to Stephanie, who cajoles, wheedles, persuades, threatens, and whatever else it takes to motivate members to put that pen to paper, so that she can bring it all together for our enjoyment.

I'm sure that all our members would join with Jim and I in a round of applause for our Editor and her untiring efforts - many thanks Stephanie.

Val & Jim Peters

[From your Editor]

When I took on the job as TSCC's Editor two years ago, it with a little bit of trepidation: filling the shoes of past Editors might prove to be a daunting prospect.

But, it was made just that little bit easier when in January 1996 a fax arrived quite unexpectedly from Bob Smith.

This article became the first in his 'Travel Series', (which he readily supplies each quarter) and have proved to be a popular regular segment, and for this I thank him on your behalf.

Val Peters initially made my task easier by providing me with all past records/page-formats/... and by still providing me with handy 'computer-extras'.

I haven't had to do too much "....cajoling, wheedling, persuading..." because many Club Members send articles, reports, Profiles, (we've even got our own "Lyrist") without having to be asked.

I thank you all for helping to make your Newsletter an interesting and informative one.

Stephane Clark

PROFILE

Vic Andrews (Competition Secretary)

I was born November 48 BC (ie. Before Computers) at Nth Sydney on St Andrews day, a strange co - incidence or freak of nature?

I was a speed freak from kid hood and rode my billy carts down the hills of Manly, my supply of pump-up tyres came from the local auctions by buying prams just for the wheels. They must have thought this was a kid planning ahead!

I attended Jannali Boys High School and started a apprenticeship at S.T.C as a Telegraph Mechanic since I liked the complexity of lots of relays and wires. Stayed with the same company for 17 years as Electronics Technician, contract officer and Technical officer for special customer projects.

I met Judy at a wedding and I her took to a hillclimb the next day, its a event I will always remember because it was the only time I have been beaten by 1/100th of a second. I used to borrow her records before we met, so we had similar music tastes before we found we were compatible and the hormones took over (sorry Judy I didn't make that very romantic did I dear xxxx!), we have been married now for 24 years and we have a son Ross (19 years) and a daughter (17 years).

I built our house at Bonnet Bay as an owner builder and been extending and modifying it ever since first moving in 19 years ago.

I came into the nuclear industry by accident when I applied for a job as something to fall back to while trying out a small business specialising in numerical control systems and have been there now for 16 years as a reactor operator but I find it a little boring as you have all this power without any movement and just a lot of gauges to show you what's happening.

Other qualifications and interests TAFE courses Management, supervision, computers, aviation - some lessons for private licence, Stock market.

Anyhow back to cars and motorsport - my first car was a Austin A50 which remained completely standard for a couple of days until everything was modified eg MG engine, floor shift etc etc. I raced everybody on the road and the police chased and booked me many times so I thought maybe I should join a car club and have been dabbling ever since as much as family, work etc will permit.

I designed and built a rotary powered open sports car I call the Viper sports which I used for hillclimbing and supersprints for 10 years with some success.

N.S.W Hillclimb Championship sports car category 1st over 1600 - 1989

Hillclimb records Silverdale and Amaroo both were final venue events

CAMS supersprint series 1987 2nd outright

TSCC sporting championships 1985, 1986, 1987.

Various other class wins and FTD'S

Present cars Volvo Amazon 123GT 1968 awaiting revamp

Van - Diemen 1981 Formula Ford (ex Ray Ross) learning & sorting.

Viper sports waiting in dry dock, rebuild or not to rebuild?

Ford Bronco 5.8 L Tow vehicle

Magna V6 for life in the suburbs

I was introduced to the club by Jim Peters some years ago by chatting over the fence at Amaroo and decided to join.

Vic Andrews

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Any opinions published in this Newsletter should not be regarded as being the opinion of the Club or Committee, which also cannot accept responsibility for the accuracy of any information in the Newsletter, which is published in good faith as supplied to the Editor.

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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