



THOROUGHbred SPORTS CAR CLUB

QUARTERLY NEWSLETTER

WINTER '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.

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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 January 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).

July	Wed	9	M	July Monthly Meeting
	Weekend	12/13	S	Weekend Away
	Sun	20	R	NSWRRRC: Oran Park
	Sun	27	R	Supersprint: Amaroo Park
August	Sun	3	S	Tennis Day: Kenthurst Park
	Wed	13	M	August Monthly Meeting
	Weekend	16/17	S	Historical Festival
	Sun	24	R	Supersprint: Wakefield Park
September	Wed	10	M	September Monthly Meeting
	Sat	20	R	Supersprint: Oran Park
	Sun	28	S	Motorkhana
October	Wed	8	M	October Monthly Meeting
	Weekend		S	Weekend Away
November	Sat	1	R	Supersprint: Oran Park
	Sun	2	R	NSWRRRC: 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	NSWRRRC: 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

The Newsletter is getting fatter and fatter..... it just keeps growing, thanks to the support of you, the Members, in sending in Articles. Let me take this opportunity to thank you one and for all; it does make for very interesting reading.
And, please: don't stop.

Included in this edition is the **TSCC's Submission** on 'Eligibility of Vehicles and Clubs', as presented to the May Meeting of the Council of Vintage, Veteran and Thoroughbred Motor Clubs.

There's a couple of **flyers**: one detailing the planned *Tennis Day* on Sunday, 3rd August. The Aston Martin Club will be invited, so let's not let the side down; practice all those winning tennis-shots between now and then.

The other flyer is one put out by the Royal Automobile Club, regarding a '*Concours d'Elegance*' to be held on Sunday, 19th October. Try to keep both dates in mind.

On a very flippant note, there's an **extract** taken from the "Spok'n Word" (Bathurst Historic Car Club's Newsletter); a little bit of light reading, but with a depressing message.

The Profile this edition is **Jim Peters**. It's a re-print of something he knocked together on joining the Maserati Club, (we won't hold that against him!!) and it makes for very interesting reading. And.... there's piccies; but please don't get any ideas of testing my future editing skills along those lines.

Our intrepid adventurers, **Les Johnson and Jim Peters** (they competed in the 1997 Panama to Alaska Rally, over twenty-six days) are due back in Sydney on the 8th July; will a novel about their trip be forthcoming???

Our resident Travel-Agent (**Bob Smith**) has been away (yes, again!!!). His article on the 'Classic & Sports Car Show (NEC) as always makes for interesting and, one could say, mouth-watering reading.

And there's more.....

Louie and Sandra Eid have put together their thoughts on the dreaded 'Pink Slip', in rather a humorous format.

Keep those articles coming!!!

CITIZEN-KANE AWARD

Bob Smith ('*Mille Miglia*' was the 'Autumn Citizen-Kane'

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

'Restaurant Rendezvous	[19. 4.97]	[Stephanie Clark]
'Motorkhana'	[4. 5.97]	[Ray Ross]
'Classic & Sports Car Show'		[Bob Smith]
'Ode to the Pink Slip Man'		[The Eids]

PRESIDENT'S REPORT

Time flies when you're having fun; now half way through the 1997 Club Year, and to date we have had very enjoyable Events, resulting from great attendance by Club Members. Thank you for supporting your hard-working event-arrangers.

Recent events have included:

April: **Restaurant, 'A-la-Swiss';** [John Dixon]
May: **Motorkhana;** [Vic Andrews]
June: **Harold Park Trots;** [Dave Muir/Chris Johnson]

Next Event, urgent action required

July: **Weekend, 12th/13th July: 'Bounty Theatre Restaurant'; Nowra**

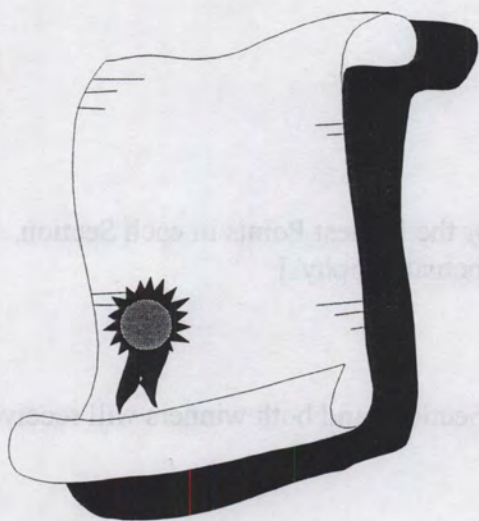
(This event being arranged by Chris Johnson; a flyer having been sent late June)

To those members who have not joined us in the fun to date:

come and meet with your fellow members, at the forthcoming family **Tennis Day, August 3rd.**
(see accompanying flyer with this Newsletter)

See you at the next monthly meeting, July 9th.

[Dave Muir]



1997 Club Member Points

David Muir	24
Barbara Muir	24
John Dixon	23
Louie Eid	22
Stephanie Clark	21
Ray Ross	21
Margaret Ross	21
Vic Andrews	20
Val Dixon	20
Chris Johnson	20

[as at 13th June, '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.

TREASURER's TROVE



Financial Report for the period: 1/ 4/97 to 30/ 6/97

INCOME :

Advertising:	0
CAMS:	0
Interest:	0
Other:	0
Social:	200
Subscriptions:	376
Sundry: [Raffle.....]	20

\$ 596

EXPENDITURE :

Bank Charges:	15
Cams:	48
Insurance:	100
Postage: [Newsletters and Magazines]	106
Room Hire: [Club Meetings]	0
Social: [Motorkhana/Nowra Deposit]	500
Subscriptions:	0
Sundries:	0
Trophies:	0

\$ 769

EXCESS (DEFICIENCY) YEAR-TO-DATE: \$ 331

ASSETS:

Cash on Hand:	as at 30/ 6/97	20
Cash at Bank,	as at 30/ 6/97	1,767
Deposit Maturing,	as at 30/ 6/97	674

\$2,461

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ADMIN 1438

MOTORKHANA, 4th May, 1997

Arriving at the Fiat Car Club's Motorkhana Grounds before 11:00am, with eldest son Martin and wife Sally and family following Margaret and I; thought we must have been in the wrong place -- there were seemingly cars everywhere; surely this couldn't be a TSCC Event!!

But there were familiar faces, flags at the ready, and cars on the starting line; good heavens!

Smartly Martin and I unloaded the old Cortina of all the lunch-time trappings, and joined the line for Event One, something called 'Plumb Crazy'. Well, 'Plumb Crazy' spread the field a bit. I conceded two seconds to Martin, there being a five second split through the field from first to last. I was promptly asked if I was going to have a go today? or was I just giving the kids a ride? Well!!!

Event Two brought the field back together, with 'Mr Super-Legero' himself, **Lester Gough**, winning again, despite the best attentions of the "four-wheel-drive brigade" in **Dave Muir** and **Louie Eid** and the **Peters** "motorkhana special".

Lunchtime was called, and we all gathered together under the shade of developing trees at Fiat, for you could certainly notice the tree growth after our absence of two/three years.

The dust however still tastes the same!

After lunch, the usual tyre kicking was conducted by the boys, while the ladies enjoyed a rousing rendition of "Rock Around The Clock", by master **Richard Gough**, aged around three and a half, complete with plastic guitar. Well done, Richard. When some fellow in the Music Industry gets this young lad a 'real' guitar, that his parents have ordered him, watch him go!!

Gentlemen, start your engines!

For Event Three, the 'Open Slalom', the longest event of the day, once again Lester in his front-wheel drive 'whats-it' triumphed over all our best efforts. But, did someone check that it wasn't a four-wheel drive in disguise?

But, never mind, next Motorkhana (28th September, '97) we may see Australia's leading Cortina perve bring out a real car, eh Lester?

Congratulations to **Val Peters**, with her mended shoulder, and to **Lester Gough** for their respective wins, and to **Vic Andrews** for organising a very special day.

A special thank-you to all our visitors and non-competitors, for sharing our enjoyment and our dust and especially to my two co-pilots, **Troy and Elyce**, for showing 'old Poppy' his way through the cloud.

It just goes to show you see, that us oldies can give these blokes almost two seconds start, and still nearly beat them. That's my story, anyway!!

[Ray Ross]

		T.S.C.C		MOTORKANNA 4 MAY 1997		
DRIVER		PLUMB CRAZY	CRAZY SQUARE	OPEN SLALOM	TOTAL	OUTRIGHT
JIM	1	36.58	31.03	39.7	107.31	5
VAL	2	40.34	32.41	41.98	114.73	10
JAN	3	35.66	30.68	39.1	105.44	4
LOU	4	38.17	33.29	43.05	114.51	9
DAVE	5	35.57	31.43	37.2	104.2	2
RICK	6	38.9	33.22	41.64	113.76	9
LESTER	7	35	29.94	36.18	101.12	1
VICTOR	8	37.15	31.64	41.73	110.52	7
RAY	9	38.6	31.79	40.91	111.3	8
MARTIN	10	36.96	32.88	40.61	110.45	6
CHRIS	11	35.86	30.54	38.53	104.93	3
LOUISE	12		38.21			
ADRIAN	13	39.65				



Sporting Report

Next Events : July 20 Supersprint Oran Park NSWRRC

Entry Forms are available now let me know if you need one and I will send you one .

July 27 Supersprint Amaroo Park . Supersprint series

Aug 24 Supersprint Wakefield Park.(new Date) Superprint Series

Sept 28 T.S.C.C. Motorkanna # 2

Thanks to all those who supported the last motorkanna event even if you come out for to compete or to socialise it was great to see a such a good turn out for our club.

The dust situation should improve considerably with further grass cutting before the next event , so sorry Jim you there may not be any Jungle left for small cars.

The action shots are still in my camera and I will bring along to the next meeting .

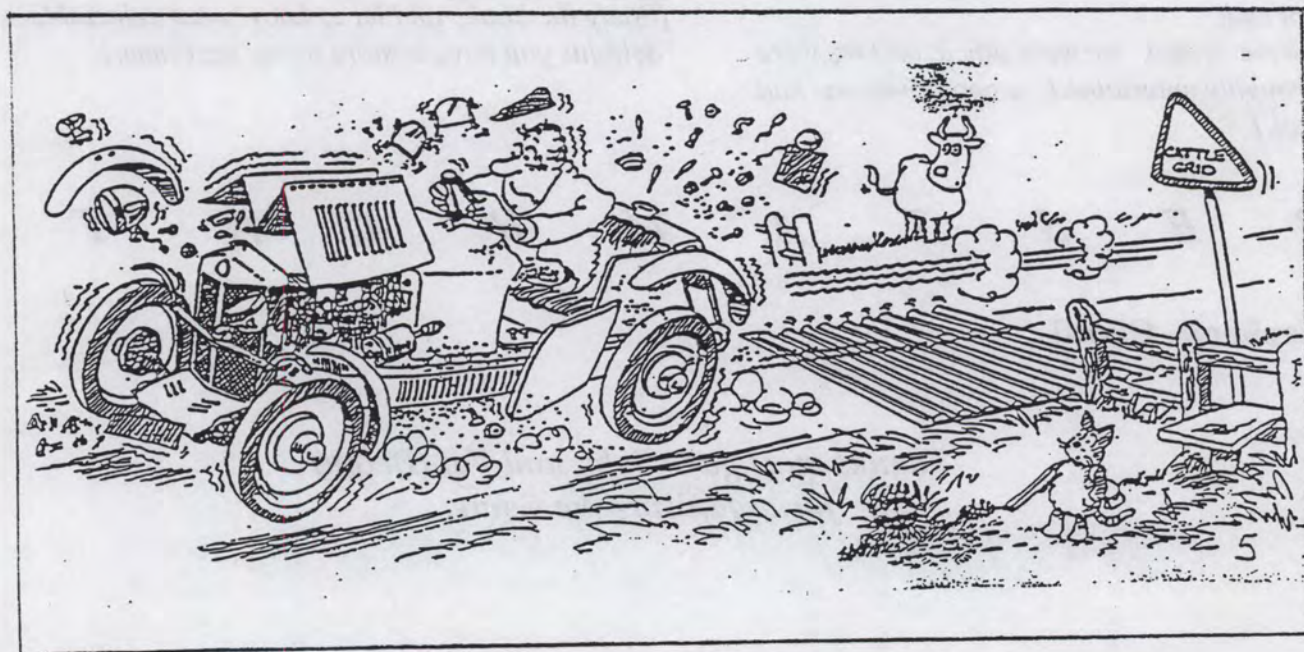
The Results of the motorkanna on the 11th May :-

Outright was Lester Gough , I think there is a rally driver trying to be released here !

A good result for a conventional car (sponsored by Pam Hire)

Ladies class goes to Val Peters , a good example of what controlled and elegant driving can achieve.

Sporting Pointscore . Vic Andrews 5 points



RESTAURANT RENDEZVOUS:

Eiger Swiss Restaurant, 19th April, '97.

Eager eaters were we on that night.

[Our organiser, John Dixon, told us to be there at 6:30pm; most of us were; but somebody has to be last, that honour going to the Clarks and the Rosses.]

It (the restaurant) was quite busy.

[Some patrons had obviously been there before -- a good sign, and we weren't disappointed.]

There's a lot to be said for the booklet put out by the SBS on good places to eat in Sydney.]

Gourmet delights awaited us

[A quick explanation of some of the dishes, by the waitress, enabled us to place our orders quickly, and get on with the serious business of socialising with fellow TSCC Members]

Edible, economic, enjoyable...

*[can be said of the meal;
'enchanted' can be said of the decor;
'enlightening' can be said of the topics of conversation;*

..... I've run out of 'e-words' !!!!

Rapidly the night drew to a close

[Unfortunately, all good things must come to an end;

we were wine'd, we were dine'd, and we were thoroughly entertained; a good time was had by all.]

Sixteen in total enjoyed the evening.

[Vic and Judy Andrews / Roland and Stephanie Clark / John and Val Dixon / Lester and Pam Gough / Chris and Joan Johnson / David and Barbara Muir / Ray and Margaret Ross / Rick and Lois Smith]

Witty comments made for a fun night.

[The evening's photographer, (S.C.) was all set to take many photos for the Club Album; after the third non-flash, a quiet voice was heard in the background:

"Have you checked the battery?"

You guessed it: a dead battery, hence very few photos!!

It (the restaurant) had good acoustics.

[We weren't troubled by the people around us, and our long table's chatter, mainly centring around (you guessed it!) cars, didn't seem to bother the other patrons]

Such a diverse menu;

*[entree... main meal.... dessert;
there were veal dishes, there were pork dishes,....
and, there was the inevitable cabbage....
but, cabbage with a difference!*

to say nothing of their potato-pie: yummy!!!

So, John, when's the next

'Restaurant Rendezvous'?

[Study the book, and let us know what delectable delights you have in store for us next time.]

R E S T A U R A N T

[Stephanie Clark]

**Thanks must go to John and Val (Dixon)
for organising the venue.**

SOCIALLY SPEAKING

Are we all rugged up for the winter months' activities??? There's heaps planned.



Weekend(s): the weekend of the *12th/13th July* is shaping up to be one for the archives. Not only are we entertained on the Saturday night by Llynda, Eddy and Darren in **** Ray's Shoalhaven Surprise ****, (refer to the flyer sent out last week) but our hard-working Vice-President is, as we go to print, in an organising-frenzy, working on something devious and devilish for us to do on the Sunday morning. [Are the local Bomaderrians ready for the Thoroughbreds en masse?? Wait for the write-up in the next edition, and many a photo will feature in the Club Album]

In conjunction with the Aston-Martin Club, the weekend of the *26th/27th July* is taken up with a stay at Barrington Tops Guest House. Who knows what sort of fun and games await those attending? [We have ways to make you talk.....]

On an energetic note, there's the return of the **Tennis Day** (Kenthurst Park) on *Sunday, 3rd August*. Will those Aston-Martin people never learn!! Look for the explanatory flyer accompanying this edition. More family fun: the Club's second **Motorkhana** is set down for *Sunday, 28th September*. Who will challenge Lester (Gough)? / What type of car will be seconded for the day? /

Becoming more serious: the weekend of the *16th/17th August* is a must for all car enthusiasts, with the staging of the CVVTMC's annual **Historicar Festival**, at Eastern Creek. Our Club supports this Event, with our entry of ten cars. More on that later, when the Club receives details.

A very busy three months: enjoy.



Birthday Greetings to:

JULY

16	Grant Liddell
19	Jim Firth
21	Roland Clark
25	John Dixon
31	Max Pegler

AUGUST

11	Ray Ross
----	----------

SEPTEMBER

05	Penny Creighton
11	Jim Peters
24	Barbara Muir

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Jim Peters

Jim Peters is new to the Maserati scene and has already joined the committee as Vice President

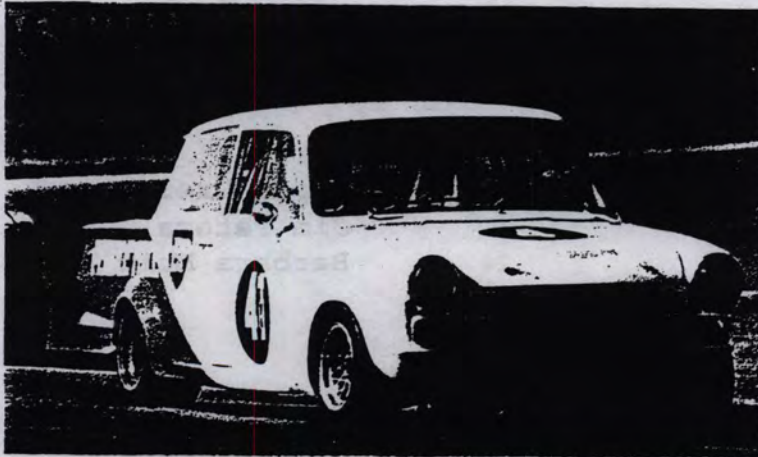
How to describe a lifelong fascination with cars????, by a much-aged juvenile delinquent who still likes to run at Oran Park, Eastern Creek, etc., etc.

I think it began on the farm in South Australia, when, as a child on board a bolting horse, I discovered it had no ignition key.

At 12 years of age, I started my subscription to the English motor racing journal AUTOSPORT, the American ROAD & TRACK, as well as Australian MOTOR SPORT.

Coming from S.A. meant that I was able to obtain a driving licence at 16 years of age, although coming from the country, I already had many thousands of miles clocked up.

It looks like a Cortina!



While my first car was a 1935 Chevrolet Master, and may not have been the classic I had dreamt about, it was still fabulous because I was now free.

It was soon exchanged for a new Vanguard Spacemaster, modified with a Triumph TR2 manual gearbox, which not only enabled me to run against mighty Hillman Minx's etc., etc., but also carried me to the 1956 Melbourne Grand Prix to watch Stirling Moss and Jean Behra in their 250F Maserati's beat the locals.

Getting married changed the scene.

Then followed my 'let's try everything' phase, with some only lasting a month.

The list included a 1947 Packard Clipper, 1938 Morris 16, 1927 Lancia Lambda, 1956 Austin Sheerline, 1934 SS1 (Jaguar), 1939 Buick, 1954 Zephyr Zodiac, 1954 Vauxhall Wyvern, a Dirt Track Midget etc., etc.

Getting married changed the scene, for, like all young men, I now required steady transport, not daydreams - a Wolesley 6/80, followed by a Wolesley 4/44, led to a Mustang-bred Falcon (at least that was their publicity), again leading to a whole series of company cars, most of which I chose to forget.

Finally, I was able to afford some of the better things in life, and a Jaguar XJ6 graced the drive, with a pair of Honda S800's for Val and I to run early on Sunday mornings through the Adelaide Hills, not counting a Cooper Climax F3.

Of course, like all other Jaguar owners at the time, the XJ6 spent more time in service than on the road.

The frustration led me to exchange the XJ6 for a friend's almost-new Reliant Scimitar SE2.

Jim Peters is "old" to the Thoroughbred scene, having held many committee positions over the last sixteen years

Jim Peters (cont)

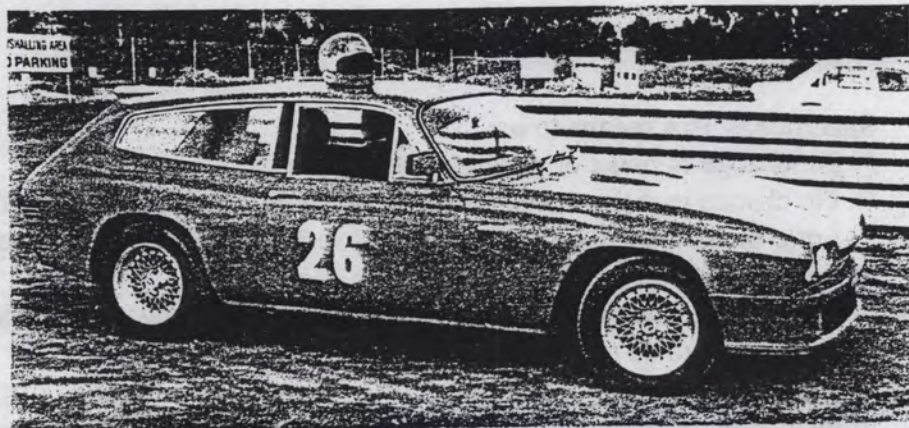
The Scimitar remained a favourite for some time, until the years of use and towing hovercrafts to lonely locations around the country meant that it had to be semi-retired, and daily transport returned to Ford Ghia's etc.,

Joining the Thoroughbred Sports Car Club in Sydney in 1981, I modified the Scimitar for racing, running against Monteverdi's,

(assisted by a special chip), lowered suspension, 16" wheels and low profile sticky tyres, became the garage's occupant. This allowed me to continue on the circuits, plus have 4 doors for business.

However, nothing is forever, and eventually, whilst wandering around the motor show, I chanced upon the Maserati stand.

Reliant Scimitar SE2



Jaguar's, Ferrari's, TVR's, Lotus Cortina's etc., until, after a series of expensive blowups and crashes, several of us decided to buy Sports Sedans.

One of my favourites at this time was a Cortina with a racing rotary installed. In fact, I still hold a class record at Canberra Hillclimb (however, only because the track has changed!).

This racing period eventually led to a fully restored 1974 Formula 2 Birrana. With a Honda Legend coupe for

commuting.

As my body was now reaching the comfortable stage of life, and my ability to exit the Formula 2 in a hurry was very difficult, the time had come for consolidation, and a new Alfa 164Q with its 5 speed manual

After long consideration, and all that important advice that one receives (its too expensive for what it is, it has no resale value, what about service outside Sydney, and so on), I did as all other Maserati owners have done, and ignored sense and bought it because it felt good.

Although a very new Maserati fan, my long-term interest in automobiles, visits to all the major circuits around the world, as well as all the Australian circuits, and a very extensive motoring library, must mean that I at least part qualify to be a new member.

A final piece of idiocy, I plan to drive a 1969 Mustang in the 1997 Panama to Alaska Rally, over 26 days.

Jim Peters

I bought my Maserati because it felt good.

Council of Vintage, Veteran and Thoroughbred Motor Clubs.

Outlined below is the TSCC Submission, (as accepted at the May Monthly Meeting) to be presented at the appropriate CVVTMC Meeting, by our delegates, Adrian Walker and/or Roland Clark.

Criteria for Eligibility of Vehicles and Clubs:

(1) It is our overall consideration that Clubs be allowed to join CVVTMC who have similar overall objectives, ie: who have members who own and restore vehicles which fall into the general category of 'Vintage', 'Veteran', or 'Thoroughbred' vehicles.

(2) In our view vehicle eligibility for CVV&TMC Display days, should be along the lines of vehicles being restored, and presented in the spirit of the vehicles at the time of manufacture, and appropriate with popular usage in the period concerned.

Specifically this means to us:

- * No change to make or general type of motor
- * No change to make or type of gearbox, transmission or differential.
- * Little or no change to body panels, except for Historic Sports and Racing Cars, as they were built and raced in particular periods.
- * Little or no change to interior trim-work and seating upholstery, except in Historic Sports and Racing Cars, colours to be consistent with the colours used in the period.
- * Vehicles to be presented tastefully, as near as possible to original condition, and in the spirit of the original vehicle at the time of its manufacture, and period usage.

In our view, exclusions would include:

- * Vehicles with non-standard and inappropriate bodywork modifications.
- * Vehicles with installation of engines, transmissions and other equipment of a different make and type to that envisaged in the original vehicles.
- * Vehicles with wheels and other fitments which are in poor taste and inappropriate for the period, and detract from the tasteful presentation of the vehicle and the spirit of its design, manufacture and period usage.
- * Colour schemes which are in poor taste and are not in the spirit of the vehicle as it was manufactured and used in the period.

Safety and Technical:

Improvements to a vehicle to enhance safety, in the area of brakes, wheels, tyres..... particularly in the case of sports cars, provided they have been tastefully done and do not detract from the overall spirit of the vehicle, and are not considered to be in contravention of our perceived eligibility requirements.

Overall:

We see exclusion as a negative and alienating activity, whereas we see more Clubs joining will progressively mean the Classic Car Movement becoming stronger and stronger in this Country, as we feel it needs to be for the future.

[Adrian Walker, Roland Clark

TSCC Sub-Committee on Eligibility for CVVTMC]

ODE TO THE PINK SLIP MAN

Mr Pink Slip Man
Go easy on me please
As you hoist my lovely old classic aloft with ease
This is not just a car as I'm sure you are aware
But the product of a man's dedicated care

Of course it matters not a jot to you
It's my blood, sweat and tears
That have brought this beauty back to you
--To you it's just another heap
No different from all the rest
And with mean determination
You're gonna put it through the test

And so you begin from the front to the rear
Poking and prodding
"What's this!"
"Looks like some pudding in here"
Cheeky bugger. "That's waxoyle" I cry
As a great big spot drips right in his eye

And so you continue
Muttering as you go
"Exhaust's a bit iffy --
Handbrake's reading low"
And all I can do is sit here and sweat
So far so good, but it's not over yet

Mr Pink Slip Man
Admit that you're beat
You've stamped on my carpets
And bounced on my seat
Shaken my steering and lugged on my struts
You have x-rayed this car to its inner most guts

But this is a Triumph
A car built to last
"OK" then you say
"I suppose it will pass"

Now this ticket that you gave me
May just last a year
And the test will get stiffer
Or so I hear
But this car will be back
And in spite of RTA Bureaucrats and you
By hook or by crook, I'll damn well get it through

*[Dedicated to those of us who suffer the indignity of the
'Pink Slip Pantomime']*

[Louie and Sandra Eid]

Last weekend, the place to be for car enthusiasts was my old stamping ground, Birmingham in the U.K. The classic car show put on by the magazine "Classic & Sports Car" would rate highly by any standard. Held in the vast caverns of the National Exhibition Centre, its major attractions are easy access by Motorway or rail, good lighting and plenty of space. I didn't like the 4 pound parking fee, though the entry fee of 9.50 pounds was reasonable value, considering the number of vehicles on display.

We were literally the first in the door at 9.30 am, and finally staggered out around 5.00 pm, and still could have missed a few attractions ! The autojumble was the first area perused, as I needed some parts for the Jag (not unusual), and my friend John required an MGB dash for a conversion from left to right hand drive. After several hours scouring the numerous stands, involving two mandatory tea stops, the elusive parts were locked away in the boot of the Mondeo.

Back into the main hall, a superb display of Ferrari cars held our attention for a time. A most unusual Drogo bodied 250 GTO, quite different from his "Breadvan" conversion, was tucked away on this stand. Just goes to show, when you think you've seen every trick Ferrari in the world, another one shows up !

Stand after stand had something to offer, though the Poms have some strange ideas of classic cars. I mean, Fairthorpe was a worry forty years ago, let alone running one today.

Italians had a section all to themselves (no, cars I mean), with some delectable supercars to drool over. A 7 - litre Iso Grifo coupe would have looked good in my garage. Super hotted-up Fiat Abarth 500's looked terrific. all exhaust pipes and bulging flares.

Outside the halls, they had a novel fund raiser for a local charity. Pay 10 pound, and you get a ten mile run in your dream car. Porsche Turbos, Ferrari F-40, big block Cobras, the choice was mind boggling. How could I resist \$20 for a quick spin in a Muira ? The noise the thing makes is fabulous, the owner touching 7800 rpm in third overtaking a truck on a narrow B road - sensational !

No day out in England is complete without a meal in an old pub. As I was brought up in the area, I just happened to know a few within a short drive of the Show. As we were heading back to London, a good choice was the College Arms in Lower Quinton, several miles south of Stratford on Avon. Their restaurant is renowned in the Midlands, the speciality of the house being ham & eggs ! Ah, but the ham is thick sliced off the bone of a Worcester sow, and the eggs are from a free range farm on the side of Meon Hill, and the deepest yellow you've seen . Washed down with a pint of Mitchell's & Butlers pale ale. and the sun still out at 9.30 pm, life didn't seem too bad.

Back to the U.K. next month for the Louis Voulton Concours at the Hurlingdon Club in London. Black tie, invite only, should be rather special - more next issue.

Regards - Smitty

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THOROUGHbred SPORTS CAR CLUB

Minutes of Meetings

Date of Meeting: 12 June 1997.

Meeting opened at 8.15 pm with President David Muir in the chair.

Attendance: John and Val Dixon, Barbara and David Muir, Roland and Stephanie Clarke, Chris Johnson, Val Peters, Margaret and Ray Ross, Louis and Sandra Eid.

Apologies: Les Johnson, Jim Peters, Joan Johnson, Grant Liddell, Penny Creighton, Vic Andrews. Apologies were also accepted from Lester Gough who was unable to attend as he was celebrating his Birthday.

Previous Minutes:

Moved: Margaret Ross

Seconded: Val Peters.

Correspondence:

- Rite Price Batteries
- The 32nd Tokyo Motorshow
- CAMS Newsletter.
- Birdswood Classic run.

Treasurers Report:

Funds currently in the bank= \$1767.59

Term Deposits = \$674.06.

Sporting Secretary's Report:

(Report given by Chris Johnson in Vic Andrews absence).

~ The motorkhana for 28 September 1997 has been booked and will once again be held at the Fiat grounds at Richmond.

Social Secretary's Report:

- Friday 13 June - Harold Park Trots social night—refer Brochure for details.
- The weekend away 13-14 July has been booked at the Bounty Theatre Restaurant at Nowra - anyone interested in attending should contact Chris Johnson ASAP to secure a place.
- Tennis Day - Sunday 3 August 1997 at Kenthurst has been booked. The AMOC will be invited to challenge the TSCC once again.

THOROUGHbred SPORTS CAR CLUB

Minutes of Meetings

Editors Report:

The deadline for articles for the next (winter) newsletter is Friday 20 June 1997.

A volunteer is required to write an article on the Harold Park Trots night !!!!

CVV&TMC:

Roland reported - that the report from the TSCC as discussed at the May meeting had been tabled. The CVV&TMC is looking at changing the name of the club to allow all categories of cars to be members.

General Business:

- There was a mistake in the Calender of events for the year - the Supersprint at Wakefield Park is to be held on 24 August not 31 August 1997.
- Discussion on the 2001 Federation Tour for pre 1976 cars - it was decided that the club will register their interest in participating.
- Val Peters gave a very informative and descriptive account of the activities (as told to her so far) of Les and Jim in the Panama to Alaska Rally. At this stage all is well with the 2 participants and the car , but unfortunately for Les and Jim because of an early accident that lost them 2 days they are only in the touring section of the rally , and are no longer able to participate in the competitive section.

Meeting Closed: 9.10 pm.

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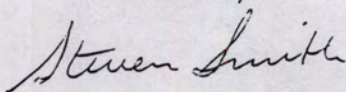
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Extract:

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

Car Theft: A National Problem by 1921.

By the end of 1921, some ten and a half million automobiles were registered in the United States, most of them without ignition locks, which were still something of a novelty. Most cars had a simple on-and-off ignition switches that were operated without the use of lock or key. Therefore, most automobiles were fair prey to car thieves and 'joyriders'. The line separating the 'car thief' and the 'joyrider' was rather indistinct, but the 'joyrider' was regarded as the lesser evil. 'Joyriders' were just what the name implied: people who would drive off, without permission, in someone else's car just for the fun of driving it. These offenders were usually youngsters who could not afford to buy a car. As a rule, they didn't even have a driver's licence. Sometimes the joyrider would return the 'borrowed' car after his excursion; more often he would abandon the car in another neighbourhood in his attempt to escape apprehension.

A nastier criminal than the joyrider was the thief who would steal a car in order to make his getaway from another crime, such as an armed robbery. Worst of all was the professional car-thief who stole cars regularly, for financial gain. Often the thieves would work together in a group, stealing cars and transporting them to other neighbourhoods or to other cities, and then hiding them in a garage somewhere. Once the 'hot' cars were out of sight they would be repainted. The serial numbers would be altered or switched. And, of course, the tell-tale licence plates would be switched. Later, these stolen cars could be sold. . . often times to a 'fence' who knew full well that they were 'hot cars'. In other cases, the cars might be palmed off to an unsuspecting, legitimate dealer who would have to stand the loss should the stolen cars be traced.

No manufacturer today would build a car without a locking ignition switch. It seems strange that by 1921, with the mounting toll of stolen automobiles, the manufacturers had not been quicker to install protective ignition locks. Surely these locks would have made little difference in the overall cost of production. Yet in most cases it was left to the motorist to install such devices at his own expense.

Various locking devices were invented and offered by accessory manufacturers. One was the 'Tiltlock' steering wheel, which could be tilted either up or down. It provided comfortable access for the portly driver, and it could be locked in the 'swing-up' position, so that no thief could steer the car. The 'Tiltlock' was manufactured in Detroit by the Disso Electric Manufacturing Company, and was a widely-advertised gadget.

Also available were individual locks for the wheels, as found on bicycles. Most popular with motorists were locks for the transmission; the gears could not be shifted until they were unlocked. Transmission locks were soon provided by several automobile manufacturers as standard equipment.

After reading this article, one wonders just how far we've come since 1921?

This Newsletter is published by:

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Disclaimer:

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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