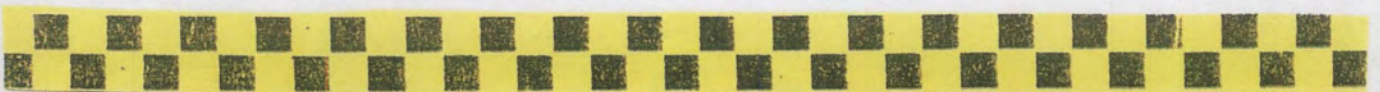


QUARTERLY NEWSLETTER – OCTOBER 1999

top gear



DAVE, ADRIAN & RAY ADMIRE JIM'S MASERATI MISTRAL



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 Members

**To establish and maintain, by example, a high standard of Conduct, and
Respect of the Law on the Road.**

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 October 1999

subject to amendment

October	Sun	10	S	President's Run –
			(Rol.C)	Thirlmere
	Wed	13	M	TSCC Meeting
	Sat	16	R	(MMA)Eastern Creek (\$145)
				*(Porsche) See below
November	Wed	10	M	TSCC Meeting AGM
	Sun	14	R	(MMA) Oran Park (South circuit) (\$110)
				*(BMW) See below
	Sun	14	S	Pride of Ownership (Dave M) (Curzon Hall)
	Sun	28	S	Tennis Day with Aston Martin Club
December	Sat	04	S	Xmas party /
				Presentation night
	Sun	05	R	Oran Park Sth – TSCC 2000 Pointscore

Contacts - Meetings: Ray Ross 9651 2013_ Social: Roland Clark 9653 2866

Racing: Vic Andrews 9528 3277

- ***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

Presidents report

As we enter into October and the hectic Christmas season bears down upon us, I must pause and reflect on some of the quality events we ran from July through to September.

Commencing with Austin Healy's Brass Monkey Run to Jenolan caves then onto a great night of fellowship at Les and Roselee's Christmas in July evening. We kept the winter flavour well and truly going that month.

In August undoubtably our best display of the variety of our club cars, which generated a great deal of interest from fellow car enthusiasts attending the C.V.V.T.M.C. premier event. A good number of us made the journey to Jim and Val Peters new stamping ground at Forster where we were looked after in great style by Jim and Val. Then off to a bit of "ripping and revving" at the Go-kart track at Eastern Creek then to the peace and tranquillity of the spring gardens at beautiful Mount Wilson.

I really believe that this period just passed presented all our members with something of interest and I take the opportunity to thank all our organisers and their assistants for all there efforts on our behalf. Undoubtably our various willing scribes at these events will enlighten you further and probably inform you of something you missed even if you were there.

Coming up in November and December are our big 3 – Wednesday November 10th is our Annual General Meeting to which all members should aspire to attend to elect our Year 2000 Committee. This is closely followed by our Pride Of Ownership day at Curzon Hall when we want you and your car out enjoying the day with our friends from the Astin Martin Club. It's about time we had more Thoroughbred cars attending than Astin Martins.

I warn you all that we are looking for 100% attendance at our Christmas party/presentation night on Saturday December 4th at the Artarmon Motor Inn. A free room give away draw for early payment. More information coming.

Heres looking at your wheels'.



T.S.C.C

MINUTES OF MONTHLY MEETING

JULY 1999

APOLOGIES.

Norm Johnson, Tony Dooley, Vic Andrews, Margaret Ross, Bob Smith, Joan Johnson, Penny Creighton & Lionel Walker.

GUEST SPEAKER Craig Brown from Shannons Corporation Pty Ltd

ATTENDANCE.

Ray Ross, Les & Roselee Johnson, John & Val Dixon, Louie & Sandra Eid, Chris Johnson, Roland & Stephanie Clark, David & Barbara Muir, John & Sue Burton, Peter & Sue Smart, Kevin Leggett, Lester Gough, Tony & Pauline Chapman & Grant Liddell.

MINUTES OF MAY MEETING.

Moved. John Burton **Seconded.** Barbara Muir

MINUTES OF JUNE MEETING.

Moved. David Muir **Seconded.** Adrian Walker

CORRESPONDENCE.

- CAMS Membership survey
- CAMS Newsletter & Report
- Association British Racing Car Club
- Invitation from "All Ford Association" Queensland
- Lake Macquarie Festival for Rock'n'Roll 16 Oct 99
- Film Vehicle Agency in the Gold Coast

TREASURES REPORT.

Cash at bank	\$3363.60	Jan to June	Income	\$10314.96
Term Deposit	\$ 718.54		Exp.	\$ 7284.19
Total	\$4082.14			\$ 3030.77

SPORTING REPORT.

Motorkhana was on the 27th with 6 participants, Lester expressed this was very poor, although all who attended had a good time. Most of the drivers had a spin in the Mercedes A Class that John Eid brought. Judy Andrews was the lady of the day. Lester expressed that we hope to have at least 30 Participants if we were to have another.

5th September TSCC V AMOC in the Millenium Karting Challenge
\$120 includes Karting Licence. If it rains it will still go on!

15th August CVVTMC Eastern Creek Classic see Adrian Walker

SOCIAL REPORT.

- Roland Clark briefed us on the Brass Monkey Run to Jenolan Caves with the Austin Healey Club. 11 TSCC vehicles were present.
- 15th August CVVTMC Eastern Creek Classic
- 28th - 29th August Forster weekend
- 5th September Mt Wilson

CLUB PLATES.

Roland reported that it is great to see Club Plates being used at our recent Club events, Rally & Jenolan Caves.

David has sent a club magazine & membership form to a lady which he was speaking to at the Jenolan Caves event.

EDITOR REPORT.

THE QUARTERLY MAGAZINE IS OUT!!! THANKYOU MR & MRS EDITOR.

Citizen Cane Award took place.

The winner: AN EXTRAORDINARY GRASSHOPPER ADVENTURE

GENERAL.

Those who went along to Barnarby's Restaurant have a lovely evening. Stephanie gave a special thankyou to John & Val Dixon for organising a great night.

Adrian reminded us Shannon's Eastern Creek tickets are available Now!!

Meeting closed 9pm.

Followed by our Guest Speaker Craig Brown from Shannons Corporation.

M.R. PEGLER & CO.

CHARTERED ACCOUNTANT

Maxwell R. Pegler

B.Ec., ACA, F.T.I.A.



Liability is limited
by the Accountants
Scheme

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THOROUGHBRD SPORTS CAR CLUB

11TH August 1999

Minutes of Meeting

Attendance: Ray & Margaret Ross, John & Val Dixon, Les Johnson, Roland Clark, Louie & Sandra Eid, Chris Johnson, David & Barbara Muir, Grant Liddell, Adrian Walker, Tony Chapman, Lester Gough
John & Sue Burton, Wayne Watkins & Peter & Sue Smart

Apologies: Kevin Leggett, Stephanie Clark, Joan Johnson, Penelope Creighton, Vic Andrews & Pauline Chapman.

Minutes of previous meeting: Moved Lester Gough Seconded: Bob Smith

Business arising from minutes:

David Muir has put in two articles for next magazine.

Ray Ross summarised discussions from Committee meeting; Tennis Day, Christmas Party, coming events, setting up of a display, banner & Album at Eastern creek 15th August, joining another clubs rally in may, and the phaeton's run.

Correspondence: Cams Newsletter for July
Oamps Insurance Broker
Smartsearch - Engine Industry Web page
Council of Veteran, Vint. & Thoroughbred Motor Club Inc.

Gen.Meeting

Jamberoo, The Loft & Albury-Wodong Rally in May

Club plates: We discussed the need to purchase more plates. Anyone requiring plates should contact Roland.
The club photo album needs a volunteer to update.
Roland reminded us to send in copies of all vehicle registration & Insurance papers.

Treasure's Report: Cash at bank 2248.50
Term deposit 737.36
Balance 2985.86

We are holding deposits for Christmas in July & Go karting.

Social Secretary's Report:

Happy Birthday to Ray Ross

Mt Wilson 19th September, we had a show of hands, and all decided to get an early start & see two gardens.

Coming event is to see restored locomotions at Thirlmere & train ride to Picton.

Tennis Day with the Aston Martin Club - tentative date 28th November.

We discussed our meeting place and time re; Forster weekend.

Sporting News: Go-karting at Eastern Creek is Fathers Day followed by lunch at Rosehill (Lester)
Shannon Classic at Eastern Creek- arrive between 8 - 8.30

Editor's Report: Articles are now due!
John Williams has been in touch with Roland and mentioned
Registration is free to Club members in England!

General:

Sue Smart thanked Les Johnson & Roselee and all helpers for a superb evening, "Christmas in July", There was a lot of preparation to make it a memorable night!

John Burton mentioned that he is in 5 car clubs and that Cams are reviewing their membership system.

Ray wished John & Val Dixon & Chis & Joan Johnson a special Bon-Voy-Age

Meeting closed; 9.15pm



THOROUGHbred SPORTS CAR CLUB

Minutes of meeting
8 September 1999

Commenced 8:15pm

Attendance: Ray & Margaret Ross, Les Johnson, Vic Andrews, Grant Liddell, Peter & Sue Smart, Wayne Watkins, Roland Clark, Adrian Walker, John Burton, Lester Gough & Louie and Sandra Eid.

Apologies: Chris Johnson, Norm Johnson, Neville and Pam Floyd, Bob Smith, Stephanie Clark, Tony Chapman & Penny Creighton, Barbara and David Muir.

Minutes of previous meeting:

Moved: Adrian Walker

Seconded: Peter Smart

Correspondence: Council of Vet. Vintage. Re: Meeting Mon 18th October
CVVMTC Meeting 27/9/99 (Re: new arrangements club plates)
Confirmation cams insurance [Sedwick]

Social Secretary's Report: Tennis Day 28th November [Kenturst Park]
Thirlmere Railway Museum 10th October.

Roland has a Venue for next years Christmas party. We'll visit in the New Year.

Sporting News: Go Karting with the Aston Martin Club was a great day with 24 drivers between the two clubs. Results are in the magazine.

John Burton has started a Car club for clubman drivers.

Editor's Report: Articles are coming in!

General Business;

Ray has informed us Stephanie's father has passed away, flowers have been sent. Ray thanked Jim and Val Peters on behalf of members for a great weekend. We need to send them a letter. Moved: Adrian Walker Sec: Wayne Watkins

Ray put to all members present the following;

- Do we want to order club shirts?
- Do we need name badges?
- What if we have gold tops with black logos?

Lester will look out for the company that made our previous badges as they have our dye.

Wayne Watkins asked if anyone is interested in a free mini.

Adrian gave a "Special Thank you" to Les & Roselec for a fabulous presentation of our Club Magazine

Meeting Closed, followed by cheese & biscuits.

EDITOR'S REPORT

I have officially finished our first year of publication and learnt a lot along the way. Thankyou to all members who took the time to send in articles for the magazine. Without your input the magazine would be very thin. Thankyou also, for the photos you have taken at different events and your consideration in forwarding them on because we all like to see our faces or cars appear in the magazine.

The printer has gobbled up many reams of paper in our endeavour to keep members interested. The lights have burnt well into the night in an effort to keep the magazine on track.

I especially thank Roselee for her patience and ideas in getting the magazine going. She has been put under considerable stress over the past year and is now ready for stress leave. (Paid of course.) The stress has been made a little more bearable because I have plied her with many Bacardi and Cokes.

I have not forgotten about the 18th Western Plains Tour book and will endeavour to get the book out before Christmas.

Lastly, Roselee and I would like to wish everyone a safe and merry Christmas and a happy new millennium year.

Les Johnson



THE EDITOR'S CAR, CHRISTENED BY ROSELEE AS –
“NEW DELHI”

(Because it's as hot as India, smells like an Indian taxi, noisy like Bombay and is a huge relief when the journey is complete!)

Restaurant Night Out

Barnaby's Riverside Restaurant

Parramatta

Saturday 19 June 1799

Located in the historic centre of Sydney on the banks of the Parramatta river, an integral part of our history, gentle folk from Parramatta House and rapsallions from the convict quarters gathered for a banquet.

23 of us attended [we lost poor Chris and Joan due to the "dreaded flu"].

We were placed on two tables in an L shaped configuration

How did they know to separate the well brought up gentle folk from the rather boisterous, Rowdy Crowd ? [more on their antics later].

What Barnaby's had forgotten to tell us was that they were having Xmas in June [not July] and we were greeted with a Christmas tree and bon bons.

Back to the Rowdy Crowd before partaking of our sumptuous feast we were asked if we would like an aperitif [of course we would] but how to pay ??

Once again how did they know ? The waiter said humble apologies ladies and gentlemen but due to some nefarious characters being in the restaurant each table will be given a bowl in which to place the coinage for their drinks.

The feat was sumptuous, portions were generous, and our dining was accompanied by a talented duet consisting of a young lady with a silken voice and a varied repertoire and a gentleman pianist equally talented.

Following our mains we were invited onto the dance floor for a waltz or gavotte, but no two "gentlemen" [and I use the term loosely] obviously having imbibed too much rum were seen dancing together. II. Fortunately for the sensitive ladies at our table they were not part of our group. Some lads from the other table were seen making unkind gestures and remarks towards the wayward pair.

As the night progressed the Rowdy Crowd became more intoxicated [no doubt with the cheap rum] a chair was broken by a portly figure [of the blacksmithing ilk] who sat rather too heavily and not long afterwards another was being taken to pieces, the reasons for this we failed to comprehend. [not so Smart]

As the clock struck the witching hour those of us sober enough to make our way to our carriages bid adieu to this fine establishment.

BY JOHN DIXON

A FEW WORDS OF ADVICE.....

(Contributed by Sandra Eid.)

A guy arrives at the pearly gates, waiting to be admitted. St. Peter is reading through the Big Book to see if the guy's name is written in it. After several minutes, St. Peter closed the book, furrows his brow, and says, "I'm sorry, I don't see your name written in the Book."

"How current is your copy?" he asks.

"I get a download every ten minutes," St. Peter replies, "why do you ask?"

"I'm embarrassed to admit it, but I was always the stubborn type. It was not until my death was imminent that I cried out to God, so my name probably hasn't arrived to your copy yet."

"I'm glad to hear that," Pete says, "but while we're waiting for the update to come through, can you tell me about a really good deed that you did in your life?"

The guy thinks for a moment and says, "Humm, well there was this one time when I was driving down a road and I saw a group of biker gang members harassing this poor girl. I slowed down, and sure enough, there they were, about 20 of them harassing this poor woman. Infuriated, I got out of my car, grabbed a tyre iron out of my boot, and walked up to the leader of the gang. He was a huge guy; 6'4", 26 kilo's, with a studded leather jacket and a chain running from his nose to his ears. As I walked up to the leader, the bikers formed a circle around me and told me to get lost or I'd be next."

"So I ripped the leader's chain out of his face and smashed him over the head with the tyre iron. Then I turned around and yelled to the rest of them.... "leave this poor innocent girl alone! You're all a bunch of SICK, deranged animals! Go home before I really teach you a lesson in PAIN!"

St. Peter, duly impressed, says "Wow! When did this happen?"

"About three minutes ago."



CLASSIC CAR DISPLAY

EASTERN CREEK RACING CIRCUIT - SUNDAY August 15th 1999

The day before it was wet - pouring rain in fact - Oh well - that's the way it will be tomorrow - but we woke up on Sunday morning and looked out the window to a glorious day with bright sunshine - we dropped down and kissed the floor - and headed off out to Eastern Creek for one of the most successful days the CVVTMC has held for a long time



Heading out there Ray Ross drove Roland Clark's AC Cobra and said it frightened the daylights out of him as whenever he went near the throttle it starts to spin the wheels - in any gear; Lou Eid arrived in his immaculate TR6 and spent some time swapping notes, he and Dave Muir were observed peering deep down into the innards/engine bay, discussing secret men's business TR6 gizzards and stuff, as Dave also has a TR6 which he is restoring; Dave Muir himself arrived in Les Johnson's Aston Martin DB4 Superleggera with GT stripes which he said was "very interesting" to drive - it had almost as much grunt as his WRX; Tony Chapman arrived in his impressive Maserati Merak and said he is very pleased, he found the problem, and did not have to buy any radiator caps on the way, and was heard advising members of the public about the use of overflow/header tanks ingeniously constructed from pieces of hose and recycled plastic Coca Cola bottles; Roland Clark brought out his lovely Maserati Mistrale which made it to the circuit without incident he was pleased to say; Les Johnson brought out his beautiful E Type Jaguar which showed absolutely no electrical problems; John Burton risked the predicted wet weather with his permanently hood down beautiful Amaroo Clubman in dramatic Black; Norm Johnson drove out his lovely XK120 Jaguar Convertible; John Eid and his charming wife brought along their beautifully prepared Triumph Stag Convertible; Lionel Walker brought along his Jaguar Mark 2 Sports Saloon freshly restored and looking very new, you can see your face in the paint underneath the car which is disgusting!!; Wayne Watkins brought out his trusty Nissan Sylvia Coupe; I brought along my trusty Mustang Mach 1 GT 351 sporting its long overdue new BRG paint



On Sunday we arrived from 8.30 on and setup the display with the TSCC banner between the cars with an ingenious ramp/pole supporting system designed and made by Dave Muir, thanks again Dave, and our TSCC cars were parked under it in two rows with a few chairs around some tables between the rows with Club Photo Albums and Application Forms available for people to look at.

We were next to the Aston Martin Club and in front of the Austin 7 Club, and the total size of the display was very impressive extending across the entire pit area, as well as all the grassed areas beside and behind the pits covering many acres. There were literally hundreds and hundreds of cars on display with over 90 car clubs involved. The display included historic military vehicles, historic double decker buses which were available for rides around the circuit, and overall around 1600 classic vehicles were on display.

TSCC and other Clubs were allowed a couple of parade laps of the circuit in various groups behind a pace car and these circuit runs continued all day.



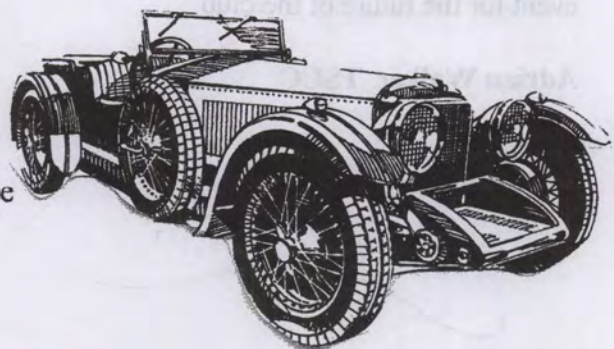
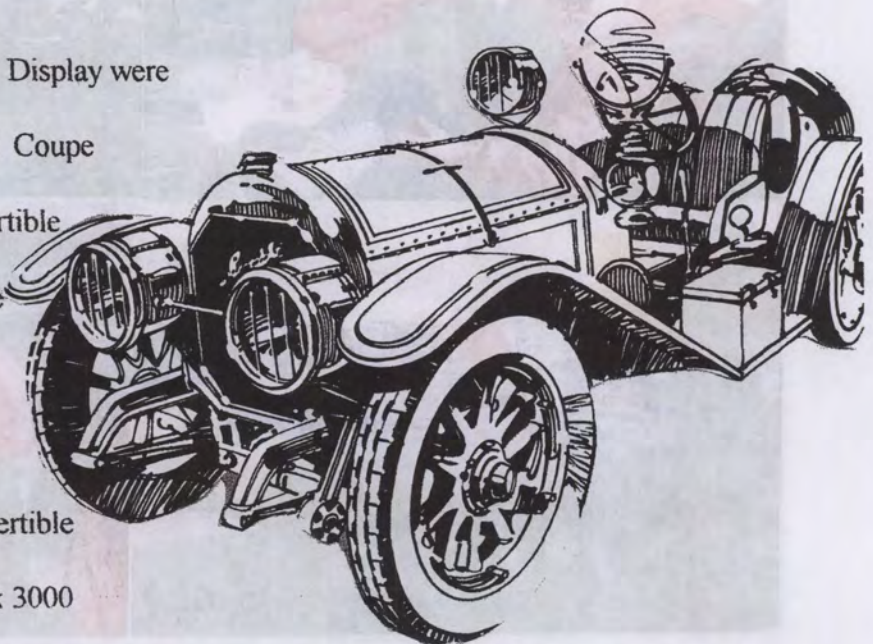
In the middle of the day a display of racing was put on by the HRSCA who had a quite a contingent of Open wheelers, Elfins, Lotus, MGs and other classic racing and sports cars which still make wonderful noises, are still quite fast and bring back fond memories of Bathurst, Calder, Mt Druitt, Warwick Farm and Australian Grand Prix race meetings. For those of us who like this sort of thing a few weeks later on September 17th HSRCA are putting on a fullon HISTORIC race meeting at Eastern Creek - Lionel Walker & myself will be there

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

A great many people showed interest in our vehicles and our display and chatted with members and a number of Membership forms were given to people who expressed interest in our club and several new members joined on the day

Members who made up the 1999 TSCC Display were

- * ROLAND CLARK - Maserati Mistral Coupe
- * RAY ROSS - AC COBRA V8 Convertible
- * LOU EID - Triumph TR6 Convertible
- * LES JOHNSON - Jaguar E Type
- * DAVID MUIR - Aston Martin DB4
- * JOHN EID - Triumph Stag V8 Convertible
- * TONY CHAPMAN - Maserati Merak 3000
- * NORM JOHNSON - Jaguar XK120 Roadster
- * LIONEL WALKER - Jaguar 3.8 Mark 2
- * JOHN BURTON - Clubman Amaro 1600
- * WAYNE WATKINS - Nissan Sylvia Coupe
- * ADRIAN WALKER - Mustang Mach 1 GT coupe



It was a glorious warm day as the sun warmed us up and we shed layers of clothing, and in the afternoon Roland Clark produced this enormous fruit cake, which he assured us he and Stephanie made with their own hands, and Ray Ross and I and all those who sampled it would like to say it was an outstanding fruitcake, and we would like to thank Roland and Stephanie for providing sustenance for us and a very nice thought

Overall many people have said to me that it was a very successful day, and that it was the best and most impressive display of TSCC vehicles we have ever had. A great many people came over to look at our display of cars, we have several new members who joined as a result of seeing our display and taking to TSCC members, and next year we might apply for 15 spots to accommodate the increasing healthy interest participating in this event is creating and to ensure everybody who wants to display their car can be guaranteed a place.



I would like to thank all TSCC members who put the time into preparing their cars and bringing them out to Eastern Creek, as there is no doubt it the type of impressive display put together with your help this year presents the club in a very strong and positive light and is a very worthwhile event for the future of the club

Adrian Walker TSCC

A handwritten signature in blue ink, which appears to be "Adrian Walker".

A WEEKEND IN FORSTER

By Les & Roselee Johnson

MEETING IN THE FOG



We all met in heavy fog at the old toll gates, Berowra. Vic Andrews was driving their Magna whilst Judy caught up on some lost sleep after doing a late shift the night before. Norm & Pam Johnson (who very rugged up against the conditions) turned up in their open Jaguar XK120. Adrian and Lorraine Walker arrived driving their Falcon. Sue and Peter turned up in their "smart" red BMW convertible. Sandra and Louie (the first to arrived) were driving their Pintara special. (When we arrived Sandra was wrapped in a towel trying to keep the moisture out and the heat in.) Wayne Watkins turned up in his Alfa Romeo. Sharon & Barrie Jones joined us and Sharon was seen doing the last minute nails before we set off. We were driving our trusty E Type Jaguar.

We all left Berowra and proceeded up the highway picking up Bruce Gibbs (who was behind the wheel of his magnificent, sporty WRX Subaru) at Wyong. Here, was also a police radar set up, but fortunately we all managed to get through unscathed. (Yes even us!) Perhaps the fact that a speeding fine is now worth \$2072 might have something to do with it. We did however, pass a red drop head Mercedes with the number plate 'LeBenz' parked alongside the road. The owner was possibly having a nervous wee stop just one kilometre further on from the police radar.

We pulled up at a B.P service station for fuel and morning coffee. As we left a lot of noise and smoke was emitting from Norm's Jaguar. So, men being men, they all dashed over to the source of the problem to offer their assistance. Fortunately, it was just a little flooding problem and Norm had it under control. Pam was seen ejecting herself from the passenger's seat at the first sign of trouble. (A pretty sensible move, most females would think.) We all enjoyed a great run up to Forster via The Lakes Way and checked into the Motel.



DAVE ADJUST VAL'S CURTAINS
(VIC CAN'T LOOK!)



LOUIE IS FOUND AT LAST!



THE BOYS' HAT TRICK



THE GIRLS' HAT TRICK



BRUCE SHOWS US THE ART OF
WHEEL CLAMPING



VAL PETER'S ALTAR BOYS
(WHO DID MOVE THE CANDLES?)

Jim and Val Peter's, driving their Maserati Mistral together with David and Barbara Muir driving the purple DB4 Aston arrived to meet the Southerners at the motel. Ray and Margaret Ross who had arrived previously in their Jeep towing their Winnebago, met us (minus the Winnebago) at the motel minus the camper.

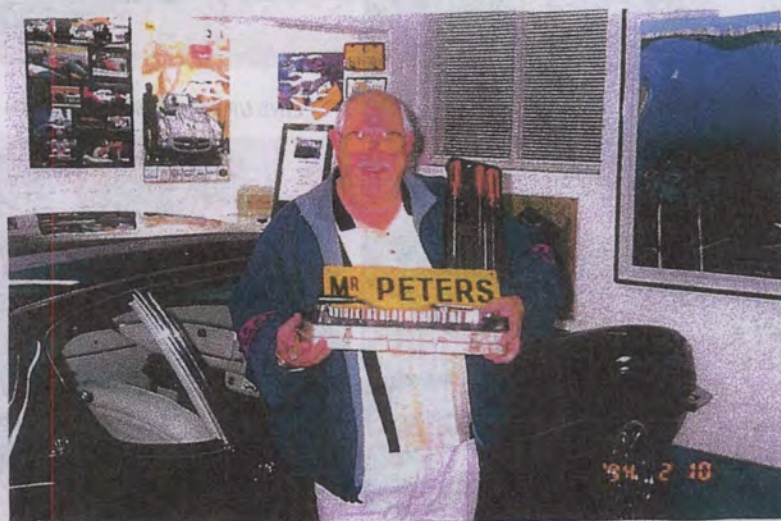
We then motored over the Forster-Tuncurry bridge and parked alongside the beautiful waterways of Tuncurry where Jim had organised with the Greater Lakes Car Club for a display and a bit of a chat with some of the local members. We dined on local fish and chips as we sat on the wharf and were joined by starving seagulls. There was an impressive display of varied cars which included; Rollers, Astons, Jaguars, Holdens, Triumphs, T.Model Fords, Maseratis, BMW, Subaru WRX and many more. At around 3 o'clock we made a dash back to the motel to leave our cars in a safer place. Then we were driven back to the meeting place to catch up with the girls who had managed to do a little shopping before walking the short distance to the ferry. Somehow along the way we lost Louie, Sandra and Wayne. Feeling responsible for the motley crew from out of town Jim organised a search party for the missing members. So that no one else got lost we were hearded on board our ferry. Louie and Wayne arrived at the boat minus Jim and Sandra. Then Jim and Sandra turned up but Louie was missing because he was looking for Sandra. Then Sandra arrived back and

decided she should look for Louie. Finally, a friend of Jim's, Steve, made a last ditch effort to collect the missing Eid's and we all set sail.

The sunset cruise took us up the lake and past many oyster leases. As we sailed into the night we fine food and drinks whilst enjoying the company and calm waters. After a few hours of imbibing we docked (having not lost one member) and went back to Jim and Val's new Forster home where the girls took great interest in Val's decorating skills and the boys took great interest in Jim's den complete with model cars and motor memorabilia. We were joined by some of the members of the Greater Lakes Car Club where the night carried on into the wee small hours. We returned to our motel and enjoyed a nice relaxing spa whilst sipping on a glass of wine.

The weekend was not quite over. Before we departed the next morning Jim and Val kindly hosted breakfast of croissants and a much needed coffee.

Thankyou Val and Jim for a very enjoyable weekend!





A LINE UP OF INTERESTING CARS





STRAIGHT FROM THE HORSE'S MOUTH

- A) **Pam Gough** has a brand new kitchen and Lester was fortunate to get a few R.D.O's to help with the project.
- B) **Barbara Muir** has been laid up with the flu. (Must have caught it from Dave.) She is now on her way to a full recovery.
- C) **Stephanie Clark** is almost through her Mateship course, so that she can confidently steer the Monster to a safe mooring. Anyone wanting Mateship should contact Stephanie.
- D) **Sue and Peter Smart** are going on a second honeymoon to the Whitsunday Islands and doing it leisurely on a 36' cruiser.
- E) **The Editor** has been doing a little brush stroking around the home but needs to get some professional advice because he starts at the ceiling and works down. A little bird has suggested that the correct way is to start on the walls first and work up to the ceiling. (Is that right Dave?)
- F) **Joan & Chris Johnson** missed the worst of the hurricane in the U.S.A and into Philadelphia a little later than scheduled.



Whilst in Intercourse, P.A. Chris & Joan were seen horsing around but still had time to send the Editors the above postcard.

G) Val & John Dixon are still enjoying their trip. Last heard from they were just leaving Tuscany, which they absolutely adored. News is that they were having difficulty finding a parking space for their renta Peugeot . Val has been given the sack as navigator and is now the driver.

H) Pam & Neville Floyd have been quiet on the scene lately. Apparently Pam has some neck problems. We wish her well and hope to see them both at more events in the future.

I) Wayne Watkins attended the T.S.C.C monthly meeting by himself. He was a week early. He must be looking for a position on the Committee. He also happen mention that he had a Japanese girl staying with him. The only available bed was his. So he explained that he drew an imaginary line down the centre of the bed, one side for him and one side for her. The rules lasted a mere week before the line was crossed by ? because she needed more details from Wayne.

J) Jim Peters is now spending more time in Sydney because has started a new business based in North Sydney. At least his Maserati will enable him to make the trip quick and painless.

H) Geoff Belshaw (old club member) attended the club outing to Thirlmere with his wife Jan and family in his Red Ferrari. After a few wrong turns he finally Caught up with us for lunch at the train museum.

I) Ray & Margaret Ross's gourmet kitchen is now completed. Ray is free to complete the restoration work on his E Type hoping to have it ready for the Albury rally next year.



GUESS WHO'S KITCHEN THIS IS?

EASTERN CREEK KARTS PTY. LTD.
 Lot 100 Brabham Drive
 2148 Eastern Creek
 Phone (02) 9672 7531
 Fax (02) 9672 7532

FINAL GROUP 1

OPENING HOURS:

Monday - Thursday: 10:00 am - 10:00 pm
 Friday - Saturday: 10:00 am - 11:00 pm
 Sunday : 10:00 am - 09:00 pm

Pos	1	2	3	4	5	6	7	8	9	10	11	12	13
Kart	12	10	3	4	5	6	7	8	9	10	11	12	13
Name	JAYSON D	PETER H	SHAWN J	ROSS A	GRANT U	GLENN C	PHILIP W	RICHA	DAVID	NORMA	RICK	DAVID	WARRE
1	49.53	51.40	50.17	59.48	61.42	56.14	57.44	59.27	60.77	67.34	62.19	68.46	70.21
2	49.59	+0.06	49.71	-1.69	49.95	-0.22	51.20	-8.28	51.52	-2.75	52.19	-5.25	51.24
3	49.57	-0.02	50.25	+0.54	49.67	-0.28	51.86	+0.66	51.90	+0.38	52.44	-0.95	53.27
4	49.67	+0.10	49.57	-0.68	50.08	+0.41	51.85	-0.01	52.15	+0.25	53.15	+0.71	53.12
5	49.85	+0.18	49.85	+0.28	50.56	+0.48	50.59	-1.26	51.82	-0.33	52.10	-0.15	51.55
6	49.80	-0.35	50.00	+0.15	50.76	+0.20	51.91	+1.32	51.39	-0.43	51.16	-0.94	52.15
7	50.20	+0.70	49.91	-0.09	50.24	+0.48	50.26	-1.65	51.07	-0.32	51.33	+0.17	52.03
8	50.24	+0.04	52.91	+3.00	50.91	-9.33	50.44	+0.18	50.22	-0.85	51.39	+0.06	52.20
9	51.05	+0.81	50.04	-2.87	50.24	-0.67	50.34	-0.10	51.56	+1.34	51.62	+0.23	51.99
10	50.94	-0.11	50.44	+0.40	50.51	-0.93	50.13	-0.21	50.41	-1.15	51.72	+0.10	52.06
11	50.76	-0.18	50.18	-0.26	50.65	-0.52	51.02	-0.89	51.01	+0.60	51.25	-0.47	50.79
12	50.42	-0.34	49.97	-0.21	51.30	+0.65	50.65	-0.37	51.25	+0.24	51.81	+0.12	51.30
13	49.69	-0.73	49.35	-0.62	50.73	-0.57	50.03	-0.62	51.14	-0.11	52.42	+0.61	52.50
Aver	50.07	50.27	51.26	51.52	52.06	52.30	52.45	52.60	52.82	53.99	54.04	55.78	56.42

Pos	1	2	3	4	5	6	7	8	9	10	11	12	13
Kart	17	12	4	10	18	6	3	19	20	7	10	11	12
Name	LESTER	AIDEN	JOHN	ANTHONY C	SHARON	LISA	GARETH	ELIAS	LES	LEA	VIC	LEA	VIC
1	60.01	59.06	60.51	60.92	62.21	61.75	61.37	70.50	71.96	70.57	51.63	70.57	51.63
2	51.69	-8.32	50.65	-8.41	51.69	-6.82	56.84	-4.08	57.16	-5.05	55.97	-5.78	62.46
3	52.65	+0.96	50.78	-0.13	51.87	-0.82	55.15	-1.69	54.30	-2.86	53.95	-2.02	63.07
4	51.64	-1.01	51.35	+0.57	52.77	-0.10	54.89	-0.26	59.35	+5.05	53.44	-0.51	56.18
5	52.11	+0.47	51.44	+0.09	55.01	-0.24	54.04	-0.85	54.82	-4.53	60.19	+6.75	54.51
6	55.28	+3.17	52.64	+1.20	55.48	-0.47	54.41	+0.37	54.76	-0.06	54.72	-5.47	56.06
7	52.43	-2.85	51.42	-1.22	55.81	-0.67	53.94	-0.47	54.58	-0.18	54.12	-0.60	53.54
8	52.46	+0.03	51.67	+0.25	54.06	+1.25	54.01	+0.07	57.78	+0.37	54.58	-0.16	60.97
9	52.11	-0.35	52.20	+0.53	52.73	-1.33	54.86	+0.85	53.91	-3.87	52.91	-1.05	54.81
10	51.20	-0.91	51.76	-0.44	52.83	+0.10	54.64	-0.22	53.58	-0.33	55.52	+2.61	55.04
11	51.79	+0.59	51.56	+5.80	52.84	+1.01	53.63	-1.13	55.28	-1.71	55.48	+0.44	55.83
12	53.48	+1.69	60.07	+2.51	54.57	+0.73	54.95	+1.42	55.35	+0.07	66.11	+12.30	54.84
13	52.27	-1.21	54.96	-5.11	54.30	-0.27	54.13	-0.82	54.59	-0.76	55.69	-10.42	55.45
Aver	53.00	53.50	53.95	55.10	55.97	56.31	57.21	57.92	61.79	63.93	69.51	63.93	69.51

Heat:7 5Sep'99-13:41 'Max Laps'

Pos	Car Driver	Laps	BestLap
1	12 JAYSON D	13	49.50
2	10 PETER H	13	49.35
3	3 SHAWN J	13	49.67
4	4 ROSS A	13	50.03
5	7 GRANT U	13	50.22
6	19 GLENN C	13	51.16
7	20 PHILLIP W	13	50.79
8	13 RICHARD W	13	50.82
9	18 DAVID M	13	51.44
10	15 NORMAN J	13	51.55
11	6 RICK M	13	50.88
12	17 AIDAN C	12	51.89
13	8 WARREN M	12	53.62

Heat:55 5Sep'99-13:19 'Max Laps'

Pos	Car Driver	Laps	BestLap
1	17 LESTER	13	51.20
2	12 AIDEN	13	50.65
3	4 JOHN	13	52.73
4	10 ANTHONY C	13	53.58
5	18 SHARON	13	53.58
6	6 LISA	13	52.91
7	3 GARETH	13	53.54
8	19 ELIAS	12	55.29
9	20 LES	12	59.47
10	7 LEA	11	59.33
11	2 VIC	11	51.50

BEST DAY-results : TRACK3

Pos	Time	Heat	Driver	BestLap
1	13:19	55	AIDEN	50.65
2	13:19	55	LESTER	51.20
3	13:19	55	VIC	51.50
4	13:19	55	JOHN	52.73
5	13:19	55	LISA	52.91
6	13:19	55	ANTHONY C	53.53
7	13:19	55	GARETH	53.54
8	13:19	55	SHARON	53.58
9	13:19	55	ELIAS	55.29
10	13:19	55	LEA	59.33
11	13:19	55	LES	59.47



'BOSS - RAY'



FOR THE LAST TIME, I DIDN'T ORGANISE THE MONEY!



'EDITOR - LES'



SIGNING OUR LIVES AWAY



SO MANY HELMETS TO CHOOSE FROM!



A BIT OF BACK SCRATCHING



WHAT WOULD OUR CHILDREN SAY?



Council of Veteran Vintage & Thoroughbred Motor Clubs

Incorporated

GPO Box 3954 Sydney NSW 2001 Australia

As mentioned at the Delegates meeting (26/7/99), and to the Presidents meeting at the Shannons Eastern Creek Classic (15/8/99), the major (or only) topic of debate at the Presidents meeting on Monday 18/10/99 at 8pm, will be our preferred system for the forthcoming changes to our club plates scheme. We have confirmation from the government of N.S.W that the RTA is currently reviewing the concessional registration systems in other states and that they will speak to us before making changes. Now is the time for all our members to have a say, as we must present a united opinion to the RTA, rather than them simply telling us what we will get because we are disorganized. The CCAMC (Bush Council) will have the same debate in Tamworth on Saturday 16/10/99, just two days before ours. We will have the results of their input, so it will be an up to date, no rumours, factual discussion covering virtually every club in N.S.W with club plates – you must be there! Either the President and/or the registrar but please only one or two from each club as we expect a large turn out, drinks and nibbles provided. You can dine at the club before the meeting – an excellent bistro.

The condensed versions of the other states systems we will be considering.

South Australia

- 30 years or older vehicles, L.H.D accepted, in operation for 3 years.
- Clubs apply to the RTA for acceptance as a suitable club.
- Clubs issue certificate to members confirming financial membership and vehicle suitability. (ie., genuine historic 30 plus years old.)
- No vehicle inspections on ANY vehicles in S.A, onus of roadworthiness is on owner with random roadside checks.
- Members take certificate and a blank log book to RTA and concessional registration is issued.
- Log book is filled in with vehicle and owners details and allows 90 days use by the owners at their choosing. Does not have to be a club run. An entry MUST be made in log book before moving the vehicle anywhere.
- Log book is replaced each year and old ones go to RTA records. Log books are printed and issued by the S.A federation (equivalent of the CVVTMC and CCAMC).
- Vehicles have normal number plates and rego label is different.
- Only problems so far are the debate over acceptable modifications to vehicles as clubs interpret various and different rules, plus the S.A government put all rego up this year but historic went up by a far larger percentage than all others.

QUEENSLAND

- 30 years or older vehicles, L.H.D. accepted, in operation 2 years.
- Clubs apply to RTA for acceptance as a suitable club.
- Clubs issue certificate to members confirming financial membership and vehicle suitability. (i.e., genuine historic 30 plus years old.)
- No vehicle inspections on ANY vehicles in QLD, onus of roadworthiness is on owner with random roadside checks.
- Members take certificate to RTA and concessional rego is issued.
- Vehicles can be used on authorized club events – presumably listed in magazine plus special events such as parades, family weddings and the like.
- Vehicles have normal number plates, the rego label and the form have “Historic Vehicle” details typed on them. The old “QLD Historic” number plates may be kept but will phase out as vehicles change hands. They are sequential numbers, no duplication as in NSW.
- No reported problems to date, this system was rushed in when a mix-up in the new legislation passed by Parliament wiped out the former unregistered vehicle permit scheme in QLD. This could happen in NSW under the current scheme.

A.C.T

- 30 years or older vehicles, L.H.D accepted, in operation for many years.
- Club must be members of A.C.T council (equivalent of CVVTMC and CCAMC) to be able to issue certificates to their members confirming financial membership and vehicle suitability. (i.e., it is an historic.)
- Members obtain roadworthy certificate (Pink slip) from garages etc., then go to RTA and take out concessional rego.
- Vehicle can be used on authorized club events and special events approved by the clubs.
- Vehicles have “A.C.T Historic” number plates which have sequential numbering. When you apply, you get the next number available.

WESTERN AUSTRALIA

- A mixture of ages including 30 years for most, 25 years for L.H.D and 20 years for special interest non-complying vehicles.

Victoria has a form of unregistered permit to move, which will be changing presumably, so their system is not included. We do not have details of the Tasmanian scheme nor the Northern Territory. We can and will ask for the best of all schemes, so please analyze the details above and talk it over with your members. However, please note that if we ask for more liberal usage, expect the Green Slip component to go up. By our calculations, the S.A 90 day set up would push a NSW concessional rego over \$100, do we really want one day in every four for our vehicles? Please join us in an informed debate on Monday the 18th of October, 1999 at 8pm Western Suburbs Australian Football Club – 40 Hampton Street, Croydon Park. Off street parking available.

Expression of interest



"Uniting all Motoring Enthusiasts"

THE EVENT: Shannons 2001 National Motoring Tour will celebrate the Centenary of Federation and bring together members of all state organisation that are members of the Australian Historic Motoring Federation Inc. in a festival of motoring history.

THE DATE: April 2001, from Thursday 26th to Sunday 29th inclusive.

THE LOCATION: Canberra, ACT, where 2001 vehicles will converge upon the National Capital in a memorable celebration of the first, and probably the only, century of private motoring.

THE VEHICLES: Entrants' vehicles -cars, motorcycles, buses, trucks, vans- should preferably be built between 1 January 1901 and 31 December 1975. There may be contingency allowance for vehicles built prior to 1901 and after 1975 on entry numbers but the intention is to showcase a representative model from every year of the motor vehicle since Federation which can still be regarded as classic, collectable or historic. Entrants must be members of a vehicle club that is affiliated with the umbrella organisation in each state.

THE COSTS: The entry fee is \$300.00 per driver and vehicle with an additional \$100 for each passenger. The \$300.00 covers a 2001 Tour number plate; Limited Edition medallion; a copy of the *History of Motoring Vehicles in Australia* book specially produced for the 2001 Tour by Peter Wherrett containing a picture of your vehicle; a Video Cassette, CD ROM or Digital Video Disc of the event soon after its conclusion; 2001 Tour folder; items of specially designed clothing; the Federation Dinner; other meals and appropriate tickets for events. Special accommodation packages are being organised in Canberra.

YOUR MOVE: Complete the Expression of Interest Form and post it to the

Shannons 2001 National Motoring Tour
PO Box 118 Arncliffe NSW 2205

with a preliminary fee of \$50.00. Make your cheque payable to: **2001 Tour**

Do not miss out!
We will not only be celebrating history but creating it!

* * * * *

Please Print

Name _____

Address _____

City _____ State _____ Post Code _____

Telephone/Fax (private) _____

Name of Club _____

Vehicle _____ Year _____ Model _____ Rego _____

Holden farewells V8

Hundreds of employees gathered at Holden's Fishermens Bend plant in Melbourne last month to farewell the Holden V8 as the last engine came off the production line.

The Holden V8 was the first and only Australian-designed and built V8 engine to be produced in volume with more than 541,000 manufactured in the 30 years that followed its introduction in 1968.

The Holden V8 was successfully re-engineered over the years to meet increasing demands from environmentalists, governments and consumers, being adapted to run on unleaded fuel and later with fuel-injection. It powered every model from the HT Holden to the top-selling VT Commodore.

The recently launched VT Commodore Series II

and the all-new WH Statesman and Caprice finally saw its demise when Holden switched to a Chevrolet V8.

Holden has stockpiled supplies of the locally produced 5.0-litre V8, which will remain available in the VS Holden Ute until the model is superseded.

Joining Holden employees at a special ceremony to salute the last Aussie V8 were the Holden Racing Team's Craig Lowndes and Mark Skaife, veteran Holden racing driver Larry Perkins and 84-year-old Fred James, the father of the landmark engine.

Holden boss, Peter Hanenberger, said the event was yet another milestone in the Holden story.

"Not many engines survive as long as 30 years, but the Holden V8 remained competitive for

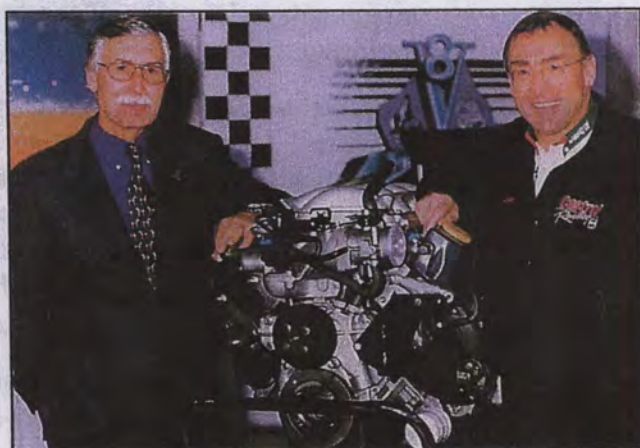
its entire time, outliving its Australian-made rivals by more than a decade."

The V8 first appeared in the futuristic Holden Hurricane concept car and 1969 HT model buyers could choose between 253 cubic inch (4.2-litre) and 308 cubic inch (5.0-litre) versions, that were promoted for their caravan-towing torque.

The Holden V8 won instant praise for its low weight, compact size and smooth performance.

The Holden V8 powered no less than 12 Bathurst winners, the first in 1975 and the last in 1993.

For the past 10 years, demand for the V8 has remained constant at an average 9000 a year.



• Holden boss and racer Larry Perkins farewell the V8

Return of the one-tonner

Ford, acknowledged as having created the ute way back in 1934, has re-invented the Aussie icon with its all-new range of AU work trucks.

It's thrown the old model, that dates way back to the early '80s, away and come up with a new AU Falcon ute that offers car-like comfort and handling on a versatile chassis with wide appeal.

Recognising farmer and tradespeople fondness for the 1970s Holden one-tonner, Ford based the AU on a separate cab-chassis that allows the fitting of a wide variety of

bodies to suit specific job needs.

The AU ute's all-new cab boasts the same levels of comfort and convenience as the rest of the Falcon range, but adds useful features such as the cup and thermos holders integrated into the tailgate.

Out back the new ute comes with a choice of body styles that includes a factory-supplied drop-sided tray.

All body variants can carry a full one-tonne while power comes from 4.0-litre sixes or a 5.0-litre V8, with a choice of five-speed manual or four-speed auto transmissions.

Prices range from \$23,400 for the XL chassis cab to \$37,300 for the XR8 sports ute.



• Falcon ute's a full one-tonner

JULY 11TH – “BRASS MONKEY RUN” – JENOLAN CAVES

By Wayne Watkins

It was pitch black on Sunday morning when I fired up the Silvia and headed off for the Austin Healey Owner's Club “Brass Monkey Run” rendezvous at Wonderland. By about Strathfield at the start of the freeway my demister started working slightly so I opened the throttle up to 100 k.p.h. I believe there's nothing better than cruising down the freeway in a sporty when 99% of Sydney is asleep.

At Parramatta I passed a Hillman Hunter wagon with vintage plates doing about 30 k.p.h. (They say that “beauty is in the eye of the beholder.”) A bit later a Healey 3000 passed me as though I was standing still! (He probably had the same feelings about me.)

As I pulled into Wonderland it was still dark and I passed an old Roller full of what I thought was a bunch of frozen upper class brass monkeys. Not seeing anyone that I knew I slotted in next to a Rally Jensen Healey and struck up a conversation with the occupants. I was still engrossed in conversation when the cars started pulling out. I followed and quickly caught up to the old Roller when I noticed from the corner of my eye that it was not full of the upper class, it was Les Johnson and crew peering through an iced up windscreen. I laughed to myself as I sat in the relative comfort of my enclosed cabin with Joe Cocker pumping out of my two watt Chinese speakers.





The run up through the mountains, past the Hydro then down the other side was great. But the last sixty two kilometres of winding misty road was the highlight watching Super 7 clones and big Healeys snake around the bends.

The hot coffee on the balcony was welcomed by all and the breaky was great. I had a nag with Don Read, an old mate of mine from the A.H.O.C, who said they had been asking our club for years to join in. I also met the guy from the Mini club who had just won an Alfa Spyder and all the loot and prizes from 'Sale of the Century.' Was he driving the Alfa?.....No, "just a one hundred year old Mini!!"

The whole affair then just seemed to end suddenly and I remember someone muttering to me about meeting at a pub for lunch. But I must have gone to the wrong pub, because all I found at Mt. Victoria was a great open air market and a pub full of Hells Angels. I bought a great framed photo of a Detomaso, a 300SL Benz and an Alfa Z race car.

I then a had a nice run home in time to catch the tail end of the car racing on T.V.

A few weeks later in August I returned to Jenolan Caves with some friends to explore the caves.



MT. WILSON GARDENS TOUR

SUNDAY 19TH SEPTEMBER 1999

(Contributed by Ray & Margaret Ross)

Organised by Roland & Stephanie Clark, our return visit to the spring magnificence of Mt. Wilson was certainly amplified by the glorious weather.

In attendance were Tony & Pauline Chapman in their yellow Maserati, Roland & Stephanie Clark in their green DB4, Norm & Pam Johnson in the S Type Jaguar (not really, but Pam's SSS Datsun Bluebird, Peter & Sue Smart in their red B.M.W. soft top, Sue Burton and her Aunty Daphne Dunn in a Magna, Ray Camenzuli in his red & white Cooper S and Ray & Margaret Ross in the Mazda Eunos. We were going to take Roland's Mark 11 Jaguar but a minor electrical safety problem crept in (R.H. side flasher) so we reluctantly went modern.

Leaving Richmond Air Base at 10.15 a.m. we were in Mt. Wilson at 11.15 a.m. that is except Ray Camenzuli who disappeared enroute and made our way to Merry Garth. This lovely garden has been owned by the one family for many years and is currently occupied by the daughter of the founder. Spread over 5 acres with a meandering path taking you through the various sections of the garden it was certainly very evident of all the development work that had been done over the years and in fact was still going on. There were a lot of rare and unusual plants available for sale at Merry Garth and by the number of plants on display it certainly appeared that the owners were making a living out of it.

Before we knew it lunch was upon us and we headed off to the Post Office Café. We were all seated in the same room as on our last (the rally) visit and enjoyed the good value fare of around \$20 per couple. We thought Aunty Daphne was going to pay but she ran out and left us to our own devices.

Then it was back to Lindfield Park where this time, besides the beautiful gardens you could clearly see Sydney's high rise buildings on the horizon. Here once again there were lots of large camellias, rhododendrons etc. in full flower but the hundreds of azalea plants were without flowers, all wiped out in a recent frost. Having spent a fair bit of time and money in plant nurseries over the years I would shudder to think of the amount of dollars of plants at Lindfield Park which remains our favourite.

It was now 3.30 and the cold was closing in over the mountain so we headed for our trusty steeds and headed home. Thanks once again to Roland and Stephanie for organising this enjoyable day.

1999 Christmas ROADSTER

MANUFACTURER

S. Claus & Elves
North Pole

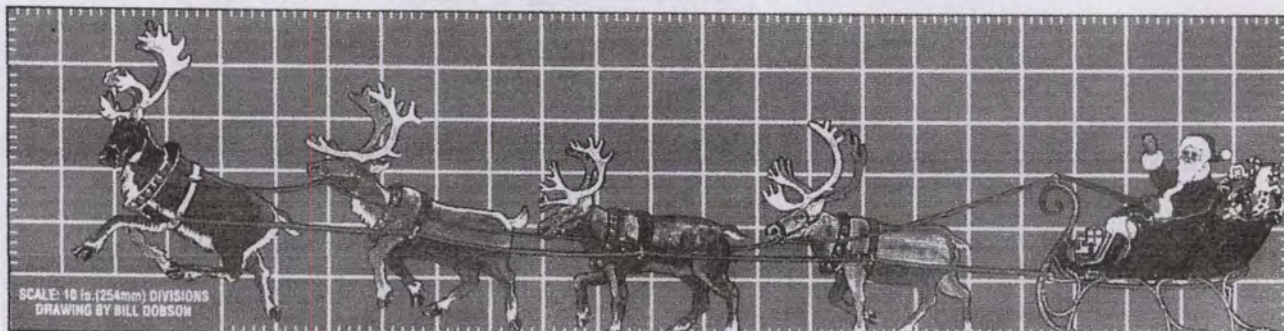
TEST CONDITIONS

Setting..... 'Twas the night before Christmas
Weather..... new-fallen snow
Lighting..... the moon gave the lustre of mid-day
to objects below

PRICE

Price as tested..... as any parent can tell you,
holiday joys are priceless
Price as tested includes std equip. (miniature sleigh,
eight tiny reindeer, bundle of toys).

To the top of the porch 5.5 sec
To the top of the wall 8.0 sec
Now, dash away! dash away!
dash away all! 11.3 sec
Exit speed... like the down of a thistle
Vertical acceleration 1.0g
Nostalgia rating..... excellent



SCALE: 10 in. (254mm) DIVISIONS
DRAWING BY BILL DOBSON

DRIVER

Type..... a right jolly old elf
Face..... broad
Eyes..... how they twinkled!
Dimples..... how merry!
Cheeks..... were like roses
Nose..... like a cherry!
Mouth..... droll and little,
drawn up like a bow
Beard of his chin: as white as the snow
Exhaust..... the stump of a pipe
held tight in his teeth
Emissions..... smoke encircling
his head like a wreath

GENERAL DATA

Sleigh occupant..... a little old driver
Character..... so lively and quick
Recognition time..... knew in a moment
Identity..... it must be SAINT NICK
Test weight..... chubby and plump
Weight disposition..... a little round belly
Distinction..... it shook, when he laugh'd,
like a bowlful of jelly
Clothing..... in fur, from his head
to his foot
Condition..... all tarnished with
ashes and soot
Additional luggage..... a bundle of
toys flung on his back
Overall appearance..... like a pedlar
just opening his pack

POWERTRAIN

Control..... he whistled, and shouted, and called them by name:
His coursers
1st row..... Dasher..... Dancer
2nd row..... Prancer..... Vixen
3rd row..... Comet..... Cupid
4th row..... Donder..... Blitzen

CHIMNEY & BODY

Layout..... As I drew in my head,
and was turning around

Body/frame:
Down the chimney ST. NICHOLAS
came with a bound

Action
First..... He spoke not a word
but went straight to his work
Second..... And filled all the stockings;
then turned with a jerk

ACCOMMODATIONS

House capacity..... 5
Chimney appearance..... stockings hung
with care
Bedroom..... children nestled all snug
Master bedroom..... Mamma in her
"kerchief, I in my cap
Master plan..... a long winter's nap

MAINTENANCE

Tuneup..... annually, just prior to
December 24

ACCELERATION

Time to speed..... Seconds
More rapid than eagles..... 3.5
Time to distance
To the top of the porch..... 5.5
To the top of the wall..... 8.0
Now, dash away! dash away!
dash away all!..... 11.3

NOISE LEVEL

All through the house, initially: offscale
Stirring mouse (delete option)..... 45 dBA
Clatter on the lawn..... 75 dBA
Prancing and pawing
of each little hoof..... 65 dBA

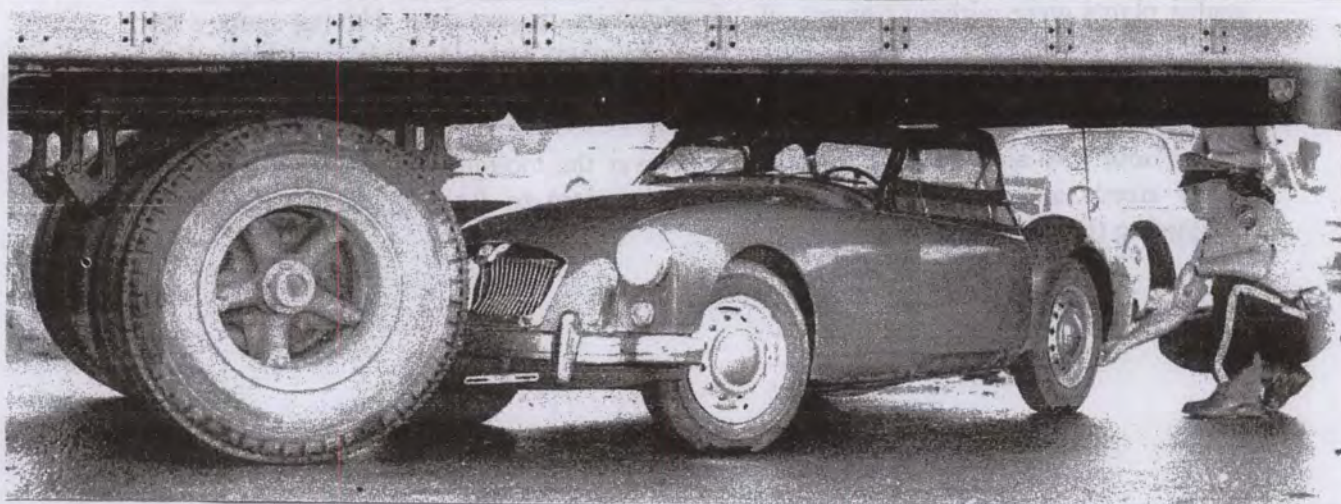
HANDLING

Vertical accel: up the chimney he rose
Balance..... laying his finger
aside of his nose
Exit speed... like the down of a thistle
Heard, ere he drove out of sight:

"Happy Christmas to all!
and to all a good night!"

Test Notes...

■ With fond appreci- all of us at Road & wishing you and yours
ation of Clement C. Track are delighted a Joyous Holiday
Moore's A Visit From to have this special Season and a
St. Nicholas, 1822. means of Prosperous New Year.



18 - 21 November, 1999

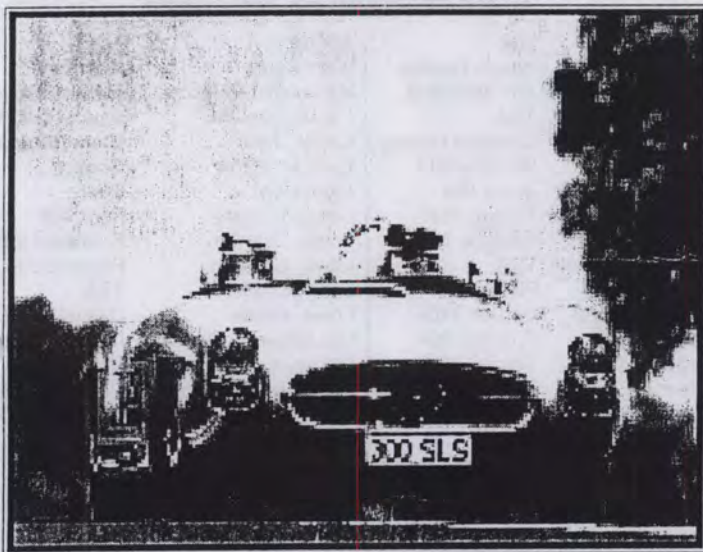


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NEWS 4 AUGUST 1999



Daimler - Benz Museum entry will be joined by European members of the Mercedes-Benz Classic Car Club for this year's Classic Adelaide.

MERCEDES THREE POINTED STAR TO SHINE ON CLASSIC

Classic Adelaide has received entries from members of the Mercedes-Benz Classic Car Club in Europe for the "Tour" section of the Rally.

Germany, Austria and Switzerland Clubs were sent full colour brochures at the beginning of the year, detailing the highlights of the Event. The Europeans have embraced the Classic Adelaide and the Event has received four entries from the club so far.

The Mercedes-Benz cable program, Fazination Oldtimers showed the 1998 Classic Adelaide on European Pay TV earlier this year and followed it up with 10,000 colour brochures being sent out to all the Classic car clubs by Club-Oz Australienreise incorporating The Classic Travel Club. Of course our European friends have shipping costs on top of the normal entry fee and we are thrilled that four entries have been received so far.

This is a first for the Classic and there is a larger touring exercise from Britain in the planning stage from the Jaguar XK Club for the year 2000.

NEW TOUR PROGRAM

One of the changes for this year will be the format of the Tourist Trophy section. As the interest and entries grow for this section of the rally, new ideas will be brought into the event to give the "Tour" a different profile each year. One of the success stories of the Tour from last year was a visit to a school by the tour group. School kids would not have the opportunity to see cars of this ilk outside of a museum and negotiations are being made for the Tourist Trophy group to briefly visit a community school again. To tickle the fancy of "Tour" entrants a couple of optional "tests" will be put in the program and a drive up the Collingrove Hillclimb is being considered.

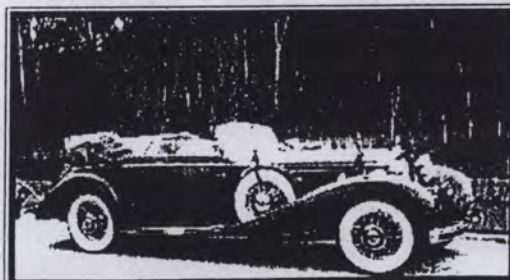
REGULATIONS & FORMS

People who have paid their entry deposit should now have Supplementary Regulations, Official Entry Form, Vehicle ID Form and a Crew Profile Sheet. If you do not have these, please contact the Rally Office on (08) 8344 4424.

MAJESTIC MERC WILL WOW

Mercedes-Benz will also have a historic entrant from Australia this year. George Hetrel has finished his magnificent 540K Mercedes, which will lead the Tourist Trophy group. George entered last year but the huge Merc 2 door limo was not finished in time. The 1936 Mercedes 540K German masterpiece was originally owned by Dr Ernst Heinkel, the man accredited to building the first jet engine. After Heinkel the 540K was painted grey and pressed into service as a "staff car". This particular car was then brought to Australia and George obtained the car a few years ago. The 540K is certainly no slouch and sports versions of the car were popular with the Hollywood set. The supercharged 5.4 litre engine

develops 180 bhp and at 90 mph ticks over at 2700 rpm.



George Hetrel's spectacular 1936 Mercedes 540K.



Classic Adelaide Director, David Edwards, talks to 1961 F1 World Champion, Phil Hill at Goodwood Festival of Speed.

CLASSIC WELL KNOWN AT GOODWOOD FESTIVAL

Classic Adelaide sent a consortium to the Goodwood Festival of

Speed to "talk-up" the rally to the classic car media and chat to new drivers that may be interested in coming downunder.

One friendly bloke knew Adelaide well and said he would love to come if someone had a Ferrari for him to drive. He happens to be a Mr Phil Hill, World F1 Champion in 1961 and champion sportscar driver at Le Mans. Phil is a delightful personality and remembers Adelaide from the grand prix days and more importantly he is fond of our wine. Many members of the public spotted the Classic Adelaide logo and said they had seen the Rally on Pay-TV and enjoyed the viewing.

Goodwood was awash with personalities including our regular overseas visitors, Daimler-Benz Museum Director, Dieter Ritter; Paul Vestey; Doug Nye and Adrian Hamilton. All said they were coming back in November but were still deciding what cars to bring.

MEIDECKE AVAILABLE TO DRIVE

Australian Champion, Andrew Meidecke has contacted Classic Adelaide and offered his services as a driver for the Event.

A canny owner of a competitive car could raise the value of his investment by having it driven to victory by Meidecke. Andy's Falcon GT was plagued with handling problems last year and wasn't able to keep up with Andrew Cavalli's BDA and Chris Stephen in the Rivolta. Meidecke certainly kept the crowd on their toes with some spectacular wheel work keeping the big Falcon on the black bits.

Car owners genuinely interested in Andrew Meidecke driving their car in this year's Classic Adelaide should contact the Rally Office.

ENTRIES HIT RECORD HIGH

At the time of publication, Classic Adelaide had reached 89 full entries to date with 58 outstanding expressions of interest still on the books. This is a record for Classic Adelaide an endorsement that the Event is very popular with classic owners. There is a ground swell of fresh entries and many new to the sport. This is very encouraging for all classic car events in Australia.

Entry List as at 23 July, 1999

Name	Car	Name	Car
Adler, Ross	Austin Healey	Kirk, Barry	Capri V6
Anderson, Richard	Alfa Montreal	Kyriakidis, Peter	Escort RS1600
Anderson, John	TBA	Lamb, Stewart	Escort Twin Cam
Barr-Smith, Tom	Le Mans Healey	Lamb, John	Capri/Perana
Bates, Rick	Porsche 911	Landan, Peter	Cooper S
Batten, Mike	Volvo 544	Law, Don	TBA
Beasley, John	Torana XU1	Leeson, Garry	Ford XW
Beaumont, Jeff	Porsche 911	Lewis, Warren	Sunbeam Tiger
Brabham, Sir Jack	TBA	Lloyd, Graham	Porsche 944
Braden, Martin	Fiat Abarth	Loh, Simon	TBA
Bridge, Stephen	Datsun 240z	Lowe, Robin	Datsun 240z
Brittan, Nick	Porsche 904	MacGillivray, Duncan	Healey 100/6
Brockhoff, Chris	Torana XU1	Magraith, Peter	Mustang
Brookman, Mel	Alfa GTV	McDonough, David	Capri/Perana
Brooks, Robert	TBA	McGrath, Tess	Jaguar SS100
Bryant, Mark	TBA	McKeon, John	BMW 2002
Canny, Brian	Alfa GTV	Mendelson, Bryan	Ferrari 330
Caudo, Joseph	Citroen SM	Mitchell, Edwin	Holden
Cavalli, Andrew	Escort RS1600	Moss, John & Norma	Morgan +4
Clarke, Bill	TBA	Moylan, Michael	Falcon GT
Cochrane, Peter	Mustang	Murch, Peter	Porsche 911
Cocks, Richard	Falcon GT	Ogg, Andrew	Escort Twin Cam
Cooper, David	Torana XU1	Ogg, David	Ferrari 365GT
Cotter, Michael	Datsun 240z	Olle, Geoff	Porsche 911
Crawford, Andrew	Datsun 240z	Percy, Win	TBA
Dermott, Brian	Healey 3000	Pethard, Bob	Jag XK150
Dixon, Philip	Porsche 911	Plowman, Marcus	TBA
Drewett, Jenifer	Mercedes	Rahimtulla, Nick	Alfa GTV
Eames, Peter	Jaguar XJ6	Ritter, Dieter	Mercedes
Eastwood, Trevor	MGA	Roscrow, Ken	Bentley MK6
Edmonds, Barrie	Mustang	Sabine, Paul	Aston DB6
Edwards, Robert	Cooper S	Savvas, Sam	Alfa GTV
Fewster, Richard	Lotus Elite	Shearman, Scott	Aston DB4
Fisher, John	Porsche 911	Shephard, Allen	E Type Jaguar
Fitzgerald, Gary	Datsun 240z	Simpson, Antony	Bugatti 57C
Fitzpatrick, John	Delage D6/70	Smith, John	Jaguar
Forgie, Mark	Porsche 911S	Spitzley, Mark	TBA
Fraser, Andrew	Aston DB4	Stephen, Chris	Mustang
George, John	Datsun 2000	Swan, Ian	Mustang
Goldsmith, Mark	Escort Twin Cam	Vestey, Paul	TBA
Gray, Barry	Lotus Elite	Virgo, John	Mustang
Haigh, Chris	E Type Jaguar	Wall, Ian	Alfa Romeo
Hamilton, Adrian	TBA	Ward, Garrick	Falcon GT
Hayden, Blair	Jaguar MKII	Warriner, Don	Jag XK140
Heaft, Paul	Porsche 911	Wilkins, Stuart	Datsun 240z
Hele, Harvie	MG TC	Williams, Geoff	Morgan +8
Hetrel, George	540K Mercedes	Williams, Ross	Elfin Clubman
Kent, Graham	Volvo P1800	Woods, Ian	Falcon GT
Kent, Scott	Mustang	Young, Rob	Cooper S

1999 CLASSIC ADELAIDE WEB SITE WITH REGS

www.classicadelaide.com.au

Supp Regs are now on our web site and competitors should be able to download the information as required.

COMMENTARY ON OTHER STATES CONCESSIONAL REGISTRATION SCHEMES AND POSSIBLE OPTIONS FOR N.S.W CLUBS

SOUTH AUSTRALIA

1) The S.A Log Book System has merits and a lot of folks consider it is the answer. However, the following points must be taken into account:

- It is a huge change in thinking and practise for all N.S.W "Club Plate" users. We will have to learn very quickly to fill in that Log Book before we set off. One little slip up because of a problem starting the car or getting the family going and bingo - you are inadvertently driving an unregistered possibly uninsured vehicle. Those of us who are so used to heading off on the club run without a thought will be most at risk of forgetting to grab that little book first. It will come with practise.
- The N.S.W Classic Car Insurance Industry has concerns over the system as at present, they know we are only using our vehicles for simple weekend club runs. This log book system will allow people to opt for a nice run up the coast midweek, by themselves and whilst this not only exposes us to more accident risks, it also offers more chances for theft as it is far easier to grab a vehicle from a restaurant carpark than it is to steal it from a group gathered at a club picnic. It's all about potential risk, so initially we could see comprehensive premiums go up if this Log Book scheme is adopted.
- We will never agree or settle on an optimum number of "days to use" versus the Green Slip insurance costs. If we say 50 (one day every weekend) that is probably plenty for most folks and would probably keep the pro-rata to normal Green Slips in line with current thinking. One idea put forward is for those who want more days usage to buy an extra log book with another 50 days in it. Say up to a maximum of 3 books (150 days) as by then you might as well have full rego.
- Ask yourself - is the Log Book System more open to abuse than a version of our current club events and designated testing set up? It would be tempting to some unscrupulous types to risk not filling in the book and then quickly scribble in it if they are pulled up. But is this any different to the stories we hear at present about difficult folks bending the club rules and risking it? At least this way, the offender is breaking a straightforward law and the club cannot be dragged into the argument. Under our current set up and others, the questions over the club run or not, permission given or not could be disputed.

A.C.T.

2) The A.C.T System is closely related to our club scheme, however, it is a legal and concessional rego system. It is very tightly controlled by the A.C.T Council (equivalent to CVVTMC and CCAMC). Only club events and close to home testing is permitted, full Pink Slip inspections are required and if your club is not a member of council you cannot get concessional registration. Whilst this is very good for the clubs, the council and the movement in general, it does beg the question - in N.S.W, can we force clubs to join either of our councils?

QUEENSLAND

3) Queensland's relatively new system is very similar to the A.C.T scheme with the exception of compulsory inspections and compulsory membership of the State Council body. The need to be in an approved club is still there but it is not compulsory for that club to be in the Council, it's just "encouraged" by the RTA. With the Queensland and A.C.T options, the comprehensive insurance folks would be happier so our premiums should stay the same.

NUMBER PLATES

4) The other states are very fortunate in having simple numberplate systems for their Historic Vehicles, only N.S.W has the problem of sorting out what to do with several hundred versions of 001, 002 etc. We must agree that our plates have to change, but if we go for a special "historic" or "vintage" plate, how do we work out who gets which number if they start from 0001 and go on from there - a draw from the hat, a raffle? It's hard to work it out, as everyone has opinions on which club has the right to have the lower numbers. One option suggested is for "our" numberplates to have a special colour and a special name across the bottom such as "N.S.W. Historic" or "N.S.W Heritage Vehicle", just as normal plates have "N.S.W Premier State" or whatever on them now. This way, the vehicles are easily identified from a reasonable distance and we can all choose whichever letters and numbers we want. If you do not wish to spend money, you will just get the next 3 letter / 3 number plate off the shelf albeit with the new logo on the bottom. However, you will be able to pay and have your "Historic" or "Heritage" plate made up out of all the options available in N.S.W at present 2 letters / 3 or 4 numbers, 3 letters / 2 numbers / 1 letter, all numbers, or all letters. Therefore, those special plates you have had parked on the family hack for years can finally go onto the vehicle they belong with.

INSPECTIONS

5) Queensland and S.A do not inspect any vehicles for registration, they work on random roadside checks and the police to pull up faulty cars, the onus is on the driver/owner to make sure it's right.

Given the fact that N.S.W will require inspections, should we choose one of the following options:

- Vehicle owner obtains a "Pink Slip" from any authorised inspection station, simple and easy, but a lot of inspectors have no experience with our vehicles.
- A list of specialist inspection stations with expertise in older vehicles, their different brakes, lights, emissions etc., is set up around N.S.W and owners are given this list to choose from. This is similar to the chain of specialists who can inspect unregistered vehicles for what is known as a "Blue Slip" and engineers who can certify modifications.
- Do we push for clubs to retain the right to have an experienced or qualified person within the club to do the inspections? Whilst this has a lot of merit, particularly for country clubs, the onus it places on the inspecting person, particularly if he or she is not a licensed and insured inspector, is very difficult to justify as the vehicle becomes a legally registered motor vehicle as per the N.S.W Act of Parliament

THE WAY FORWARD & OPPORTUNITIES

6) Is this the opportunity to clearly define an Historic vehicle in regard to modifications and replicas etc. Some schemes in other states have problems with different interpretations by various clubs and we all know of the never ending arguments within our N.S.W movement. Surely now is the time to sort it out, allow this and that but not those and lock it into legislation. The N.S.W Hot Rod/Street Rod scheme will have to change also, so possibly modified cars could be accommodated in a revised version of that scheme or a new category in between. Have a think about what is acceptable in your club.

Both the CVVTMC and the CCAMC seek and need your clubs input to this debate, so please give us your thoughts but we must point out that due to the requirements of National Standardisation of our road rules, we have to accept changes. It is beyond the point for us to say that we want to keep our current system, we have to agree on the best arrangement we can get during the changes about to happen. We can only hope to get the best deal if we all speak with one united 20,000 strong voice. Individual approaches will simply fragment our argument.

THE CLASSIC CAR OWNER'S GUIDE TO LEAD FREE FUEL

By

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**This paper was first given at the 2nd Car Clubs Information
Day held by the Association of Motoring Clubs Inc
on Saturday 31st July 1999**

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source is clearly identified.*

THE CLASSIC CAR OWNER'S GUIDE TO LEAD FREE FUEL

INTRODUCTION

Over the past 2-3 years there has been considerable press coverage of the possible problems which may be experienced by owners of cars made before the 1990s when using unleaded gasoline. This paper will review the variables which can influence the problem of valve seat recession (VSR) and discuss the various approaches, both chemical and mechanical, which can influence the occurrence. By considering the design and operational variables which affect VSR, the individual enthusiast can assess the severity of his/her potential problem.

HISTORY

The history of the adoption of Tetra Ethyl Lead (TEL) as an octane booster has been covered by many different articles, and will not be repeated in this paper. A side benefit of the introduction of TEL was that it was found to substantially decrease the problem of VSR which had been experienced in long distance coaches and transport vehicles in the USA in the early to mid 1920s.

With the general adoption of TEL by the fuel producers throughout the world between 1925-1935, the improvement in gasoline octane numbers gave rise to considerable improvements in engine performance. Higher compression ratios gave significant improvements in specific output, and this brought about improvements in the metallurgy of engine components, camshaft design etc. Increasing TEL levels could bring about excessive deposits on valve seats, which resulted in valve burning caused by guttering, and valve rotation was generally adopted to diminish this problem.

By the 1980s it was common for gasolines to have research octane number (RON) up to and in excess of 100, and TEL levels of 2-3 mgm lead per imperial gallon.

OCTANE NUMBERS

From the gasoline marketer's point of view the quality is decided by the research octane number (RON). The octane number of a fuel is measured in a single cylinder variable compression engine operated under very precise conditions. Two methods are used worldwide, the research method which measures RON and a more severe method which measures the motor octane number (MON). Typical gasoline would have a RON of say 95, and a MON of say 85, but the quality to be marketed is controlled by the RON. The MON can vary according to the way the fuel is blended and the type of refinery equipment available.

When the fuel is used in a production car engine it is possible for the fuel to behave in a differing manner according to how it is made and the design of the engine in which it is consumed. This is why you may find your car may behave better on brand A than brand B. The way the production car sees the fuel is known as the road octane number which is somewhere between the RON and the MON. Each individual design of engine will have an octane requirement and this is influenced by design and operational variables such as compression ratio,

combustion chamber shape, breathing and ignition characteristics, amount of carbon in the combustion chamber etc.

The octane requirement of a production engine will vary considerably due to the variation normally experienced in build. This variation can be up to 5 octane numbers and illustrates that to have test results which are meaningful when determined in engines, the build variables have to be carefully monitored.

The main thing, however, is that if your car has an octane requirement of, say, 90 and the road octane number of the gasoline being used is 92, then everything is fine. If, however, you require 90 and the road number is 88, then you will experience "knock" or detonation, bringing about the associated problems of over heating, loss of power and possibly mechanical failure of piston and valves. **Remember, if your car needs 90 you will get no more power or performance by feeding it with 100 octane.** There is no more power or heat energy in high-octane fuel than in low octane. Improvements in engine performance by using high-octane fuel can only be realised by changing substantially the basic tuning of the engine.

EXHAUST VALVE SEAT RECESSION

Valve seat recession will be experienced in engines designed to run on leaded fuels when using unleaded gasoline, but the severity of this problem is dependent on many variables.

A. Engine Speed

It is generally accepted that the VSR problem increases as the cube of the maximum crankshaft RPM. This is why the potential problem in veteran and early vintage engines, whether in vehicles or stationary, is virtually zero.

B. Specific Power Output

Generally speaking, the greater the power output per litre the greater the exhaust gas temperature. VSR is greatly influenced by hot gas corrosion.

C. Exhaust Valve Seat Material

As a generalisation, the softer the valve seat the greater the chance of VSR. Modern cast iron head material is softer than castings used in the 1930s. Today's castings are made from alloyed iron which provide good machineability.

D. Valve Rotation

The higher the valve rotational speed the higher the potential for VSR.

E. Trip Length

Long high-speed operation is much more severe than low-speed short runs. Therefore, the driver who competes in historic rally events is much more liable than the "once a month trip to the local pub" owner.

TEST METHODS

Here in Australia some 2 years ago, a series of engine tests were carried out to evaluate the type of "fixes" marketed in New Zealand as part of the creation of an Australian standard.

The basic parameters of this dynamometer test were adopted by the UK Federation of Vintage Motor Clubs, except whilst in Australia we used Holden and Ford engines, the UK people used a Rover/BMC unit. In both cases the cylinder heads were cast iron and the engine tests were conducted at 5,500 RPM for 50 hours continuous. This type of test will promote VSR and is excellent in evaluating whether or not the "fix" is a viable one. It is a go-no go test and does not reproduce the conditions existing with veteran, vintage or classic cars.

A great deal has been published in the UK about the one-off tests which have occurred on the various additives, which we will discuss later. In the lubricant side of the oil industry, full-scale engine tests have been the standard for at least 40 years. It is generally accepted that even with very precisely set up test engines, a single test result has very little validity. This fundamental feature seems to have been forgotten in the English market place.

MEANS OF DECREASING VSR

The wording of this section has been deliberately chosen -- decreasing VSR and not elimination. As previously mentioned, there are so many variables that one cannot use the wording "eliminating VSR". In this section we will consider the two main means, mechanical and chemical.

A. Mechanical

The established mechanical method is to use hardened valve seats and good quality valves. With the general adoption of LP Gas in Australia, the use of hardened valve seats is fairly common and not prohibitively expensive.

Aluminium cylinder heads are fitted with valve inserts but they are not necessarily of the correct material to ensure protection against VSR when using unleaded fuels.

The other "mechanical" devices are those using pellets of lead or tin, or use magnets to magnetise the fuel. These devices and similar ideas have no place in this review and have little to no technical credence whatsoever.

B. Chemical

The main problem in choosing a suitable chemical additive system is that it has to be added to the fuel, pass through the combustion process, lubricate in a gaseous phase the exhaust valve glowing red, and when it eventually gets to the exhaust tail pipe, not be a pollutant. Not a simple requirement.

Four main additives have been tested and are being promoted as being VSR compliant. They are:

(1) Phosphorous

The particular phosphorous additive has been in use for about 10 years in all parts of the world. Initially it was marketed as a general gasoline detergent – keeps the fuel system clean – and it was found to give excellent VSR protection some time later. It is the system which we in Penrite favour because of our extensive field experience in New Zealand and Australia, apart from the worldwide experience. We need to note that a potential problem can always be lurking around the corner with gasoline additives and may only be found after months or even years of field experience. Such a problem has been found twice in recent years. The most recent involved the deposition of significant quantities of black sludge in engines. Extensive work was carried out on lubricant formulation, but the cause was eventually traced to a gasoline additive giving a side effect not found during original development.

Treatment levels are realistic, and offer excellent protection at reasonable cost levels. Our product known as Penrite Valve Shield will shortly be available.

The only known problem with phosphorous systems is that it cannot be used in conjunction with platinum catalyst exhaust systems.

(2) Potassium

Potassium additives are favoured to be used in lead replacement gasolines (LRG), due to be introduced into the UK next year and rumoured to be similarly launched here in Australia. One particular potassium containing system has been tested in the UK by the Federation and claims of substantial reduction in VSR are made. As there are several different makers of potassium based VSR additives, it is difficult to know which system has been tested by what testing authority, and what field test data has been generated.

(3) Manganese

Another additive which has been tested in the UK to establish its effectiveness on VSR is based on Manganese. Manganese is one of the products originally evaluated as an anti-knock replacement for TEL in leaded gasolines. Results published indicate that these systems help towards reducing VSR.

Claims are also made that an octane improvement can also be experienced, although how much boost is difficult to quote because of treatment levels. However, as previously explained, any increase in road octane number over the octane requirement of the engine is of no benefit whatsoever.

Certain Manganese systems have been banned in the USA because of contamination of the water table and the increase in certain toxic products in the exhaust of motor vehicles.

(4) Sodium

The first main additive system marketed aimed at VSR control contained sodium chemistry. It was adopted by certain European gasoline marketers but it is understood that field experience indicated that problems of valve guide deposits and valve sticking was experienced. Corrosion in turbochargers was also experienced.

MARKET REACTION

In areas where leaded fuel has been removed from the market, the reaction has been very interesting.

In New Zealand where the removal of lead was virtually unheralded, the reaction was very mixed. All sorts of devices were sold and this brought about the Australian tests previously mentioned. Leaded fuel was removed from the forecourt and a premium unleaded fuel of rather dubious quality introduced.

With any distribution system which has been handling leaded fuel for something like 60 years, it is estimated that it will take in the order of 12-18 months for the lead level to be reduced to be 30 ppm (parts per million), the minimum lead level that provides VSR protection. Thus there is a "honeymoon" period before VSR could be anticipated, and this in itself can lure people into believing that the problem is a non-event. Initially any device or additive system is adopted and the fact that no problems are immediately experienced can give people the wrong impression. It will take time for the lead to be flushed from the distribution system so the danger period for VSR could occur some 1 to 2 years after the move.

In the UK the motoring press attention has resulted in classic car owners being completely confused as to how real the problem of VSR will be in the hobby vehicle. This has not been aided by some rather wild statements made by people involved in the marketplace, which has resulted in an extremely negative reaction towards unleaded gasoline by the classic car owner. During a recent rally in Europe, if anything untoward occurred to a car, the blame was immediately aimed towards unleaded fuel - high coolant temperatures, fuel smell, increased fuel consumption, punctures; it was all because leaded fuel was not available. It was even claimed that two tanks full of unleaded fuel will result in serious engine problems - this type of misinformation is extremely alarmist and reflects no credit on the originators.

ASSESSING THE VSR PROBLEM IN YOUR CAR AND HOW TO REDUCE IT

As a rough guide the more modern the vehicle the greater is the VSR potential.

If we give points on a 0-100 scale, then the year of manufacture is the first indication.

A veteran of 1904 scores 4 out of 100, whereas a 1980 car scores 80 out of 100. The greater you score the greater the VSR potential.

This age score can then be altered according to your driving scale. If you are the "half hour trip at 40 mph to the pub six times a year" then halve the score. If you are a keen classic car rally man then increase the score by 50%.

If you score less than 25% then you have a choice of

- (a) do nothing
- (b) use a fuel additive
- (c) use LRG.

If your score is 25%-80%, then use a fuel additive, either with LRG or unleaded. In this regard it is generally accepted that using one of the fuel additives at twice the normal concentration will further reduce the VSR problem. However, at this time the pricing of LRG is not known and therefore the economics of such a suggestion can be questioned.

Above 80% score, then use a fuel additive as above, but seriously consider when the time is ripe to fit hardened valve seats to your engine.

Vintage and veteran car users can use either LRG or unleaded regular grade plus a VSR additive and be confident that the potential for valve problems have been substantially reduced.

The most vulnerable engines are the 1980s and later cast iron headed units. these engines could still be in every day operation and therefore, at the high end of the risk scale. All the additives tested will only reduce the problem of VSR and not eliminate it. Increasing the treatment levels will further reduce the problem, but economics must be considered.

CONCLUSIONS

Despite what has been published in many motoring magazines, the world of classic car usage will not disappear at the same time as leaded petrol. The testing carried out both in Australia and in the UK is a "most severe" procedure and whilst the test is carried out for 50 hours, in actual fact this translates to many thousands of miles of normal road use.

With the use of proven fuel additives the life of classic cars and enjoyment offered to their owners should not be influenced by the demise of leaded fuels.

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Also XMAS.

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BIRTHDAYS

OCTOBER	09	ADRIAN WALKER
	14	LES JOHNSON
	29	BOB SMITH
NOVEMBER	17	JOAN JOHNSON
	30	VIC ANDREWS
DECEMBER	16	DAVID MUIR

NOTE: NEWSLETTER DEADLINE 1st JANUARY 2000



***A BIRTHDAY & CHRISTMAS FOR
JOHN DIXON***

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']

**** MOTORHANA / 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.]

This Newsletter is published by:

THE THOROUGHBREDED SPORTS CAR CLUB

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

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