

QUARTERLY NEWSLETTER – JULY 1999



WESTERN PLAINS TOUR 1999

MOXEY DAIRY – GOOLOOGONG N.S.W.



1999 COMMITTEE

PRESIDENT	RAY ROSS	(H/F) 9651 2013
VICE PRESIDENT /		
SOCIAL	ROLAND CLARK	(H) 9653 2866
CO-ORDINATOR		(F) 9653 2867
SECRETARY	SANDRA EID	(H) 9625 5226
TREASURER	JOHN DIXON	(H/F) 9403 6905
COMPETITION	VIC ANDREWS	(H) 9589 3381
SECRETARY		
EDITOR	LES JOHNSON	(H) 9412 1838
		(F) 9642 5008
PLATE REGISTRAR	ROLAND CLARK	(H) 9653 2866
		(F) 9653 2867
CLUB SHOP	DAVE MUIR	(H) 9413 1692

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 in their own time

General Meeting of the Club

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

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.

INCORPORATED AS AN ASSOCIATION

Registered No: Y15083 -35

TSCC is affiliated with Confederation of Australian Motor Sport

ALL CORRESPONDENCE TO THE SECRETARY, SANDRA EID, AT
62 Minchinbury St. Eastern Creek 2766

1999

CALENDAR

As at July 1999

subject to amendment

July	Sun	11	S (Ray R.)	Brass Monkey Run
	Wed	14	M	TSCC Meeting
	Sat	24	S	Xmas in July (Les's home)
August	Wed	11	M	TSCC Meeting
	Sat	14	S	Fred's Day - Eastern
	Sun	15	S (Adrian W)	Creek
	Sun	22	R	(MMA) Oran Park
				Grand Prix(\$125)
				*(Porsche) See below
	Sat/Sun	28/29	S (Ray R.)	Forster Weekend
	Sun	29	R (Vic A.)	Oran Park Sth (NSWRRC)
September	Sun	05	R (Vic. A)	Go-Kart Eastern Ck. - ✓
	Wed	08	M	TSCC Meeting
	Sun	12	R (VicA.)	Oran Park Sth (NSWRRC)
	Sun	19	S (Rol. Clk)	Mt. Wilson garden - ✓
October	Wed	13	M	TSCC Meeting
	Sat	16	R	(MMA) Eastern Creek (\$145)
	Sun	17	S (Rol'd C)	President's Run
November	Wed	10	M	TSCC Meeting AGM
	Sun	14	R	(MMA) Oran Park (South circuit) (\$110)
	Sun	14	S	*(BMW) See below Pride of Ownership (Dave M) (Curzon Hall)
<i>Dennis Day. 21 28 *</i>				
December	Sat	04	S	Xmas party /
	Sun	05	R	Presentation night Oran Park Sth - TSCC 2000 Pointscore

Contacts - Meetings: Ray Ross 9651 2013 Social: Roland Clark 9653 2866
Racing: Vic Andrews 9528 3277

26 Oct John returns

- ***Note:** Events organised by the Marque Motorsport Association
- Events are run as per supersprint CAMS rules but not Racing Events
- Approx 8 vehicles using the track simultaneously
- Overtaking allowed at certain places
- Points and places decided according to their performance system
- Events provide plenty of time and laps on track
- Call Angelo Di Genua Mobile 0413 731113 for further details
- Application form must be forwarded asap if you intend to run series
- All other track events contact Vic Andrews

Legend: M = Club Meeting (3 points) S = Social Event (2 points)
R = Racing Event (1 point)

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.)

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

JULY	16	GRANT LIDDELL
	21	ROLAND CLARK
	25	JOHN DIXON
	29	RAY CAMENZULI
	30	BARRIE JONES

AUGUST	11	RAY ROSS
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SEPTEMBER	04	BARBARA MUIR
	11	JIM PETERS
	25	TONY DOOLEY

NOTE: NEWSLETTER DEADLINE 1ST OCTOBER 1999

PRESIDENTS' REPORT

Since our last magazine in early April, and by the time you read this report, it seems we have been very busy. With everything from spinning wheels at motorkhanas, Olympic sites, herds of cows and sheep and bare boobs and bottoms, we have just about run the full gambit. Our committee thank you for your ongoing support.

By far our biggest event was our rally, the 1999 Western Plains Tour, which by any measure was an unqualified success. Special thanks and appreciation must go to Les & Roselee Johnson for organising their section of the rally, plus co-ordinating the complete event, including sponsorships, presentation packs, etc. Their job still isn't over because they are going to produce a rally magazine with daily write-ups by different authors with photos for the benefit and information of all members. Thanks also to Gordon & Karen Lennox, John & Val Dixon and Roland & Stephanie Clark for organising their various sections of the rally.

For coming events, look up the calender in this newsletter for the following additions -

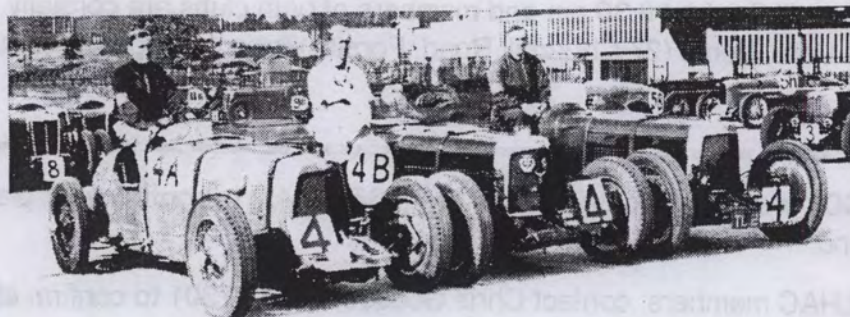
August 28th & 29th Weekend away to Forster. Depart Saturday morning, lunch at Jim & Val Peters new home, meeting with local car club Saturday afternoon, outing Saturday night & stay in local motel coming home on Sunday. Further information and bookings contact Ray Ross.

Sunday September 5th Go-Kart Day Eastern Creek. Us v's Aston Martin. 10 a.m. to 12 noon. Contact Vic Andrews for bookings.

Sunday September 19th - Depart early Sunday to inspect a beautiful garden at Mr. Wilson, then lunch and return at leisure. This garden and lunch venue were visited by rally participants and we decided to have a "spring" return. Bookings please contact Roland Clark.

Meeting on July 14th - Guest speaker.

Looking forward to seeing you shortly, here's looking at your wheels,
Ray.



L.C.C. RELAY RACE 1936: *The winning Aston Martin team.*
Left to right: D. Campbell (Ulster), "Mort" Morris-Goodall
(Le Mans) and C. M. Anthony (Le Mans)



Thoroughbred Sports Car Club

WEEKEND AWAY

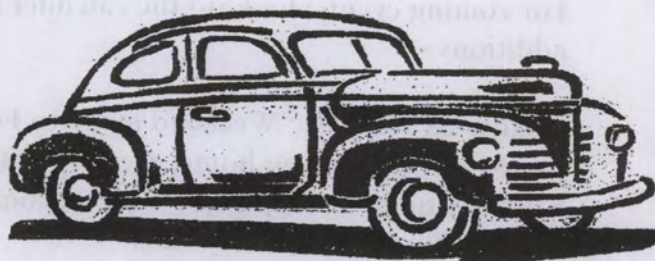
Saturday & Sunday
28/29 August

We shall depart from the old toll gates at Berowra at **8:00 am** for a run north to Forster (about 3 1/2 hours), where members Jim & Val Peters are now resident.

Accommodation will be at Forster Motor Inn, 11 Wallis Street, Forster (phone 6554 6877) and the cost will be \$45 per double, which includes a hot breakfast each. Check into the motel upon arrival (**around 12 noon**), where Jim & Val will be waiting to greet us.

At **2:00 pm** we will combine with

The Great Lakes Historic Automobile Club



at the John Wright Park, Tuncurry for 'meet & greet' the people and a 'look & see' the cars.



At **4:00 pm** we will board the **Free Spirit** at Boat Land, Tuncurry for a **dinner cruise** on Wallis Lake, where dolphins are often sighted. The cost is \$35 per person, plus drinks (the boat has full bar service).

The cruise will finish at 6:30 pm and members of both clubs are cordially invited to Jim & Val's home (27 Churchill Road, Forster) for a get-together (b.y.o.g.).

- * For TSCC members, contact Ray Ross (9651 2013) to confirm your place on this weekend.
- * For GLHAC members, contact Chris Goodsell (6553 7301) to confirm attendance.
- * *Full payment due by 30 July, to the contacts named above.*

MINUTES OF MONTHLY MEETING

JUNE 1999.

APOLOGIES.

Ray Camelzuni , Lester Gough, Sandra and Louis Eid, Pam and Neville Floyd, Norm Johnson, Roselee Johnson, Grant Liddell, Penny Creighton, Kevin Leggett.

ATTENDANCE.

John and Val Dixon, David and Barbara Muir, Chris and Joan Johnson, Ray and Margaret Ross, Vic and Judy Andrews, Les Johnson, Rowland and Stephanie Clarke, Tony Chapman, Bob Smith, Lionel Walker, Adrian Walker, Peter and Sue Smart, John and Sue Burton, Wayne Watkins.

MINUTES OF PREVIOUS MEETING.

Not available.

CORRESPONDENCE.

CVVTMC Swop Meet..... Saturday 14 August 1999

CVVTMC Eastern Creek Classic.... Sunday 15 August, 1999.

10 places have been booked ...for further information please contact Adrian Walker.

CAMS Report.

Hill Climb Newsletter.

TREASURES REPORT.

See Attached.

SPORTING SECRETARIES REPORT.

1. Motorkhana.....27 June 1999 at Richmond.
Entry forms – Vic Andrews.

Day will begin with Drivers Meeting at 9.30am.

2. Go Kart Event.....Sunday 5 September 1999 at the Eastern Creek Circuit. The Aston Martin Club will be invited to join the TSCC. There is a maximum of 30 Drivers. A \$20.00 deposit is required to confirm your booking for the day. Time is form 10.00Am -! 2 noon approx. A CAMS licence is required to participate in the event.

SOCIAL SECRETARIES REPORT.

1. Barnabies Restaurant, Parramatta.....19 June 1999.... 24 have confirmed their attendance to date. Enquires to John Dixon.
2. Christmas in July at the home of Les and Roselee Johnson.....24 July 1999..... a maximum of 30 people only. **FULLY BOOKED.**

EDITOR'S REPORT

I can't express my gratitude enough for the articles that have been forwarded for the magazine, in particular, my added appreciation for articles typed on A4 paper. It saves hours of work for me. Because the time I have to utilise on the club magazine is minimal; I have very little time to chase articles. So, if your article does not appear, it is more than likely that you have missed the deadline.

I am still waiting on a couple of reports from our 18th Birthday Western Plains Tour. Please don't forget because I need these reports to correlate the Tour book.

GENERAL BUSINESS.

1. Austin Healy "Brass Monkey " Run from Australia's Wonderland to Jenolan Caves Sunday 11 July 1999.....Tickets ..\$12.00@ person. 18 Members indicated their interest in attending.
2. Eastern Creek...Adrian Walker requires confirmation form members wishing to display their cars.

CLUB SHOP.

Rally Wine Glasses.... \$ 14.00 (pair)

Rally Portfolios.....\$24.00@

Binders.....\$3.00 @ or 5 for \$10.00.

Meeting closed at 8.55 PM.

T.S.C.C. MINUTES OF MEETING HELD ON 14/04/99

COMMENCED: 8.20 PM

ATTENDANCE: Ray & Margaret Ross, Roland & Stephanie Clark, Vic & Judy Andrews, Les & Roselee Johnson, Louie & Sandra Eid, David & Barbara Muir, Chris & Joan Johnson, Peter Smart, Norm Johnson, Grant Liddell, John Burton, Wayne Watkins, Adrian Walker, Lester Gough, Paul Rezek, Neville & Pam Floyd + guest speaker Bruce Gibbs from Prestige Trimmer.

APOLOGIES: Jim & Val Peters, Penny Creighton, John & Val Dixon, Kevin Leggott and Lionel Walker.

MINUTES OF PREVIOUS MEETING:

MOVED: Barbara Muir SECONDED: David Muir

NEW MEMBERS: Gordon Ketelbey, Neville Floyd

Ray Ross welcomed everyone, especially; "first timers" Neville & Pam Floyd, Paul Rezek and guest Bruce Gibbs (J.P) from Prestige Trimmers – Wyong.

CORRESPONDENCE:

- Austin Healey Brass Monkey Run to Caves House 11/07/99
- Chrysler Restorers 'Swap Meet' 22/08/99
- Rally to Birdwood 22/09/99
- Alpine Premier Classic Rally 9-10/10/99
- British Car Club – minutes for Feb.'99
- Young Magazine – Two Bites of a Cherry
- Lockie's Hotel – Leppington

TREASURER'S REPORT: (Following Page)..

SPORTING NEWS: 12/06/99 Wakefield Park – Ferrari Supersprint
27/06/99 Motorkhana – Richmond Fiat Grounds

Vic Andrews tabled a brochure re: Eastern Creek Go-Karting...

Members point score also tabled for all to see.

CLUB PLATES: No changes.

All vehicle documents are required, rego, insurance, etc...A.S.A.P.

Roland's Club vehicle was used in his family wedding as per request last month

GENERAL BUSINESS:

- 2 rooms vacant for 2 nights at Katoomba
- Homebush Olympic site tour + picnic at Bicentennial Park this week
- Tennis day with Aston Martin Club coming up soon
- Oba Oba at Star City – contact Les Johnson
- Birthdays – Stephanie Clark, Sandra Eid & John Burton
- David Muir has Club binders, badges etc.

Ray Ross congratulated Les & Roselee Johnson on their superb efforts in our Club magazine.

Meeting closed at 8.45. pm. - Followed by guest speaker Bruce Gibbs.

THOROUGHbred SPORTS CAR CLUB

Minutes of meeting

- DATE:** 12 May 1999
- Commenced:** 8.15pm
- Interstate members:** Jim & Val Peters
- Apologies:** Lester Gough, Grant Liddell, Penny Creighton, Joan Johnson, Sue & Peter Smart and Kevin Leggett.
- Attendance:** Ray & Margaret Ross, John & Val Dixon, Les Johnson, Roland & Stephanie Clark, Louie & Sandra Eid, David & Barbara Muir, Chris Jobuson Neville & Pam Floyd, John & Sue Burton, Lionel Walker, Wayne Watkins and Tony & Pauline Chapman.
- Correspondence:**
- | | |
|--|-----------------|
| New Member - Bruce Gibbs | Cams Newsletter |
| Glass Guide | Hamilton Racing |
| Shannons Corp. report | V8 Racing |
| Silverston Grandprix banksia brochures | |
- Treasure's Report:**
- | | |
|--------------|------------------|
| Term Deposit | \$718.54 |
| Cash at bank | <u>\$3146.70</u> |
| Total | <u>\$3865.24</u> |
- Sporting News:** 27th June Motorkhana - their are requirements from CAMS we need to comply with.
5th Sept Go-Karting with the Aston Club at Eastern Creek
- Social Report:** 29th May OBA OBA
19th June Restaurant - John Dixon
24th July "Christmas in July"
11th July Brass Monkey Run
- Editor's Report:** Articles and photos always welcome....
- General Business:** Rally was a tremendous success, we travelled over 2000km and visited 27 different places. A book will be produced and sent to all members. Photos are displayed here tonight. Ray thanked all organisers especially co-ordinators Les & Roselee Johnson. We met Ces Sullivan in Mt Wilson he has a lovely garden and we may visit him again in mid september.
- David Muir expressed his thanks to everyone for all their efforts in the rally, he had a great time. David has 2 tentative members one driving a Morris Cooper Mark1 and the other, a Capri. Barbara asked for previous magazines to post to tentative members.
- Wayne Watkins has a Subaru 1984 Sherpa for Sale.
- Meeting Close 8.55pm



STRAIGHT FROM THE HORSE'S MOUTH

- A) **Bruce Gibbs** warns all members with WRX Subaru. After purchasing a wheel clamp to deter thieves he jumped into his car one very wet night, warmed it up, took off, but forgot to undo his clamp. No one managed to steal his car but his panel beater was very happy with him.
- B) **Barbara Muir** told me that Dave hadn't returned to work one week after the Western Plains Tour. He complained of suffering from a bad cold, although I'm led to believe he really blamed it on John Burton, Tony Chapman and Kevin Leggott, when he was forced to bond in the cold car parks whilst on the tour.
- C) **Tony Chapman** has been working hard on the Merak Maserati to solve its over-heating problems, and has bought shares in a spring water company just in case he has a recurrence of the problem.
- D) **Roland Clark** got his car on the road once again. Determined not to Pull the engine out again he has now developed an engine stretcher to remove the cylinder head from the car with the engine remaining in the car.
- E) **Stephanie Clark** thought that they were the only ones to suffering from problems in the early days of the tour, but, after talking to Pauline Chapman and Pam Johnson, it was decided to let the boys play with their toys. She quietly made note that at least we have modern reliable cars waiting for us back home.
- F) **Lionel Walker** was over-heard talking to Gael saying "I only have people run into me on T.S.C.C runs and they are not even club members."

- G) John & Val Dixon** enjoyed the tour which was run just one week after the wedding of their eldest son Stephen to Cathy. A bit of well earned post-wedding relaxation. They are now planning a holiday to Italy but can't blame the decision on post-wedding blues because both their boys are now married. Perhaps it might be put down to long service leave.
- H) Dave Muir** recently dug out his trusty old hush puppies after not wearing them for a while. Unfortunately whilst visiting friends Dave's shoes fell apart with every step he took. So, by the end of the day there were little bits of sole wherever he had trodden. He managed to wear holes in his socks but the uppers on his shoes were still in tact. (Perhaps this might be the boot-makers ultimate challenge.) Dave said "A most embarrassing thing to happen."
- I) Adrian Walker** is now back talking to Lorraine after deserting her at the Star City Casino on the Oba Oba night.
- J) Lester Gough** is now sporting a new stainless exhaust and new wire wheels (chrome) on his DB5 Aston Martin. I believe he is getting it ready for the Pride of Ownership Day. Is it to be entered under the guise of the A.M.O.C or the T.S.C.C club.
- K) Jim and Val Peter's** Maserati mistral is nearing completion and was at T.S.C.C's Wyong garage with our Rolls Royce, Dave & Barbara's TR6 and Grant and Penny's TVR, but in recent times has now made it up to Taree?
- L) Judy Vic Andrews** have been busy organising and enjoying their son Ross's 21st birthday party... a boat trip which Vic was overheard describing as a wild and woolly night.
- M) Margaret Ross** is now enjoying a new kitchen as Ray has stopped spending money on his E Type and holidays out at Lightning Ridge.
- N) The Club Magazine Editors** will become new Grandparents after the Recent announcement from their daughter Karen and son-in-law Matthew. The grand-editor is expected in March 2000. Just call us the millennium Grandnarents!

"WE COULDN'T HAVE ASKED FOR A BETTER DAY"

"OLYMPIC SITE"

Yes!! When Louie & I arrived in the TR6 almost everyone was together. Believe it or not, we weren't late, and we weren't last. Yes, take note, because this doesn't happen often..



The Bus arrived and we queued up. It reminded me of my school days, more so when Barry & Sharon made their dash to the back seats. John Dixon was with his Granddaughter and Val was relaxed across a double seat. (If you have a chance to go on this tour... Don't mention F..R..O..G.S)





Morning Tea was in a superb spot, high up on a hill with the sun shining and a beautiful fresh breeze. Barbara brought the best Custard pecan pie and Roselee the traditional Lamingtons. Whilst we enjoyed our Coffee, Sharon took the attention of all the ladies with her handmade patchwork quilt with applique. Joan then gave us some smart tips on craft. We are looking forward to seeing Sharon's next project.

We were sitting just across from the Wetlands Tower I was eager to step up to the top, only to find I was feeling a little insecure, and I headed straight back down. On the way back there was John Dixon doing everything to entertain his Grand-daughter and no matter what he did, she seemed to lead him back to the water.



Well it's time for lunch, and we didn't pack the sausages this time! Chicken Salad.. the best wrapped in Lebanese bread.. No cutlery.. After lunch our group split, some went on the "Mangrove walk" whilst the others stayed for our Fold6up chair display. Together with friend we soaked up the sun, shared Norm's Corn chips and read the Sunday paper.

As the afternoon went along Norm & Pam went missing, with the amount of helicopters going by, we thought Pam may have taken Norm for a joy ride..

Later the Park Ranger approached us as there were vehicles illegally parkes, he wanted them moved. He was either being

considerate or too lazy to fill out the paperwork. Later I noticed Chris move the E-type, it could have had something to do with the skateboard riders close by.

Coffee time!! and didn't Sharon bake the best..Cake! I've heard about a recipe for the "Better than sex Cake" this must be it!! (the more you have, the more you want)!

We really look forward to our Car Club outings, and I thank Les for a great day out!!!



Louie & Sandra

"ROAD RAGE"

(Contributed by Sandra Eid)

We all have had some clown do something stupid on the road, that caused us to brake suddenly, swerve or honk our horn repeatedly at them.

The natural impulse is to retaliate —

D... O... N... 'T

Take a couple of deep breaths, think a few nasty words if you must, then take a hold of yourself and wipe the event from your mind.

Let the fool go!! Turn up your radio and drive on! Don't let anyone spoil your trip. You will find that within a short time you will be relaxed and enjoying your drive!

ACTIONS SUCH AS THESE COST NOTHING



Although the green light says Go, it ain't always so! There is no recorded instance of a traffic light standing up in court and giving evidence. Here cometh another golden rule...When In Doubt — Don't Go.

OBA-OBA (OR OH BOY-OH BOY!)

(Contributed by Roselee Johnson)

We were the first to arrive with our friends Kaye & Neale Lundberg. (Left overs from Les's National Service Days.) There was to be a big contingent of us, 30 in total.

We met at our rendezvous point, Bridie O'Reilly's Irish Pub, Star City Casino, just after 4.00 pm for pre-show drinks. We watched as the other 26 party-goers arrived in spits and spats, and noticed that most of the male members seemed rather spritely (perhaps in anticipation of scantily clad Brazilian ladies.) We ladies were a little more reserved. The males were, Chris, Peter, Neville, Adrian, Vic, Dave, Jim, Les, Neale, John D., John W., Norm, Roland, Ray and Louie. The ladies were, Joan, Pam F., Sue W., Barbara, Pam J., Sue S., Stephanie, Sandra, Margaret, Lorraine, Val D., Val P., Kaye, Judy and Roselee.



It was a relaxing way to start the evening, and after an hour or so we made our way up the escalator and into the Casino. This was our first visit to the Casino and because we have been to Las Vegas we unkindly compared ours to theirs. We were rather impressed but amazed that the gambling tables were not very busy. So, we wend our way past dazzling lights and clanging poker machines into Star City's Showroom. I did note that somehow Chris and Joan who were on our table seemed to get the best front row seats. It left those behind them ducking and weaving to get a glimpse of the bare boobs and bums. (Poor Les is now suffering from severe whiplash.)

We were warned that no flash photography was allowed throughout the show so Les managed to take quite a number of photos as he ducked and weaved. Then he handed over the camera to me and before I knew it a 'heavy' was down my neck telling me that no photography was allowed. They even threaten to take the camera from me. (They didn't, and I did get a few good photos for our effort!)



THE BRAZILIAN HIT
FROM BROADWAY
& LAS VEGAS!

Franco Fontana's

**OBA
OBA**



Oba-Oba (translated, means Wow-Wow) has been tantalizing people for many years and had a long run in Las Vegas for nearly a year. The athletic ability of those performers was fantastic. The girls moved with great agility and expertise and I happened to hear Les comment that it was very hard to distinguish where there legs started and finished. (They did seem to go all the way up to!) The costumes were straight out of Rio. Oba-Oba comes right at you and is the most exuberant and outgoing people in the world, and one of the most innately stylish. The



show is a spectacle of sight and sound with its magical, mystical, musical celebration of life. It is a show which has to be seen to be believed. And what a sight to behold!



The finale entailed a snake line of lithe Brazilian girls and guys mingled with some not so lithe girls and guys from the audience slithering their way between tables. We noticed Louie and Norm had joined in along with John Woodley (Norm's friend). However, when the dancers returned to the stage there were two seats vacant on Norm's table and the wives were becoming a little concerned (or maybe jealous).

After the show we met up in the Rocket Bar Restaurant at the Casino for dinner and drinks. The venue was so-so, the food was so-so and the drinks were so-so, but the company was great.

I noticed Pam Johnson and friend Sue Woodley were the first to leave the table and head back upstairs to the Casino and the gambling tables, followed closely behind by the rest of us big time punters. It never ceases to amaze me the number of people playing on the \$50 a bet tables. They must be rolling in it! By the end of the night the tables were full and most people were settling in for a long night. Not us, we were out of there and into a cab and home before the 'witching' hour.

We had a great night which took us on a journey to one of the most spectacular cities in the world. RIO!

OBA-OBA!!!!



Council of Veteran Vintage & Thoroughbred Motor Clubs

Incorporated

GPO Box 3954 Sydney NSW 2001 Australia

KNOWN MAJOR EVENTS FOR 1999

13/6/99	MOTORCADE	WOLLONGONG
13/6/99	BUICK CONCOURS	SCENIC HILLS, INGLEBURN
20/6/99	GOSFORD SWAP	GOSFORD SHOWGROUND
11/7/99	ALL FRENCH DAY	BUTTERFLY FARM, WILBERFORCE
24-25/7/99	HSRCA POST 1961 HISTORIC RACING	ORAN PARK
7-8/8/99	NEWCASTLE SWAP	CESSNOCK
14-15/8/99	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK
22/8/99	LIVERPOOL SUPER SWAP	FAIRFIELD SHOWGROUND
5/9/99	JAGUAR CONCOURS & DISPLAY	ROZELLE
11-12/9/99	GUNNEDAH SWAP	GUNNEDAH SHOWGROUND
12/9/99	CONCORD HOSPITAL CAR SHOW	CONCORD
18-19/9/99	HSRCA HISTORIC RACING	EASTERN CREEK
25-26/9/99	VOLVO NATIONAL MEET	SHOALHAVEN - BOWRAL
26/9/99	BOL D'OR	CATALINA PARK, KATOOMBA
2-3/10/99	GOSFORD GOLD OCTOBER RALLY	CENTRAL COAST
9-10/10/99	CRC ALPINE CLASSIC RALLY	LITHGOW-ORANGE
10/10/99	ALL FORDS SWAP MEET	SILVERWATER
17/10/99	M.G. CAR CLUB CONCOURS	WILEY PARK
24/10/99	ALL BRITISH DAY	T.G. MILNER FIELD, EASTWOOD
24/10/99	ILLAWARRA SUPER CRUISE	REGIONAL PARK, LANSDOWNE
30-31/10/99	AROCA 6 HOUR RELAY	EASTERN CREEK
31/10/99	MERCEDES BENZ CONCOURS	CASTLE HILL SHOWGROUND
20-21/11/99	HSRCA HISTORIC RACING	WAKEFIELD PARK

DATES TO NOTE

QUEEN'S BIRTHDAY	14 JUNE 1999	500CC GP PHILLIP ISLAND	1-3 OCTOBER 1999
SCHOOL HOLIDAYS	3-18 JULY 1999	INDYCAR, SURFERS PARADISE	16-17 OCT. 1999
SCHOOL HOLIDAYS	25 SEPT - 10 OCTOBER 1999	V8 BATHURST 1000	13-14 NOVEMBER 1999
2 LITRE, BATHURST 1000	1-3 OCTOBER 1999	SCHOOL HOLIDAYS	8 DEC 99 TO 27 JAN. 2000

"IS THAT 'L' AS IN ROLAND OR NO IT'S 'R' AS IN LES?"

(Contributed by Wayne Watkins)

I have travelled and driven a lot in Japan and during my travels have noticed some strange signs and instructions in 'Jinglish' (Japanese English)

Near the Yokahama bridge a sign says "CARS WILL NOT HAVE INTERCOURSE ON THIS BRIDGE." Other classics are:- VERTICAL PARKING ONLY. HAVE MANY ACCIDENTS HERE. LET'S REDUCE NOISE BY OURSELVES. TRY BIGGER BUT KEEP MORE AND MORE SLOWLY. WHEN MEETING AN ADVANCING PERSON TOOTLE YOUR HORN VIGOROUSLY AND HE WILL DISAPPEAR.

In the country the signs are even funnier and during special festivals the instructions are classics. For example:- AT THE RISE OF THE HAND POLICEMAN STOP RAPIDLY-DO NOT PASS HIM OR OTHERWISE DISRESPECT HIM. BEWARE OF THE WANDERING HOURSE THAT HE SHALL NOT TAKE FRIGHT AS YOU PASS HIM BY. GIVE GREAT SPACE TO THE FESTIVE DOG THAT SHALL SPORT IN THE ROADWAY. AVOID ENTANGLEMENT OF DOG WITH WHEEL. GO SOOTHINGLY ON ROAD AS THERE LURKS THE SKID DEMON. PRESS THE BRAKE OF THE FOOT AS YOU ROLL AROUND THE CORNER TO SAVE COLLAPSE AND TIE UP.

When you arrive at a hotel or Ryokan the signs are hilarious. In the foyers you will see NO SMOKING WHILE WALKING. Once in your room you will notice other gems:-

- 1) NO SMOKING IN BED AND OTHER DISGUSTING BEHAVIOURS.
- 2) IT IS FORBIDDEN TO STEAL TOWERS PLEASE. IF YOUR ARE NOT PERSON TO DO SUCH THING PLEASE DO NOT READ THIS NOTIS.
- 3) NO NOT PUT TOWEL AND SOUP IN BATH.
- 4) KINDLY DO NOT MAKE NOISE FOR SOME PEOPLE PREFER TO SLEEP.
- 5) DO NOT HANGE WET TOWEL ON LUMP SHADES.
- 6) DEPOSITING THE ROOM KEY INTO ANOTHER PERSON IS PROHIBITED.
- 7) IN CASE OF FIRE PUT TOWEL IN MOUTH AND CRAWL ALONG WALL.
- 8) SWINDLERS DANGLING WITH GUESTS AROUND OUR HOTEL AT NIGHT HAVE NO RELATIONS WITH US. BEWARE AND DO NOT BE CHEATED BY THEIR SKILLFUL ENTICEMENTS.

And no. 9 might be more suited to Oxford St.....

- 9) GENTLEMEN PLEASE DO NOT CARRY WALLETS IN REAR POCKET FOR YOUR BACKSIDE IS EASILY ATTACKED.

And for God's sake don't get sick in Japan or you will laugh yourself to death completing the following forms:-

- Q1) ARE YOU HAUNTED BY HORRIBLES?
- 2) DO YOU EVER RUN AFTER YOUR NOSE?
- 3) DOES YOUR NOSE CHOKE?
- 4) DOES YOUR HEAD OR FACE OR SHOULDER EVER LIMP?
- 5) HAS ANY PART OF YOUR BODY EVER BECOME SUDDENLY UNCRONTROLABLE?
- 6) DO YOU HAVE HEART THRILLS?

- 7) DO YOU HAVE A HOT FIT?
- 8) DO YOU HAVE SHIVER OF FINGERS?
- 9) DO YOU FEED AS IF THERE WERE TWO WHEN THERE IS ONLY ONE?
- 10) ARE MOR THAN HALF YOUR TEETH OFF?
- 11) DO YOU EVER HAVE A DRILLING PAIN IN YOUR STOMACH?
- 12) DO YOUR SHOLDERS OR SCRUFF OF THE NECK GROW STIFF?
- 13) DO YOU ALWAYS HAVE TROUBLES WITH YOUR BODY?
- 14) HAVE YOUR BEEN INFLUENCED BY ATOM BOMB?
- 15) DID YOUR DOCTOR TELL YOU, YOU HAVE ABNORMAL BODY?
- 16) HAVE YOU BEEN PUT INTO MENTAL HOSPITAL?
- 17) DO YOU READILY BECOME ORDERLESS UNLESS YOU ARE STRAINED?

If your survive all of this, no worries, you may be given tablets with these instructions – ADULTS: TAKE ONE TABLETS THREE TIMES A DAY UNTIL PASSING AWAY. FOR NOCTURNAL COUGH TAKE ONE TABLETS BY 3PM ON PREVIOUS DAY AND ONE EVERY 5 MINUTES. DIARRHOEA IS NO PROBLEM, BUT IF THIS CAUSED MEASLES PLEASE TELL DOCTOR OR AT THE COUNTER (where another sign proclaims – IN CASE OF EPILEPSY WRAP CHOPSTICK IN CLOTH AND PLACE BETWEEN TEETH, NO NEED TO PANIC IT WILL END SPONTANEOUSLY WHILE WATCHING HIM. DO NOT APPLY ARTIFICAL HEAT EXCEPT FOR DROWNING VICTIMS ON COLD DAYS.)

If you have lived through all of this wait till you hit the restaurant/pub scene.

The drinks "Menew" reads thus:-

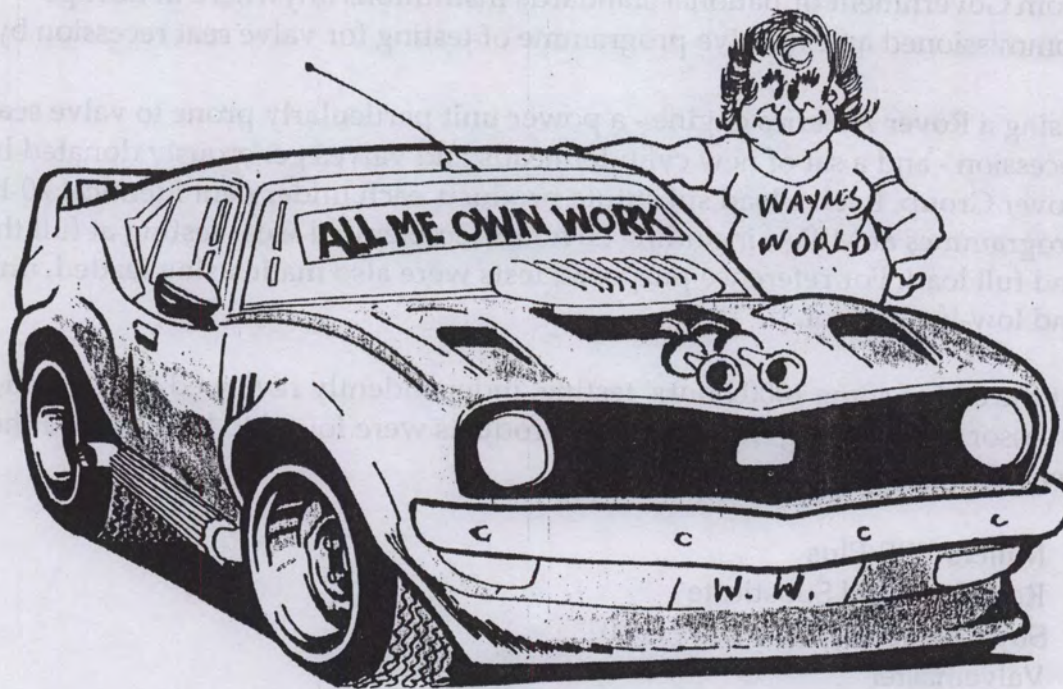
- 1) FLESH JUICE
- 2) PAIN JUICE
- 3) GINGER WHALE
- 4) HOTT ICED TEA
- 5) HIGHEST BLACK TEA
- 6) FRESH LAID MILK
- 7) NATURAL GAS
- 8) BEAR
- 9) RAW BEAR
- 10) WHITE HORES WHISKY
- 11) BADWISER BEAR
- 12) WINE SQUASH
- 13) POCARI SWEAT

The food "Menew" is even more fun:-

- 1) LICE AND BLEAD
- 2) ASPA RAGS SUOP
- 3) HUMBUG
- 4) CATLET SAND WITCHES
- 5) SALAD BOWELS
- 6) BEAK POTETOS
- 7) SOUR CROUT
- 8) FLYING BITS (CHICKEN NUGGETS)
- 9) SMOKEY ROASTER (CHICKEN)

- 10) FRIED FISHERMAN
- 11) CHOPPED CHILDREN
- 12) CUBAN RIVERS (LIVER)
- 13) HUSHED BEEF
- 14) PARK
- 15) LAMP WITH BEES
- 16) RUMRACK (RACK OF LAMB)
- 17) POTTED GOOD GULP SHRIMPS
- 18) CRUMB SHOPS
- 19) MICE MEAT PIES
- 20) BUTTERED SAUCEPANS (?)
- 21) FRIED HORMONES
- 22) BRAIN SPECIAL
- 23) DESSERT DOGS
- 24) COOKED WELL BEAN STRINGS
- 25) DIED FOOD
- 26) POISON (FISH)
- 27) CORDON BLEW
- 28) BEANCORD LIGHTLY LICE
- 29) TEAPOURED LICE AND SEEWEED
- 30) TEPPANYAKI PREPARED BEFORE YOUR COOKED RIGHT EYES

P.S. The Japanese think that this is serious stuff and good English so don't tell anyone!





Federation of British Historic Vehicle Clubs

N E W S

FBHVC ENDORSES LEAD SUBSTITUTE PRODUCTS

Conference looks to the future of Historic Motoring

Historic vehicle enthusiasts worried that the disappearance of leaded petrol at the end of this year could curtail the use of their cherished cars, motor cycles and historic commercial vehicles were heartened by the announcement that the Federation of British Historic Vehicle Clubs (FBHVC) is endorsing four lead substitute products as adequate for all normal driving.

The announcement, made at the FBHVC's annual conference at the Heritage Motor Centre, Gaydon, Warwickshire, marks the completion of an extensive programme of testing at the Motor Industry Research Association (MIRA). This was intended to measure the resistance to valve seat recession afforded by commercially available lead substitutes, for which no standard test existed, despite the great claims made for these products by their manufacturers.

The FBHVC realised early on the effect that the withdrawal of leaded petrol would have on the entire historic vehicle movement, and - in the absence of any initiative from Government or national standards institutions anywhere in Europe - commissioned an extensive programme of testing for valve seat recession by MIRA.

Using a Rover A-Series engine - a power unit particularly prone to valve seat recession - and a set of new cylinder heads and valves generously donated by the Rover Group, twelve lead substitute products each underwent identical 70-hour test programmes at MIRA, including 20 hours' accelerated wear testing at full throttle and full load. For reference purposes, tests were also made using leaded, unleaded and low-lead petrol.

At the end of some '1000 hours' testing, independently reviewed by a technical assessor representing the RAC, four products were found to have passed the demanding tests. These are :

- Millers VSP-Plus
- Red Line Lead Substitute
- Superblend 12/Zero Lead 2000
- Valvemaster

Each is now entitled - provided that it is marketed in the exact form in which it was tested - to carry the FBHVC endorsement.

However Ian Edmunds, who heads the FBHVC's Fuels sub-committee, emphasises that historic vehicle owners should not mix lead substitutes but should choose the product which most closely suits their requirements and stick to it.

In this context, Federation President Lord Montagu of Beaulieu told delegates at the conference that even at this late stage the Government has not established a British standard for additives. The FBHVC's initiative underlines its commitment to ensuring that historic vehicles should continue to enjoy the freedom of the road.

The FBHVC conference, which attracted over 230 delegates, many of whom arrived at Gaydon in classic and vintage cars and on historic motor cycles, was opened by David Owen OBE, Chairman of Rubery Owen Holdings, whose father backed the BRM racing car. He celebrated the 50th anniversary of the launch of the first 1.5-litre V16 BRM, intended to establish Britain as a major force in Formula One racing, with a display of previously unseen photographs from Rubery Owen's archives.

Other speakers included Steven Norris, the former Transport Minister who now heads the British Road Federation, who outlined his vision of the future of motoring in this country, and Francesco Guasti, the President of the Federation Internationale des Vehicules Anciens (FIVA), whose member organisations between them represent 29 countries. Signor Guasti had flown over especially from Milan to address the conference.

=ends=



Ford again won Le Mans in 1967, this time with a new variant of their car, the Mark 4. It was driven to victory at an average speed of 135.483 mph by Dan Gurney and A.J. Foyt

LEAD FREE MOTORING

The Federation's declared aim is to ensure that historic vehicles continue to enjoy freedom of the road.

The FBHVC recognised early on the impact that the demise of leaded fuel would have on the historic vehicle movement and in 1997 set up a sub-committee to protect the interests of member clubs in this respect.

Background

A European directive will prohibit the sale of leaded petrol from 1st January 2000, with the exception of a very small quantity (0.5% of total petrol sales, or 28 million gallons) for use by historic vehicles. FBHVC are currently working with the petroleum industry to establish a distribution network for this allowance.

Benefits of Lead

Lead in petrol has two effects; one is to prevent knock or pinking and thus permit the use of higher compression ratios, the second is to protect against very rapid wear, or recession, of the exhaust valve seats.

Valve Seat Recession

Exhaust valve seat recession (VSR) is a complex process affected by many factors of engine design and use. Amongst these however high engine speeds and high engine temperatures are major factors in making an engine susceptible to VSR. VSR is a phenomenon experienced only by poppet valve four-stroke petrol engines.

Valve Seat Recession

Valve seat recession (VSR) is the name given to a process of accelerated valve seat wear. The mechanism by which this occurs is as follows:

1. The very high temperatures at which it operates (typically between 600° and 800°C) causes the exhaust valve to weld locally to its seat.

When the valve is then opened a small particle of the iron seat is pulled away. This particle is converted into iron oxide in the hot exhaust gas.

2. As the valve then closes again these particles are imbedded in the valve face.
3. With these hard lumps of iron oxide imbedded in it, the exhaust valve becomes, in effect, a grinding wheel. Thus any rotation of the valve will cause it to grind away the seat. Valves tend to rotate under the action of the valve springs and by engine vibration.

Further details can be obtained from a booklet entitled "Valve Seat Recession - Use of Unleaded Gasoline in Older Engines" available from the FBHVC office. A similar booklet entitled "Fuel Problems - Use of Modern Petrol in Older Engines" dealing with other fuel related issues is also available. Booklets cost £6 each including postage.

Alternatives

Advice on the precise fuel requirements of a particular vehicle should be obtained from its manufacturers, the appropriate one-make club or other authoritative source. Where leaded (4-star) fuel is recommended purely for its anti-knock or octane properties the following options exist:

- a) Adjust (retard) ignition timing to permit use of standard unleaded (95 octane) fuel.
- b) Use super unleaded (98 octane) fuel.
- c) Use lead replacement petrol (LRP, expected to be 97 octane. Further information on LRP later in this leaflet).
- d) Modify engine to a lower compression ratio to permit use of standard unleaded (95 octane) fuel.

Where leaded fuel is recommended to protect against valve seat recession (VSR) the following options exist:

- a) Fit hardened exhaust valve seat inserts. This is the approach used on modern engines designed to run on unleaded petrol and is totally effective. However it can be expensive and is not possible on all engines.
- b) Use a commercially available lead-replacement additive in unleaded petrol. More details on page 5.
- c) Use lead replacement petrol (LRP). More details on page 5.

Leaded Petrol

Leaded petrol is the name generally given to petrol which tetra-ethyl lead (TEL) has been added and as you would expect unleaded refers to petrol without TEL.

TEL was first added to petrol during the 1920's as an anti-knock additive and its function in forming deposits of lead compounds which acted as high temperature solid film lubricants on exhaust valves and seats was not understood until later.

FBHVC

Lead Substitute

Testing

FBHVC recognised the impact that the demise of leaded petrol would have on the Historic Vehicle Movement and set-up a sub-committee to monitor developments. It was quickly realised that although there were many lead substitutes available for which great claims were made there was no standard test against which these claims could be validated. To overcome this situation and in the absence of any initiatives from either Government or national standards organisations anywhere in Europe the Federation commissioned an extensive programme of testing at the Motor Industry Research Association (MIRA).

This programme represents one of the most comprehensive assessments of the performance of products designed to protect against VSR carried out in the UK. Work started in November of 1998, and by late February 1999 15 tests had been completed - included in these being leaded four-star and unleaded reference tests - bringing to an end the first phase of testing. If there is sufficient demand it may be possible to carry out further tests.

Some 40 suppliers of lead substitute products were approached from which 12 products were submitted for test.

Each product was subjected to an identical test procedure using a Rover A-series engine run in an engine test cell and VSR measurements taken at intervals throughout the 70 hour test.

There is a tremendous amount of interest in the test programme from the motoring press, from the classic car movement and not least from the suppliers of products intended to protect against valve seat recession. The whole concept of evaluating the performance of these products has been rightly taken up as an important safeguard for the membership of the clubs represented by the Federation.

FBHVC Endorsements

The results obtained from the tests mentioned above were conclusive, showing clearly the differences in performance of the various products submitted. However to ensure the highest standards of judgement the complete data set has been reviewed by an independent technical assessor and moreover the conclusions are further supported by the RAC.

The products listed below have received the FBHVC Endorsement:

Product	Test-rate details
Millers VSP-Plus	250ml per 40 litres petrol
Red Line Lead Substitute	8ml per 10 litres petrol
Superblend Zero Lead 2000	500ml per 150 litres petrol
Valvemaster	10ml per 20 litres petrol

An additive or device which passes this test, as defined in section 10 of the Test Method (FBHVC 98/02), shall, provided it is marketed in exactly the form in which it was tested, be entitled to carry the FBHVC's endorsement.

This endorsement shall take the form of either the FBHVC logo and the words "endorsed by the FBHVC", or "This product has been subjected to a valve seat recession test by an independent test house on behalf of the Federation of British Historic Vehicle Clubs. The results of that test indicate that the level of valve seat protection provided is likely to be adequate for all normal driving, but not including racing or other exceptionally arduous uses."

NB: Nothing in that endorsement shall imply any liability on the part of FBHVC or MIRA for any damage or costs incurred following the use of a product so endorsed.

Lead Replacement Petrol

LRP is, in effect, 97 octane unleaded petrol with one of the VSR protection additives already added by the petrol company. At the time of writing there is no British or other standard for LRP but it appears likely that active components may be at a lower concentration than is the case for the additives tested by the Federation with a corresponding reduction in the protection provided.

No LRP was submitted for testing.

Precautions

1. The effectiveness of VSR protection additives is dependent on the amount of the active ingredient used; this is governed by the concentration of the product as it is sold and also on the treat rate, i.e., the amount added per litre of petrol. The consumer should ensure that the product is used strictly in accordance with its instructions. FBHVC will monitor the concentration of active ingredient in the endorsed products to ensure consistent quality.
2. VSR protection additives must be used every re-fuelling.
3. There are complex chemical reasons why different VSR protection additives should not be mixed; choose an additive, or LRP, and use it exclusively. Do not use additives with leaded petrol.
4. Whilst outside the scope of the FBHVC testing, there is evidence to show that very high treat rates, whilst giving enhanced VSR protection, can lead to other problems such as valve sticking.
5. There is considerable evidence to show that sodium-based additives can have detrimental corrosive effects, particularly on exhaust valves and turbo-chargers. A paper on this subject was recently published by the Retail Motor Industry Federation.
6. Do not use any additive or LRP in a vehicle equipped with an exhaust catalyst. Such vehicles are designed to run on unleaded petrol and the additive could damage the catalyst.

Acknowledgements

The Federation of British Historic Vehicle Clubs gratefully acknowledges the assistance of all who have made their programme of lead substitute testing possible, in particular:

- ☐ Rover Group for the generous donation of new cylinder heads and valves for the testing, plus other parts and advice necessary to maintain the engine in good condition.
- ☐ MIRA for demonstrating not only their expected professionalism but also a high level of friendly co-operation.
- ☐ TR Register for providing a congenial venue, refreshments and secretarial services.
- ☐ Members of the Federation sub-committee for their time, expertise and diligence.



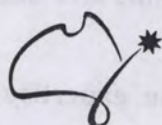
In this case, prevention is much, much better than cure. The mistake our friend has made is in not recognising that a flashing blue light on the roof and words on the side that spell POLICE constitute a piece of vital information that can have an immediate effect on his future progress.



FIRST MAJOR MOTORING EVENT OF THE NEW CENTURY

WILL YOU BE PART OF IT?

ENDORSED AS AN OFFICIAL EVENT OF
THE CENTENARY OF FEDERATION CELEBRATIONS



This event will have 2,001 veteran, vintage and classic vehicles travel from all around Australia to Canberra for a series of activities from April 26 to 29, 2001.

To be part of this once in a lifetime opportunity you need to be a member of a vehicle club which is affiliated with one of the state associations. Your vehicle must have been manufactured before 31 December 1975. Each state associations will be organising tours to Canberra.

The entry fee will be \$300.00 for the vehicle and driver.

This fee includes:

- a 2001 Tour number plate
- a limited edition medallion
- a history of motoring book
- a choice of motoring events in Canberra
- some meals
- a Centenary of Federation Banquet

Entry fee for passengers will be \$100.00, with children under twelve paying \$50.00. This covers the cost of light meals and the banquet.

For more information:
Ask the **Secretary** of your **Vehicle Club**

or contact the

National Director

Shannons 2001 National Motoring Tour
PO Box 118 Arncliffe NSW 2205

The shannons 2001 National Motoring Tour
is a project of the
Australian Historic Motoring Federation.

SHANNONS 2001 NATIONAL MOTORING TOUR

18 - 21 November, 1999



6 Cord Street, Dudley Park, 5008, South Australia
Web: www.classicadelaide.com.au
Email: rally@classicadelaide.com.au

NEWS 3

JUNE 1999

Rally and Motorsport SA ACN 070 111 161

Tel +61 8 8344 4424 Fax +61 8 8344 9830



The Premier of South Australia, John Olsen and Sir Jack Brabham will both enjoy a drive in the Classic Adelaide in 1999.

SIR JACK BRABHAM TO DRIVE CLASSIC ADELAIDE

Australia's Formula One triple World Champion, motor sport legend and one of nature's gentlemen, Sir Jack Brabham will drive in the Parade section of the Classic Adelaide. After his successful drive in a Formula One McLaren at the Adelaide 500, Sir Jack said he would love to come back for the 1999 Classic Adelaide Rally. Sir Jack travels all over the world these days driving in promotional displays and historic rallies and he endeared himself to South Australian fans at the Adelaide 500 by always being happy to sign autographs. At 73, Brabham climbed back into a Formula One car for a race for the first time in 28 years. He is now the oldest living F1 World Champion. Sir Jack showed he has lost none of his cunning and skill behind the wheel during the Formula Adelaide event.



Channel Ten will screen a one hour documentary on the 1999 Classic Adelaide Rally, one week after the event. While organising the Formula Adelaide, Race of Legends for the Adelaide 500, Dean Rainsford and the team made the connection with the Ten Network and arrangements were made to cover this year's Event. The national showing of the Rally is a great boost for the Event and for all the interstate competitors in their quest for support to come to Adelaide.

NEW REVERSE ORDER & NON-PENALTY TRANSPORTS

Classic Adelaide has decided to run the Competition section in reverse order this year. Highest seeded drivers will run at the rear for the entire 4 days, making the Rally far more entertaining for spectators. It also gives the TV crews time to set up. The late time penalty on the Classic Adelaide "transport" sections between the Special Stages has been removed for 1999. The "early" into-control penalty still applies and the 30 minute "out-of-time" allowance per division remains.

"LE MANS HEALEY" WILL SOUND GREAT THROUGH THE GORGE



First day out after the rebuild, unpainted. Tom tries it out for size.

The sensational looking Austin Healey Le Mans car, owned and rebuilt by veteran rallyist, Tom Barr-Smith will roar into life at the Classic Adelaide this year. The rare Healey is one of only three ever built by Healey and raced at Le Mans in 1968. Tom will drive the rare beast in the Parade section of the Event with the rest of the exotic overseas cars. The Barr-Smith Healey was finished last year at K&A Engineering in South Australia just in time for the Goodwood Festival of Speed, where the unique racer was warmly received. The Le Mans Healey has been faithfully rebuilt from the ground up with a fine touch to detail. Instead of the Climax engine, this car has the 3.5 litre Rover engine as its power source.

BIG SURGE IN REGISTRATION

Classic Adelaide has received 145 written registrations for entry so far and it's only JUNE! Most are for the competition section which has a limit of 120. We are encouraged by the response this year and look forward to a possible "Full House" if the rate of enquires continues at this pace.



CLASSIC "CONVOY" TO ADELAIDE FOR VICTORIAN ENTRANTS

Victorian entrants thinking of driving their cars over for Classic Adelaide, who would like to do it in a convoy, can contact Harvie Hele for more details on: Fax: 03 9561 3321 or Email: events@jeack.com.au

MUG SHOTS REQUIRED NOW!

This year, we want to put photos of all competitors on our Web Site as part of our list of entries. WE NEED YOUR HELP! The photo's are in addition to and separate from your Vehicle ID and Entry Forms, which all entrants will receive. Spectators and Media alike will use the Web Site information to identify drivers before and during the event. If you don't send a photo, you will become a "blank" spot on the web page. Help us to have the best Web Site for entrants in motor sport.

WE NEED YOUR PHOTOS NOW!



SUPP REGS ON THE NET

Response from around Australia for information to be placed on the Classic Adelaide Web Site will see the Event Supplementary Regulations available on the Net before the end of June. Hard copies of the Regs will still be available to all entrants and further questions will still be answered through the Rally Office. Don't forget:

www.classicadelaide.com.au

FULL COURSE FOR "TOUR" & LIGHT SELECTIVE EVENTS

The "Tourist Trophy" group this year will follow the full course of the Rally on Saturday and Sunday but will still have the opportunity to drop the afternoon on day One and Two, Thursday and Friday.

However this year, special test events and competitions will be par for the "Tour" course in the afternoons on a selective basis. Those who choose to compete in the afternoon tests must carry an approved helmet for both driver and navigator.

GOSSIP! RUMORS! & LIES....



Paul Vesty has found yet another Ferrari to bring to Adelaide. It is supposedly dark blue with hornbag white stripes over it and is an ex-Stirling Moss GT 250 short wheelbase car. PeeVee will join the Commander, Adrian Hamilton who will bring his delightful C-Type to Adelaide this year.

Chris Stephen has bought a Group N Mustang and the Iso Rivolta is up for sale. Chris is determined to get that "one-step" up on the victory dais.

Ruth Williams, who normally navigates for her Father, Ross in the little Elfin Clubman, confused a few people in Targa this year by navigating for Classic's Clerk of Course, Jeremy Browne in his "works" HF Lancia Fulvia. Jeremy was given full marks for finishing fifth outright in the Targa Classic, in the little Lancia, being the first time he had driven a left-hand drive car in anger and also for keeping his eyes focused in a forward direction for 5 days.

SCRUTINEERING BACK TO SCHOOL

Classic Adelaide scrutineering will again be held at the Douglas Mawson Institute of TAFE. The young automotive students of the College were "chuffed" to see such great cars at their school last year and competitors appreciated the clean work areas.



College principles will make some changes to ramps this year

to allow "low" vehicles onto all their hoists and the format will change to streamline the processing of competitors and their cars. Entrants will do their documentation first and hopefully have their stickers on their cars correctly before they arrive. This will speed up the process and the final duty will be to view the safety and trauma tape and complete the lecture. Douglas Mawson Institute of TAFE is the largest provider of vocational education and training to the transport industries of South Australia and the automotive engineering facilities are all under the one roof at Goodall Avenue, Croydon Park. International and local competitors will be scrutineered on Tuesday 16th November and the interstate competitors the following day, Wednesday 17th November. Cars must enter the "second" entrance "Gate No2" off Goodall Avenue and be directed from there to documentation. Our thanks again to the staff and students of TAFE for their continuing support.

MAKE UP YOUR MIND & YOUR BED

Four nights accommodation at the Hilton Adelaide is included in the Classic Adelaide Entry Fee. Included are Thursday 18 to Sunday 21 November only. If you would like to come a day earlier or stay later you must make your additional bookings direct with Kaye Quast, Hilton Adelaide on 08 8237 0781. Due to high demand, availability will not be guaranteed after 18th August.

NEWS RELEASE

MONSTER CLASSIC CAR DISPLAY

EASTERN CREEK RACEWAY - SUNDAY August 15

On Sunday Aug 15th at Sydney's Eastern Creek Raceway one of the largest gatherings and displays of Classic cars in Australia will be assembled and on display for the public to see and chat to their owners about, as well as Jazz bands, racing displays, bus rides around the circuit etc.

Over One and a Half Thousand (1500) Vehicles will be on display including everything from 1902 Vintage and Steam Cars, Packards, Rolls Royces, Bentleys, Mercedes, Rileys, Holdens, Fords, Chryslers, Rovers, motorcycles, sports cars like MGs, Austin Healeys, Morgans, Jaguars, Maseratis, Aston Martins and the day includes Bus rides around the circuit, Vintage military vehicles and a display of racing by the Historic Sports and Racing Car Association (HSRCA) at lunchtime.

The event run by the Council of Vintage Veteran and Thoroughbred Motor Clubs (CVVTMC), is Sponsored by Shannon's Classic Car Insurance and car club members put their cars in on a voluntary basis with over 100 car clubs being involved, and a stunning array of incredibly rare and beautiful vehicles will be on display.

The public are welcome to attend from 9 am, \$5 in and children are free - and a Lap Dash Supersprint will be held on Saturday 14th with a fullon Swap Meet for those hard to get car parts and accessories on that Saturday from very early morning

The Thoroughbred Sports Car Club will be represented as every year, with an impressive display of very interesting vehicles. Members interested at this point are

- * JIM PETERS - Maserati Mistral Coupe
- * SANDRA EID - Daimler V8 250 Sports Saloon
- * ADRIAN WALKER - Mustang Mach 1 GT coupe
- * ROLAND CLARK - Maserati Mistral Coupe
- * RAY ROSS - Aston Martin DB4
- * LES JOHNSON - Jaguar E Type
- * TONY CHAPMAN - Maserati Merak 3000
- * NORM JOHNSON - Jaguar XK120 Roadster
- * BOB SMITH - Jaguar MK10
- * LOU EID - Triumph TR6 Convertible
- * JOHN BURTON - Clubman Amaroo 1600
- * WAYNE WATKINS - Nissan Sylvia Coupe
- * DAVID MUIR - Aston Martin DB4 4Litre

Enquiries please call me anytime or speak to me at next club meeting
ADRIAN Walker TSCC (CVVTMC Member) (02) 997 4299 or (0417)224011

Les & Roselee Johnson

Roland & Stephanie Clark



John & Val Dixon

Gordon & Karen Lennox

1st May - 9th May 1999

We met at Richmond Tourist Information centre opposite the Richmond Air Base. The weather was a little over-cast and a concern for those in open cars. Instructions, whistles, maps etc. were issued and the first car was flagged away at 10.30 am. All participants were seen wandering just prior to leaving with observation run instructions in hand.

We ambled our way up the Bells Line of Road to our destination at Mt. Victoria's famous Imperial Hotel (est. 1878) for lunch by a nice open fire. Then, a few more answers were acquired as we drove on to Hartley Village where window panels were counted in the Old Court House and another few questions were attempted. From Hartley, we drove crossing a few (5) creeks ("Rocks" was their name).

After a quick browse around Lucknow we arrived at The Central Caleula Motor Lodge, Orange. It was chosen because it had good under cover parking and was fairly secure for the four-wheeled pride and joys. Its other selling point was the restaurant (for easy eating on the first and last night) which meant a few quiet ales could be had before retirement without the worry of drinking and driving.

Day two started as a game start. One person from each car was asked to whistle a tune whilst the other was asked to sing the words over Waltzing Matilda. After much amusement (especially to the organisers) we set off to Wellington to visit a phosphate mine (bats crap) where we were issued with a hard hat and white gloves. The idea was that if the gloves were returned soiled there would be a \$1000 fine for touching the walls of the mine. After the mine (and no fines) we had an inspection of Cathedral Cave. Immediately following the mine and cave tour we drove on to Yeoval where we were entertained by The Angora Tourist Farm. We lunched in a big shed where we enjoyed a barbecue and some people were seen trying to steal eggs and other odds and ends in an attempt to pick up some of the requested treasure troves for the Treasure hunt. We also saw Kangaroos, Ostriches, Camels, Bison etc. which were all part of the farm. Then, we witness to a rabbit being shorn and we waited for Roland to pick up the shears, but it didn't happen. After all this



excitement, we were entertained by the owners, who sang Country and Western songs and our own private fashion parade. We eventually tore ourselves away from the farm and just happen to stop at Yeoval pub for a cleansing ale or two. We were joined by Tony, Pauline, John, Val, Norm & Pam. The evening meal was at The Keg Restaurant in Orange. As usual, the early birds left leaving the drunks to stagger back later.

Day three was Bilby Day and another game start. Everyone left with a departing gift of a chocolate Bilby and headed towards Western Plains Zoo. We seemed to race through the Zoo before enjoying lunch at the Zoo. Then, just in case we were hungry we drove a short distance down the road to Dundullmil Homestead where we drifted back in time to when life was harder but probably more fulfilling. Roland and Stephanie travelled today with Ray and Margaret because the Maserati was suffering some heating problems similar to the problems experienced by Tony and Pauline in their Maserati. Norm and Pam's Jaguar also was suffering the same fate but they still managed to keep it going for the day. John and Val travelled around the Zoo with Roselee and me in a hire safari wagon. Vic and Judy terrorised the animals in their Amazon. After much excitement we ventured back to Orange where we enjoyed our evening meal in the Orange Ex-Services Club.

Day four left us entirely at the mercy of Karen and Gordon Lennox, our fellow country members. We left Orange and went on to Gooloogong where we visited a massive dairy farm (Moxey's Dairy). What an eye opener! We didn't think our day could get any better until we saw the fantastic sheep dog display at Devin Howell's farm. He sent two dogs out onto a huge paddock, where they rounded up a herd of sheep. In just a few minutes Kevin had those sheep penned and ready for shearing. After that amazing experience we drove to a Lavender Farm for lunch which consisted a home cooked country meal. Somehow Dave Muir managed to break not one, but two chairs. Whilst he was breaking chairs the girls enjoyed a conducted tour of the farm. Later that same day we were to marvel at The Age of Fishes Museum where we saw a display of fossils from the Devonian age. Dinner tonight was on the verandah of The Metropolitan Hotel in the heart of Orange. Our host, a jovial fellow kept us amused telling jokes. Your guessed it, the early birds left, whilst the drunks were left again to stagger back to the motel. It should be noted that after the return from the day's run John Burton, Tony Chapman, Kevin Leggott, Jim Peters, John Dixon, Dave Muir, Chris Johnson and yours truly enjoyed a little "male bonding" in the car park.



Day five was again organised by Gordon and took us to the Forbes Radio Telescope where some were seen nodding off whilst watching the video. The morning was cut short because we had to be at lunch at the Albion Hotel. Here we were given a tour of the cellars underneath the hotel where bushranger stories were heard. Dave Muir managed to organise an impromptu, visit to a private car collection owned by Jan and Bill Feeters, a wool sorting family from Forbes. The interesting assortment of cars was mainly Veteran and Vintage. Some of the women were more interested in doing the rounds of the shops in Forbes. After lunch we visited the ex-convent "Grenfell Hall" in Grenfell. No one will forget Daryl the extraordinary decorator or Nell one of Roland's, or perhaps Ray's past girlfriends. All she was after was a ride in the car with Ray. From Grenfell we made our way back to Orange for a meal at the Canton Chinese Restaurant enhanced by good conversation and drink. The pressure was starting to show at this stage because the increasing early retirements was now in evidence.

Day six was a game start organised by John and Val Dixon. We had to suggest what a strange cork-screw contraption could be adapted to. Nobody knew what the thing was. The Dixons had organised a trip to the Cowra Japanese Gardens and Prisoner of War camp site. We were travelling with Vic and Judy Andrews for the day which proved very interesting. Apparently, Vic's late father was a master stone mason and had been given the task of chiselling the words (in Japanese) on some of the monuments. We continued on to The Quarry Restaurant for lunch at this well selected country setting which was almost too good to leave. But depart we must, because we had to meet up at Molong with some of the others who had decided the trip was becoming a bit taxing. We all met at Peter Lamb's restoration shop where we viewed his collection of Veteran and Vintage cars. I nearly forgot to mention that while the men did the car thing the girls did the shop thing in Molong. Then it was back to Orange for some well earned male bonding in the car park.

Day seven, organised by Stephanie and Roland saw us breakfasting early and armed with our passports we departed in convoy from Orange to Bathurst, via Blayney. Along the way we stopped at Carcoar which is rapidly dying. Then onwards to Bathurst where we visited the National Motor Racing Museum. Then some keen members were seen racing around the Mount Panorama circuit. John and Val Dixon added a little bit of decorum when seen sedately taking the Rolls Royce around the track. Lunch, which consisted of nice fresh bread rolls topped with ham etc., was enjoyed sitting in the sun at the O'Connell hotel, Kelso. Then, through Oberon we went on our way to the Blue Mountains. We did

make one stop at Little Hartley where a lot of window panels were counted for a second time this trip. Jim was particularly interested in the Courthouse's windows. We seemed a little haunted by the Courthouse because we were then privy to a tour of the Courthouse where some members donned hats etc. to face Judge Val Peters decked out in Judicial Robes. Judge Judy was also spotted in the Courthouse. After escaping relatively unscathed we headed for Blackheath in the beautiful Blue Mountains where we could unpack our bags one last time for a two night stop. A little male bonding was had in the car park. The girls had decided that a little "wimmens business" was necessary in the bar for pre-dinner drinks in the relative warmth. The men were quite welcome to their car park. Tonight we were joined by Louie and Sandra Eid, Doug and Jenny Pye, Adrian and Lorraine Walker and Lionel and Gael Walker, where we enjoyed a seafood smorgasbord and carvery.

Day eight was an early start in the Motel Restaurant for a hot breakfast and a chat to some of the weekend club members. Then, we departed for the Zig-Zag Railway on a some-what inclement morning. Most members were seen huddling on the small railway station trying to keep warm and dry. The Zig-Zag railway situated in Lithgow has changed a lot since we visited it as a family group. It's much longer and much more comfortable and takes about 1 ½ hours ascending and descending tunnels and viaducts, whilst breathing in the smoke created by the burning coal used to steam up the engine. Doug Pye was seen in relaxed mode, nodding off, whilst others took in the breathtaking scenery. After our trip back in history we left the train and travelled through Bell to Mount Wilson. Here we enjoyed pumpkin soup etc. and great company. Tony Lehnert and his young son (enjoying ice-cream) joined us for lunch. The girls managed to witness a wedding (none of our group) just down the road in a little old stone church. Then, we walked through Lindfield Park gardens at Mt. Wilson. The time of year made the gardens breathtaking when they showed off their autumn colours. I was unfortunately called back to the car park because John Dixon had somehow managed to get the Rolls Royce bogged. A little pushing, shoving and wheel spinning was necessary to free the old roller from its temporary situation. A lot of the men helped with their advice and possibly thought that this was a good chance to catch up on some male bonding. One last trip back to the Motel and we made ready for the night's presentation dinner and all its frivolities. The theme set by Roland and Stephanie was a request that we each wear something belonging to our other half. I believe that the male bonding in the car park loosened some members inhibitions because whilst some members just swapped hand bags, ties, scarves, jewellery etc. there were some a little more outrageous. Dave walked in totally decked

out in Barbara's clothes. He was wearing her tights with a striped skivvy and teamed the look with a hat complete with matching hat-band. The outfit was complimented by a beautiful gold necklace and matching earrings. The one criticism I have was that the moustache just did nothing for the outfit. Dave must have been totally confused because he was seen later in the evening visiting the "Ladies" toilets. It must be noted that once Dave made his entrance Tony Chapman hastily removed his jumper to reveal a stylish nightdress. Very becoming Tony! We sat near Doug and Jenny Pye and Doug was a constant worry most of the night as he adjusted his socks. (Worn as boob warmers, not feet warmers.) The night's festivities were great fun and new members Tony and Pauline Chapman were warmly welcomed by a look alike Kosovonian refugee (alias John Dixon) complete with scarf. He/She carried a tray carrying Champagne and glasses so that we could toast the new members who seemed to enjoy the week away with fellow misfits tremendously. Some of the fun prizes were handed out to: Jim and Val (early bird award), John and Val (get a real car award), Tony and Pauline (the aqua award), Dave (crawlers and spit the dummy award), Judy (birthday award), Chris and Joan (shaggers award). Roselee and I were awarded with the tour coordinators award which was a genuine American chook feeder. After such a night we all retired ready for the trip home and a return to the real world which we had escaped from for the past nine days.

Perhaps we can repeat this escape when we celebrate the T.S.C.C.'s 21st Birthday in 2002.



Another vintage year for young car restorer

Master apprentice

If awards were cars then apprentice Ross Edwards would need a large garage at his Jillyby home.

Just as some people collect classic old cars, Mr Edwards is collecting awards.

Mr Edwards is in the final year of his apprenticeship with H. Bruce Gibbs Prestige Trimmer at Tuggerah.

He works with Bruce Gibbs on veteran, vintage, classic and custom cars and his latest effort is the upholstery on a magnificent and rare 1937 Jaguar SS 100 sports car.

The business involves the retrimming and re-upholstering of cars with clients including John Laws but also caters to everyday cars.

Mr Edwards attends Sydney Institute of Technology where acting deputy director Brian Jones told him he has won the Transport Award.

Dr Jones told Mr Edwards the award will be presented at the Sydney Institute of Technology award night on July 30.

A delighted Mr Gibbs said the Transport Award recognises excellence in academic and personal achievement throughout the course studied.

"It is awarded to the highest achiever within the transport department faculty," Mr Gibbs said.



Ross Edwards with the 1937 Jaguar SS 100 sports car he has helped to restore



Special Announcement

The management of:

H. Bruce Gibbs Prestige Trimmer®

"Trimmer to the Trophy Winner"®

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CRABTREE McLACHLAN RESTORATION SERVICES

wishes to congratulate our loyal and valued apprentice, **Ross Edwards**, on being the highest achiever within the Transport Faculty at Sydney Institute of Technology and on being nominated for the Institute Medal.

This is a reflection of our standards. Our business is committed to the highest quality workmanship, whether it be total retrimming in leather, cloth or vinyl, also mechanical rebuilds, coachbuilding and panel forming of veteran, vintage, classic, custom and collectable vehicles.

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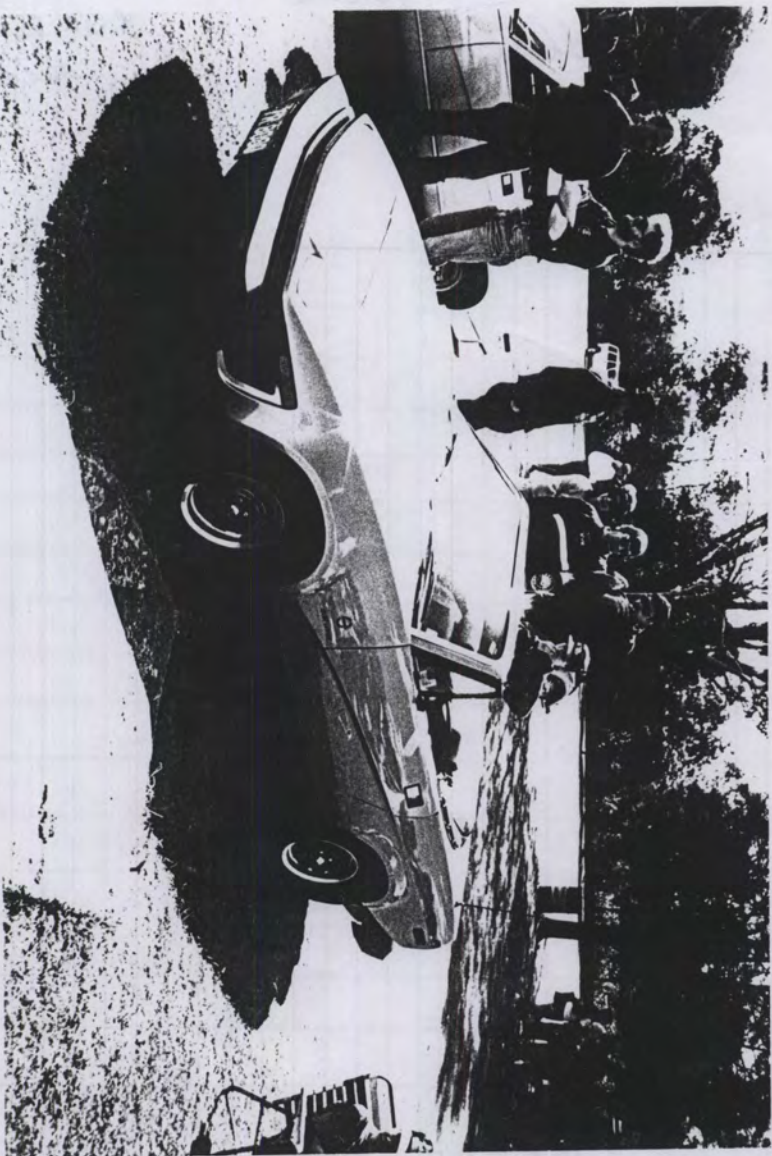
0418 493 772



Surname	First Name[s]	Address	Phone	Fax.	Mobile
3 Johnson	Chris & Joan	95 Appletree Drive, Cherrybrook 2126	9875 3691 [H]	9875 3691	0418 477 807
5 Peters	Jim & Val	27 Churchill St. Forster NSW 2428	6555 9575	6555 9456	0418 201 167 018 283 409, 015 201 113
6 Clark	Roland & Stephanie	395 Galston Road, Galston 2159	9653 2866 [H]	9653 2867	015 201 113
8 Muir	David & Barbara	18 View Street, Chatswood 2067	9413 1692 [H]		0416 131 692
17 Gough	Lester & Pam	32 Carshalton St. Croydon 2132	9779 3209	9779 3209	0411 117 370
19 Walker	Lionel & Gael	31 Evans Rd. Hornsby Heights 2077	9482 1855	9987 0334	0412 345 331
23 Lenhert	Tony	18 Woodrifle Rd. Penrith 2750	018 263 815		
27 Liddell/Creighton	Grant & Penny	43 Spencer Rd. Killara 2071	9499 2102		
30 Ross	Ray & Margaret	25 Taylers Rd. Dural 2158	9651 2013	9651 2019	0418 466 636
34 Smith	Robert & Jenny	47 Milling St. Hunters Hill 2111	9816 2701	9816 2701	
55 Burton	John & Sue	99 Victoria Road W. Pennant Hills 2125	9875 1050		0419 695 937
66 Walker	Adrian & Lorraine	88 Old Berowra Rd. Hornsby 2077	9987 4299		0417 224 011
82 Andrews	Vic & Judy	45 Van Buren Crt. Bonnet Bay 2226	9589 3381	9589 3381	0419 464 735
102 Pegler	Max & Carol	18 Hinemoa Ave. Normanhurst 2176	9989 8117	9989 8114	
117 Leggott	Kevin & Robyn	9 Talisman Ave. Castle Hill 2154	9634 6503		0419 927 907
140 Johnson	Les & Roselee	94 River Ave. West Chatswood 2067	9412 1838	9642 5008	0417 249 081
154 Ketelby	Gordon & Kim	11 Morella Rd Clifton Gardens 2088	9968 2889	9968 2832	0417 223 125 0413 157 096
163 Dixon	John & Val	14 Lobelia St. West Chatswood 2067	9403 6905	9403 6905	0417 242 889
169 Eid	Louis & Sandra	62 Minchinbury St. Eastern Creek 2766	9625 5226		
170 Johnson	Norm & Pam	52 Saunders Rd. Oakville 2705	045 723 513	9642 5008	0417 245 762
175 Smith	Richard & Lois	19 Barnes Cres. Menai 2234	9543 1097		
176 Lennox	Gordon & Karen	"Chapelton" Barnes Rd. Eugowra 2806	088 59 3542		
178 Fuller	Gary & Jeanette	PO Box 561 Toongabbie NSW 2146	9831 5460		0412 660 530
179 Jones	Barrie & Sharon	3 Carlyle Road East Lindfield NSW 2070	9416 7095 4959 9588	9223 8114	
180 Pye	Doug & Jenny	15B Bandalong Rd. Toronto 2283	4959 5951		0412 919 965
181 Watkins	Wayne	127 Phillip St. Waterloo 2017	9698 3913	9698 3913	
182 Rezek	Paul & Jenny	199 Longueville Rd Lane Cove 2066	9428 5702	9439 5725	0417 891 220
183 Smart	Peter & Sue	204 Bettington Rd Carlingford 2118	9630 1050		0412 091 043
184 Dooley	Tony & Rhonda	171 Toongabbie Rd. Toongabbie	9896 1490		0417 297 741
185 Floyd	Neville & Pam	20 Tallowood Ave. Cherrybrook 2126	9484 2384		0413 008 484
186 Chapman	Tony & Pauline	82B River Ave. Chatswood 2067	9412 1801	9681 2330	018 404 646
187 Gibb	Bruce	45A Panonia Rd. Wyong 2259	4351 9090	4353 9093	0418 493 772
188 Camenzuli	Ray	4 Westcott St. Oakhurst 2761	9628 2086		

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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 'Top Gear Newsletter' article, written by a Club Member; as voted 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']

**** MOTORKHANA / GO-KART CHAMPION ****

[Two Trophies: one each for 'Ladies', and 'Outright'.

If the times are equal, there will be a Trophy for the 'Mens'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.]

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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.

CLUB REGALIA

<i>Cloth Badge (Yellow/Black).....</i>	<i>\$5.00</i>
<i>10 yr. Anniversary Lapel Badge.....</i>	<i>\$10.00</i>
<i>Metal Car Badge</i>	<i>\$20.00</i>
<i>Transfer Sticker</i>	<i>\$0.50c</i>
<i>Club Magazine Binders (donated by Chris Johnson).....</i>	<i>\$3.00</i>
<i>Tour Western Plains Wine Glasses</i>	<i>\$6.00 ea.</i>
<i>Tour Western Plains Gift Pack Glasses (2)</i>	<i>\$14.00 set</i>
<i>Tour Western Plains Portfolio</i>	<i>\$24.00 ea.</i>

*These items will be available at Club Meetings, or phone
David Muir: 9413 1692.*