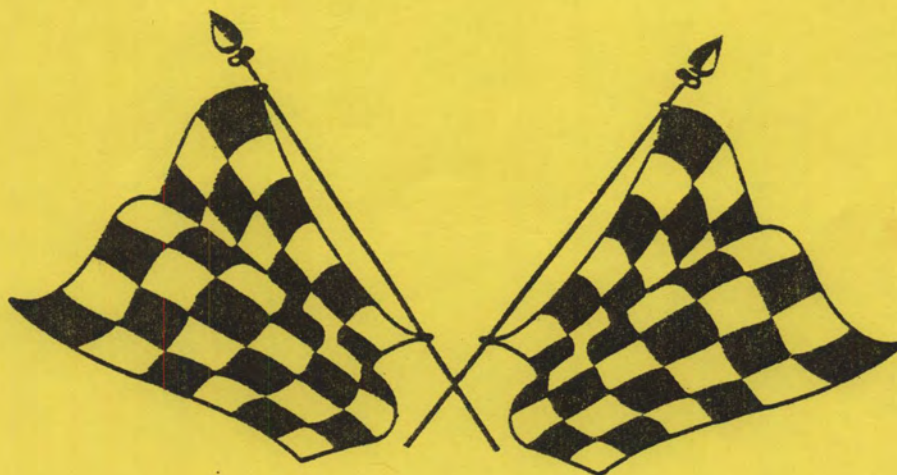




THOROUGHbred SPORTS CAR CLUB

QUARTERLY NEWSLETTER

WINTER '98





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CONTENTS

Regular Features

TSCC Calendar		Page 1
Editor's Notebook		Page 2
President's Report		Page 3
Socially Speaking		Page 5
Treasurer's Report	[Jan - June 98]	Page 8
Point Score	[April - June 98]	Page 16

TSCC Calendar Notes

'Go Karts'	[Grant Liddell]	Page 7
'Ten Pin Bowling'	[Dave Muir]	Page 6

Of Interest

'TR6 Rebuild'	[Dave Muir]	Page 9
'Maserati Mecca'	[Jim Peters]	Pages 10/11/12/13
'Shannon's Eastern Creek Classic'		Page 14
'Goldfields Rally'	[Ray Ross]	Page 15

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.

1998

CALENDAR

As as July 1998
[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).

OF INTEREST:

Australian Grand Prix
Melbourne: March 5th -8th

Targa Tasmania:
Tasmania: April 28th-May 3rd

Motor Show
Sydney: October 15th-25th

Indy Grand Prix
Surfers: October 17th-18th

Bathurst 1000 GTP Race
Bathurst: November 14th-15th

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

July	Wed	8	M	July Monthly Meeting
	Sun	12/01	S	President's Run
August	Weekend	31/01/02	S	Weekend: Barrington Tops
	Wed	12	M	August Monthly Meeting
	Weekend	15/16	S	Classic Car Festival
September	Wed	9	M	September Monthly Meeting
	Sun	13	S	Motorkhana
	Sun	TBA	S	Day Run: to be advised
October	Wed	14	M	October Monthly Meeting
November	Weekend	6/07/08	S	Weekend: Port Stephens
	Wed	11	M	November Monthly Meeting
	Wed	11	M	Annual General Meeting
	Sun	15	S	Pride Of Ownership Day: Curzon Hall
December	Sat	5	S	Christmas Function

Meetings:	GRANT LIDDELL	9499.2102
Social:	JOHN DIXON	9403.6905
Racing:	VIC ANDREWS	9589.3381

Contacts

EDITOR'S

NOTEBOOK

Here it is July and your 'Winter Edition' of the TSCC Newsletter is hot off the presses.
(Where has the year gone?.....)

Lots of interesting articles this month:

Reports: a write up by **David Muir** of the competitive Ten-Pin Bowling night;
a write-up by **Grant Liddell** on the Go-Karts,

(and: the Newsletter has finally gone photo-oriented. In his report Grant included an action shot which Penny (Creighton) somehow micro-dotted onto the page so that when being photo-copied it reproduced. Is this the way of the future for the Newsletter?

[You can tell by my jargon just how computer literate I am !!! (not)]

Interest: : a write up by **Ray Ross** of 'Goldfields Rally, '98;

(a Bathurst Historic Car Club annual event, which the Clarks and the Rosses attended in the 'old girls'; not Margaret and I, but rather the Cortina and the Hudson)

: a very interesting article by **Jim Peters** on his trip to Maserati House.

: **Dave Muir** gives us Chapter One: TR6 Rebuild; the first instalment of the on going saga of the joys of restoration!!

Included with the Newsletter are the minutes for the **May / June Monthly Meetings**.

Keep those articles coming; everyone enjoys reading them

'CITIZEN KANE' AWARD

Congratulations goes to Val Peters

for her article on the 1998 Melbourne Grand Prix,
which took out the Autumn Citizen Kane Award.

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

'Ten Pin Bowling'	[17th May]	[David Muir]
'Indoor Karts'	[28th May]	[Grant Liddell]
'TR6 Rebuild Story'		[David Muir]
'A Trip to Maserati Mecca'		[Jim Peters]
'Bathurst Goldfields Rally'		[Ray Ross]

HAPPY READING!!!!



President's Report

And now it's Winter! It felt more like Autumn or Spring as I sat with sixteen members and three guests in the sun-soaked restaurant at Rafferty's Resort overlooking Lake Macquarie.

My thanks go to those who attended, this my first President's Run. Hopefully they enjoyed themselves in what has become part of Penny and my domain of late.

Thanks also to Mick Barclay who visited us from Newcastle with his pristine, many times National and State Concours Championship winning MGB. The "B" saw more dirt (coal dust) and water than it has seen in its 2nd life when Mick took us for a look at the Catherine Hill Bay coal loading facility - interesting.

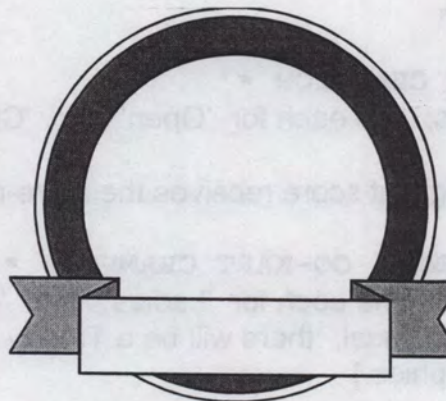
Coverage of the two other events held since the last newsletter, the Ten-Pin Bowling and Go-Kart nights, appear elsewhere in this issue. Both being well attended and memorable to say the least!

Now for the Barrington trip.

Gliddell.

1998 Club Member Points

David Muir	29
Grant Liddell	24
John Dixon	23
Barbara Muir	23
Val Dixon	21
Ray Ross	18
Jim Peters	17



{as at 30th June 1998}

TROPHIES

PERPETUAL

*** CLUB MEMBER OF THE YEAR ***

[Awarded for attending the most Events during a calendar year]

Donated by: **Clive Sanderson** [dec.]

*** DON MacDONALD MEMORIAL TROPHY ***

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

Donated by: **John Burton** and **Lester Gough**

*** SPORTING CHAMPION ***

[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 'Tope Gear Newsletter' 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 forever.]

SPORTING:

*** SPORTING CHAMPION ***

[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'.]

*** MOTORHANA / GO-KART CHAMPION ***

[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].

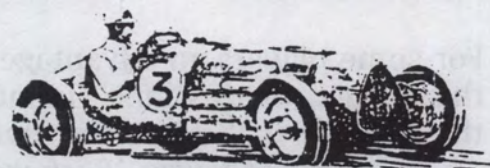
SOCIALLY SPEAKING

Barrington Tops Weekend: is off and running this coming weekend. I wonder what 'dasterdly' / 'maniacal' / 'interesting' / ideas Les (Johnson) has in store for us: await with anticipation the write up in the 'Spring Edition' of the Newsletter.

Historicar Festival: set down for the weekend of the 15th/16th August.
(See accompanying flyer in Newsletter for details)

Motorkhana: shall we try again??? (weather permitting)

Change in 'phone number:
Vic Andrews: 9589.3381



Birthday Greetings to:

JULY

16	Grant Liddell
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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TEN PIN BOWLING:

The annual "ten-pin bowling competition" held 17th May '98 at down-town Enfield Bowling Centre was a successful, enjoyable afternoon.

Players for the event totalled eighteen club members and family ready to do battle in the fast lane!

Let the Games begin:

Select your ball, (making sure your thumb is able to disembark the hole when you release the ball.)

For some players an advantage was gained with the optional 'ball rebound tubes'. But the players of this lane claimed it did not benefit the constant strikes -- even when they put the ball *over their shoulder, facing backwards to the lane*; oh, yes!!!

Another anomaly was 'Barbara' who achieved a strike without dispatching a ball?????

How can you win?

(The scoring is computerised, so I wasted my time taking white-out and rubber to the game -- modern technology is making times tuff!)

The surprise to all was **young Mr Gough** (alias Richard: 'King-Knock-Down-Pin-Man') who out played most players with his optional preset ball dispatching employment - man! -- I am going to see if I can con this technique next time I compete.

Well, all's fair in competitive sport, eh??

After the bowling we proceeded to the 'O.K. Chinese Restaurant', just up the road to enjoy a good hearty meal and jovial company after stressful competition in the fast lane.

Our organiser of this event, "**Big Ball Les**", unfortunately was called upon to keep Australia on the move in the Container Business due to the recent wharf dispute, having to move some two hundred and seventy odd forty foot containers due to possible pending strike situation.

So, overall, "Big Ball Les" was the winner, eliminating two hundred and seventy strikes on the day!!

Les "Big Ball" finally joined the bowling crowd about 9:30pm after a hard day, to enjoy a meal and relax and commented everything was O.K.

Once again a fine time was had by all and thank you from all to Les for organising the venue and restaurant; sorry your circumstances prevented your full attendance on the day

(PS: During conversation with Les he mentioned he was *uxorious* of his wife!!!)

[David Muir]

Adrian Walker

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DAVID MUIR FOLLOWED BY AN ASTON MARTIN CLUB MEMBER

INDOOR KARTS – KINGSGROVE MEGA TRACK, MAY 28

Ah! The pain. "Now if only someone will help me from this kart." Vic Andrews and David Muir obliged. This, shortly after one of the track workers has commented on what appears to be blood seeping through my jeans.

Was it a good night?... you might ask. It surely was. Battered leg and body aside.

It seems people object to being asked to move over, having been shown a blue flag in an effort to make for safer passing. This lack of manners plus a certain degree of impatience on my behalf, having led to a nasty spill on the right hand approach to the overbridge. Having committed myself to an inside pass, I came into contact with the kart in front sending it at speed into the wall from whence it returned, its rear high enough to land on top of my left leg. Being caught under the errant kart and now blocking the track, I was dealt a further blow from behind by David Sharma making me the filling in an Aston Martin Club Sandwich. And this was only my second session.

I managed another two sessions before deciding I'd better give my body a rest.

Members present apart from myself and those from the Aston Martin Club included the before mentioned Vic and David, Lester ("Why do I always get a slow kart?") Gough, Louis Eid with Sandra egging him on and their friends Greg and Sandra Spargo. Judging by their smiles, Louis and Greg certainly enjoyed themselves.

Vic left after only a few 8 minute sessions while a number of drivers managed about six. I would say though that the lack of timing at this venue takes away some of the interest, although as a Club it was probably lucky that comparisons could not be made.

A few tips: The karts with the red dot are for the larger man or woman.

All the karts will run out of steam down the straight if pushed hard enough.

Don't use the yellow kart – unless of course they have returned the steering column to whence it started prior to my spill.

The lighter the driver, the quicker the kart. (Lester take note!)

On arriving home and announcing to Penny that "nobody passed me all night"... she took one look at me, shook her head knowingly and said very little. She did however fix my good jeans and played nurse.

When and where's the next one?

G. Hiddell.

January to June '98									
Income		Expenditure		Balance		Bank Statement			
Membership Fees	783	CAMS	361.5			Cash at Bank	990.12		
Advertising	220	Room Hire	100			Term Deposit	699.32		
Event:		Event: X3	680						
Raffles, etc.	35	Insurance							
Interest	0.47	Newsletter							
Miscellaneous	270	CVVTMC	25						
		Trophies							
		Bank Charges	15.2						
		Miscellaneous	98.45						
Total	1308.47	Total	1280.15	Total	28.32	Total	1689.44		

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ADMIN 1438

THE TRIUMPH TR6 REBUILD STORY: Chapter One

Authorised by: **Barbara Muir** (Financial Director)
Written by: **David Muir** (Receiver of Funds)

Well, the grovelling started after our club tour of Restoration Houses recently; the vibes started to once again involve one's self with an "investment project".

So, looking at the 'Herald Investment Section' up popped a TR6:
".....1970 model, with hard top / soft top; unfinished project....."

Do the deal: after considering how much work I have to do on Barbara's behalf; but one must support one's partner's needs.

Start the strip down: taking the photos as I go, to keep a record of before-and-after; so as Barbara knows where things go.

A decision was made to do a full strip down. So, many hours later the body was bare, down to the nuts and bolts, and the chassis was exposed. Not bad for it's age, with only one worn area in the rear spring region, requiring a new beam.

Checked availability and procured a new beam and sent chassis for sand-blasting and removal and replacement of fractured rear beam, including complete crack testing and rework as required.

Received chassis on return looking all new and shiny, ready to reinstall the rear front suspension assemblies, which had been refurbished by yours truly while chassis was away being reworked.

All components have been procured to rebuild a total braking system, but will not be resealed until further flares are replaced by you-know-who!!
(I do not wish to have new seals, etc.... just sitting around for a couple of weeks or so; in my dreams!!!)

So, I have plenty of basic work to check and rework and paint and etc.... the odds and ends as such.

This is just a short intro to the continuous saga involving ways and means of finding the sponsor of the project to release funds, which is not easy; but I like a challenge!!!

[David Muir]

A Trip to Maserati Mecca

by Jim Peters

Recently I had to be in Europe and so, for purely non-selfish reasons, I thought .. what a long way to go without looking at cars !

A short discussion with Tony Graziani, of Maserati Australia, and lo and behold, I was visiting Maserati in Modena. This meant, of course, that I would be required to give up some days of retirement, but what the heck - somebody has to suffer !!

I departed Sydney on Sunday 21 June, via Qantas to Brisbane, then British Airways to London via Singapore, arriving at 6:30 am Monday. No rest for the wicked - a quick shower then off to Oxford on a mission for our daughter - a visit to ye olde bookbinding company - Caxton, Caxton & Guttenberg, founded in 1492 - well, that may be overstating the date somewhat, but a very Dickensian style company, and very interesting to see. Whilst waiting for additional copies of Anne's Master's thesis to be bound I imbibed in a few noggins at Pub Oz, then back to my hotel at Heathrow.

Tuesday saw me fresh and bright on a 7:30 am flight to Zurich, then on a train from the airport to Zurich Central, then a two hour wait for my train to Milan. Why a train, you ask. Well, I've flown this leg before and it either affords a grand view of snow capped mountains or zero visibility. I've done it by road - either spectacular or chaotic or both (depending on how many Italian drivers are on the same road !!). This time called for variety so the train won out - \$US 106 one way, and it was a very enjoyable 5 hour journey.

The train travelled around Lake Zurich to Zug, Schwyz, Altdorf, St Gotthard Pass and onto the Italian-speaking region of Switzerland. Bellinzona, Lugano, Como and the lakes district, Monza and, finally, Milan. Great train, great trip.

So into Milano Centro with only 20 minutes to find the train to Modena. My weakness in the Italian language was only matched by the lack of English speaking locals !! Having no idea of the final destination (a la Paris Metro) of the train I needed that would stop in Modena, I relied on Bologna (very big town) and my 15:07 departure time. Well, of course, armed with this degree of native cunning I found the right train, much to my relief.

Around 10 minutes later the train departed, then after about one kilometre we stopped in the shunting yards, everybody sitting quietly whilst presumably they sorted out the tracks. Suddenly there was great consternation, lots of loud talking accompanied by vigorous hand gesticulations, and everyone got off the train with their bags - only with some luck I did establish that the train had broken down. I can confirm that it is a long way down to the ground without a platform !! We then had to walk, carrying our baggage, quite some distance across many tracks to a sub-platform, where we waited for a replacement train. In a 32 C temperature, this was not a happy experience. Finally the replacement train arrived and I was on my way to Modena, although I was now in 2nd class (no airconditioning), arriving one hour late.

Finally I am in Modena - home (or at least district of) Maserati, Ferrari, Lamborghini, De Tomaso, Stanguellini and a large range of specialist suppliers, body builders, engineering shops, etc. - what heaven !!

Tony Graziani had picked my hotel for its proximity to the train station and, more importantly, the Maserati factory, and whilst he stays here regularly he couldn't recall the actual address so, standing at the station in the heat of the day my frame of mind contained an urgent desire for some airconditioning. I hailed a taxi and had the pleasure of his company for about 2 minutes (or 500 metres) and it only cost 8.700 lira, but I had reached the hotel and air !! Later I strolled around the city centre and enjoyed a meal outdoors at around 10:30 pm.

Wednesday I was off to my appointment at Maserati, at Via Chiro Menotti, just 3 blocks from the hotel. I reached the factory gates only to find they were sealed but behind loomed a large newly painted group of buildings, so obviously it must be on the other side of the bridge. Keep walking Jim - no, not there, so I followed the small streets under the bridge - wrong again !! Back over the other side of again - no, still not accessible.

I retreat back to Via Paolo Ferrari and continue south over Menotti and - lo and behold - the new entrance. I walked in past a new/rebuilt office cum showroom complex, only slightly late for my appointment with Mr Giorgio Manicardi.

What I have failed to reveal thus far, dear readers, is that during a confirmation phone call I made from London on Monday I was informed that the factory was now off-limits as the new Coupe was on the production line. This "off-limits" was only brought in 5 days ago but nevertheless increased my blood pressure as I had committed to going there and had paid for all my tickets. A phone call to Tony in Sydney for assistance and a "don't worry about a thing" reply, meant I had no idea what would transpire.

Mr Manicardi was most apologetic. He would, of course, personally escort me around the plant. However, photographs would not be allowed inside and I could only see the assembly line from the final end point, where some new Quattroporte Evoluzione's were finishing. As we walked he gave me a verbal history, but at my prompting also talked about the move to Citroen and their exit, and then the entry of De Tomaso.

As we walked through the engine assembly building he explained the dramatic close down of the plant and the total rebuild, following the arrival of Ferrari on the scene. Whilst I do not have the comparison between the old and the new Maserati plant, the new one is extremely impressive. The whole plant looks like a doctor's surgery with white everywhere and new machines throughout.

Maserati, as a quality marque, is here to stay, and the Fiat family of companies are 100% supportive. Listening to the plans for production, upgrading models, moving into all the world markets progressively, I left very impressed. Of course, one took the obligatory photo (just to prove I was there) and left happy that 'L'emozione di continuare nella leggenda' ('The Legend Continues' roughly translated!).

Such an interesting morning needed to be followed by a special lunch. Again, at Tony's suggestion at where else but 'Lauro Restaurant', 61 Via Chiro Menotti. I arrived at 12 noon but discovered that this was far too early for lunch, which is served between 1:00 and 3:30 pm. I was bowled over by the entrance, for this was a motoring enthusiasts restaurant, with the lobby containing a real Ferrari (full size!) race car, various Maserati engines on stands, models, photos, mementoes, etc. WOW!!!

Once inside I carefully selected a table next to Angelo De Cesaris' actual Formula car, which was surrounded with cabinets full of trophies, photos, magazines and jammed with gear. Some light seafood, followed by grilled liver served with butternut pumpkin flowers, and a bottle of Lambrusco Del Fondatore, and all was well with the world by 3:00 pm.

Next stop was at De Tomaso Modena Spa, to meet Mr Giordano Casarani (C.E.O.) and their new range. Mr Casarani was surrounded by Ford personnel from Detroit so his assistant, Ms Monica Attrilo, took me on the tour, starting in the restoration section. The factory receives cars mostly from Europe, although some were ex-USA. Then on into the assembly area, where the production is 50 cars per year.

Although they have plans for far greater numbers of the new Mangusta, having just formed a distribution arrangement for the USA with Kjell Qvale (ex mover of MG, Jaguar, Maserati, and one-time owner of Jensen Motors), the current facility cannot handle it. They also have a small museum of cars produced, covering early small sports/racing cars to an early Vignale, a Techno F1 and, of course, later cars. However, all are unrestored.

The day began with a 9:00 am bus to Maranello (about 15 kms away). Careful discussion in my best Italian established that the bus at Gate 2 was the right one for Maranello via Pavullo Nel Frignano. Hell, it mentioned Maranello anyway, so for 2 hours I travelled further and further into the mountains, realising of course that Maranello was well past. After some help from a little old lady I exited the bus in a small village in the mountains to wait for a bus in the opposite direction. While waiting in the tiny piazza, a black mean-looking coupe drove into the square. While trying to recognise it I realised that it was covered in foam blocks, taped onto the body, to hide its real shape. Of course, like an idiot, I forgot to photograph it until it was too late. It looked something like Ferrari's Maranello Coupe. Who knows - it may have been the new Mistral ... I'll never know!

The bus duly arrived and down the mountains we went. Yes - this time I stopped at the door of 'Cavalino' - the famous restaurant opposite the Ferrari factory. First call was at the Formula One Shop next door - 3 Maserati models later plus some lovely old posters, then photograph the Ferrari factory (no - you can't get inside), then into the Ferrari museum which, I must say, was brilliant - stunningly presented.

Naturally the next port of call was lunch at Cavalino. This is a quality restaurant in its own right, but with all the Ferrari memorabilia, it was a truly memorable lunch. Possibly half the clientele spoke English - mostly Americans. Enzo Ferrari used to lunch each day there and, amazingly, behind the restaurant was a larger canteen for Ferrari employees.

Back to Modena on a bus but, unfortunately, too late for my appointment at Stanguellini Museum. This company made large numbers of Formula Junior Race Cars in the 1950's, as well as many small capacity sports cars for events such as the Mille Miglia. My planned visit to Lamborghini was also cut out as they had decided to stop visitors to the factory.

Back to Zurich on the train - a pleasant, uneventful journey, and finally a late night flight to Heathrow.

Saturday in London was a 'free day', so after scouring the latest magazines I discovered a 'Birdcage Maserati' replica for sale, built up in 1964 from a wrecked car and sold in 1990 for 99,000 pounds. was being offered for 14,950 pounds. I went

to Birmingham to look, but decided against buying it (could I hear Val saying "don't even think about it" ??). Whilst it had a beautiful body, there was very, very little of Maserati.

Back to my hotel for dinner, a good night's sleep and a chance to dream of all those fabulous cars in Modena, then a flight home in the morning.



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BATHURST GOLDFIELDS RALLY

Arriving at the Mt. Panorama assembly point in Bathurst on the Saturday morning of the last weekend in May you can always be sure of one thing - it's going to be cold. This was the second time Margaret and I had attended the Bathurst vintage car club's two day event in the Cortina at the invitation of Roland & Stephanie Clark (& Gemima), along with 60 other starters in this popular event.

Apart from the morning tea, the good thing about the assembly point was that it was in the car park of the Bathurst Light Car Club's excellent museum, which includes a host of Bathurst winning cars, including a Cortina. On display this year were extensive photographs from the late Lance Ruting's collection of historic and memorable photos, including the one of X-Thoroughbred member Bill Brown's demonstration on "how to demolish a Ford and walk away"!

Also on display was the replica of George Read's Bathurst built racing car, which won the Australian Grand Prix in the late '40's. Most parts were side-valve Ford, but the mudguards on the replica were supplied by our Member for Bathurst, Mr. Clark. The replica was built from start to finish in Bathurst Council's workshop by Council staff and some keen car club members with input from the remarkable George Read.

Our respite from the cold was interrupted by a call to the start for rally instructions, the start of which was forestalled while the three clarks had their photo taken by the local press in front of the classic looks of the "Elliot Ness is coming to get you" 1927 Hudson.

Then we were off! Through the town and down the highway heading east, then off to the north, back across the highway heading south, meandering through the beautiful green countryside of the Bathurst district. Back to Bathurst for a sit down lunch where the cars were all grouped together by age, pre 1930, pre 1940, etc. and we had a chance to vote for our favourite by group - if you were quick enough. Into the cars again for a run down to historic Rockley and a walk around the lovely old town. Back then to Bathurst to the motel, shower & change, turn on electric blankets, then to Bathurst Sports Club for a sit down dinner, entertainment and presentations. The first prize presented was to the pre 1930 winner and, yes folks, you guessed - won by Roland & Stephanie.

Next morning heading back to Mt. Panorama we decided to complete a quick lap of the circuit (at Margaret's insistence) and we reeled off a new lap record in the under 2litre class of 2'23sec. winning three Super Leggera Badges. In your dreams Rossi! Coming back to earth we then made our way out to Freemantle Station at Ellesmere, north west of Bathurst where in the 1870's one of the pioneering families had a 100,000 acre sheep property and the original 16 stand shearing shed still exists. After inspection and an interesting talk by the current owner of the property (now down to 30,000 acres and still running sheep) photos were displayed showing two six-horse teams with loaded drays of wool bails which took two days to go 30 miles into Bathurst up & down hills and through rivers.

We had a morning tea with a range of food that you wouldn't believe put on by the Bathurst Ladies and then headed back home to Sydney.

All in all a very enjoyable weekend and I hope those of you with club plate cars will consider going on the rally in May next year.

Ray Ross.

TSCC - POINTS SCORE

		April 1998			May 1998			June 1998		TOTAL
		3/05	8		13	17	28			
		T	S	M	M	S	S/R	M	A	
Andrews	Vic	6	1	3		2	2			14
	Judy	0	1	3		2				6
	Ross	0								0
Clark	Roland	10		3				3		16
	Stephanie	10						3		13
Creighton	Penny	6	1	3		2				12
Dixon	John	10	2	3	3	2		3		23
	Val	8	2	3	3	2		3		21
Eid	Louie	3			3	2	2			10
	Sandra	6			3	2	2	3		16
Eid	John	0								0
Gough	Lester	3		3		2	2	3		13
	Pam	0				2				2
Johnson	Chris	7	2	3						12
	Joan	9	2							11
Johnson	Les	9	2			2				13
	Roselee	7	2			2				11
Johnson	Norm	2	2							4
	Pam		2							2
Liddell	Grant	8	1	3	3	2	2	3	2	24
Muir	David	10	2	3	3	2	2	3	4	29
	Barbara	10	2	3	3	2		3		23
Peters	Jim	5	1	3	3			3	2	17
	Val	5	1	3				3	2	14
Ross	Ray	7		3	3			3	2	18
	Margaret	7			3					10
Smith	Rick	3								0
										3
Walker	Adrian	11						3		14
	Lorraine	1								1
Jones	Barry		1							1
	Sharon									0
Lennox	Gordon		1							1
	Karen		1							1
Gough	Richard			3		2				0
										5
										0



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**A farmer ran over his neighbour's rooster.
Knowing the lady to be a very outspoken sort of
person, he approached her with some apprehension
when he called to explain what happened.
"What sort of car were you driving?"
"My 1929 Hudson Tourer," the man explained
"In that case, just forget about it," said the woman.
"If my rooster couldn't outrun that thing, what chance
did he ever have of catching my hens."**

(Taken from: 'Cough and Splutter'; Albury/Wodonga Car Club)

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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

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