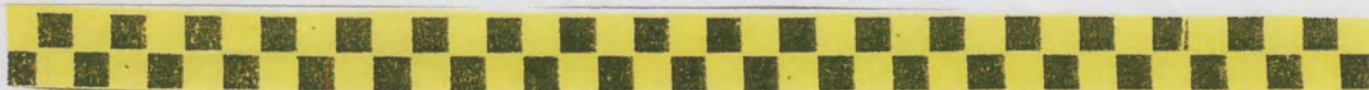


QUARTERLY NEWSLETTER - APRIL 2000



LINE-UP OF T.S.C.C. CARS
ILLAWARRA CAR MUSEUM
ALBURY RALLY



2000 COMMITTEE

PRESIDENT	RAY ROSS	(H/F) 9651 2013
VICE PRESIDENT /		(H) 9653 2866
SOCIAL DIRECTOR	ROLAND CLARK	(F) 9653 2867
SECRETARY	SANDRA EID	(H) 9625 5226
TREASURER	JOHN DIXON	(H/F) 9403 6905
EDITOR	LES JOHNSON	(H) 9412 1838
		(F) 9410 2647
COMPETITION SECRETARY /		
PONTS SCORE KEEPER	WAYNE WATKINS	(H/F) 9698 3913
CLUB PLATE REGISTRAR	ROLAND CLARK	(H) 9653 2866
		(F) 9653 2867
CLUB SHOP, RAFFLES,		
CLUB PROPERTY	SUE SMART	(H) 9630 1050

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
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



STRAIGHT FROM THE HORSE'S MOUTH

- A) **Tony & Pauline Chapman** successfully survived the recent wedding of their son Aidan to Lisa. They may have given up their son but, because the newlyweds had a delayed honeymoon in Broom, it meant that Tony had to fill Aidan's shoes and **work** in the family business for two weeks. Their loyalty meant that Pauline & Tony were also unable to join us on the Albury rally.
- B) **Ray & Margaret Ross's** E-Type still may not be ready for the Albury rally but there is still a lot of frantic work being carried out in a last ditched effort to get it ready. (Unfortunately, the E-Type did not make the rally.)
- C) **Les & Roselee Johnson** returned back from their successful "Wholly Ghost Tour" of New Zealand. The car ran very well considering it was it's inaugural Tour. They returned with less than twenty-four hours to spare before their first Grandchild was born. A little granddaughter named Amanda Claire.
- D) **Joan & Chris Johnson** have been very busy entertaining their English Relatives. First Chris's brother spent three weeks in a rather soggy Oz and now Joan's two sisters have arrived for six weeks. Chris is probably in his element looking after his little harem of three women. (Harem Scarum!)
- E) **Vic & Judy Andrews** had a wonderful time in Vanuatu and have come back Feeling very relaxed, making it a little easier to deal with protesters at the Lucas Heights reactor.
- F) **Norm & Pam Johnson's** Jaguar XKSS is very close to completion. It has Returned from Bruce Gibbs and Robert McLaughlin's magnificent workshop. Providing the engine kicks over (because it hasn't been fired up yet) it should Prove to be a great Club car.
- G) **Wayne Watkins** has had a bout in Prince Alfred Hospital. Nothing too serious we Hope. We also hope he will be out and about very soon. (Wayne is out and about and Even managed to make the Albury rally with a few extra tubes and machines in tow.)
- H) **Gordon & Kim Ketelbey** have loaded their trusty Mustang in a container bound For England in preparation for the London to Sydney Marathon. The whole club wishes a safe journey and look forward to their many stories upon their return.

- I) **Louie & Sandra Eid** have purchased their dream home at Kurrajong where They will have plenty of land to grow vegetables and perhaps house a car or two.
- J) **Sue & Peter Smart** also celebrated their daughter Tanya's wedding on the same Day as the Chapman's son, 4th March 2000.
- K) **Tony & Rhonda Dooley** now have their plans passed for their house extensions. We only hope that now they have a little more time to join us on a few club outings.
- L) **Ken & Gay Parsons** E-Type is almost there. Ken, a very capable motor mechanic Should have a well tuned Club car for future events and we look forward to seeing them On some runs this year.
- M) **David & Barbara Muir** are steering away from cars at the moment as Dave has Purchased a sailing boat, although he maintains that he will be back working on the trusty TR6 before it becomes a rusty TR6.
- N) **Adrian Walker** is busy converting his 1968 Mustang into a Shelby look-alike. He Hopes to have it ready in June-July and would appreciate any articles etc.



Our range of pianos not only includes new instruments but selected and pre-serviced modern and older upright and grand pianos.

When one of your family decides to embark on a musical education or it's time to upgrade the old family hand-me-down instrument, then please call on us and savour the experience.

KAWAI – SCHIMMEL – STEINBACH
CARLINGFORD MUSIC CENTRE

320 Pennant Hills Road, Carlingford

Tel. 9873 2333 or visit our website: www.carlingfordmusic.com.au

2000

CALENDAR

As at April 2000

Subject to amendment

April	Sun 30	S	Day run ... Wayne Watkins
May	Wed 10	M	Monthly meeting ... Ray Ross
	Wed 17	F	Lunch – Mt. Victoria ... Roland Clark
	Wkd 20/21	R	Wakefield supersprint ... Ray Ross
June	Sat 03	S	Restaurant night ... John Dixon
	Wed 14	M	Monthly meeting ... Ray Ross
	Wed 21	F	Lunch at Picton ... Roland Clark
July	Wed 12	M	Monthly meeting ... Ray Ross
	Sun 16	S	Austin Healey Brass Monkey-Goulburn
	Wed 19	F	Lunch at Woy Woy ... Roland Clark
August	Wed 09	M	Monthly meeting ... Ray Ross
	Wkd 12/13	S	Shannons Eastern Creek ... A.Walker
	Wed 16	F	Breakfast -Wisemans Ferry- Roland C.
	Sun 27	S	Day run ... Les Johnson
September	* Wed 06	M	Monthly meeting ... Ray Ross
* Brought forward due to olympics			
	Wed 20	F	Breakfast run – Bulli Pass – Roland C.
October	Sun 08	S	Day run to the park ... Wayne Watkins
	Wed 11	M	Monthly meeting ... Ray Ross
	Wed 18	F	Lunch – Cessnock ... Roland Clark
	Wkd 20/21/22	S	Weekend away – Cowra ... Roland C.
November	Sun 05	R	Pride of Ownership day ... Ray Ross
	Wed 08	M	Monthly meeting & A.G.M ... Ray Ross
	Wed 15	F	Lunch at Palm Beach ... Roland Clark
	Sun 19	S	Tennis Day ... Stephanie Clark
December	Sat 02	S	Xmas Presentation Party ... Ray Ross

Contacts – Roland & Stephanie Clark – 9653 2866

- Ray Ross	9651 2013
- Les Johnson	9412 1838
- John Dixon	9403 6905
- Wayne Watkins	9698 3913

- ***Note: Events organised by the Marque Motorsport Association**
- **Events 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 – Mob. 0413 731113 for further details
- Application form to be forwarded ASAP if you intend to run series
- All other track events contact Ray Ross

Legend: M = Club meeting (3 points) S = Social event (2 points)
R = Racing event (1 point) F = Fun run (no points)

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

BIRTHDAYS

APRIL

05	Lorraine Walker
19	John Burton
22	Stephanie Clark
26	Sandra Eid

MAY Jenny Smith

JUNE

03	Carol Pegler
11	Lester Gough
14	Kevin Leggot
25	Norm Johnson

Our apologies to Judy Andrews
because the editors forgot your
birthday **again!** Happy belated
birthday **Judy!**

P.S. If we forget to include anyone's
birthday please let us know!

NEXT NEWSLETTER DEADLINE – 1ST JULY 2000

PRESIDENT'S REPORT

As I write this report, just prior to Easter, *RALLY 2000* has come to a seemingly successful end. We now have the reports to write and to forward (with photos) to "Mr. & Mrs. Ed" for inclusion in our next magazine.

Along the way we met up with the members of two different car clubs and it seems to me that this is the way of the future. Interest was high on those days and it would appear that with a further forward planning approach we could latch onto some very good weekend events.

Also of great interest were our new club shirts. I am very proud to say that we had a 100% showing by our members when club shirt days were requested and interest from not only other car clubs but also favourable comments from members of the general public regarding the shirts.

Margaret and I look forward to seeing you again shortly and hope you and your families had a safe, relaxing Easter.

Here's looking at your wheels,

Ray.



EDITOR'S REPORT

We were very grateful to return from our recent holidays and find a number of articles awaiting us upon our return. Thankyou to everyone who has sent us any articles. Without them it would be a very lean magazine.

Just a reminder to those members who were writing up a day from the Albury rally, don't let it slip your mind, because we need your article A.S.A.P. (It's better to write it **now** whilst it is still relatively fresh in your mind.)

The Editors

TREASURER'S REPORT



January to March 2000							
Income		Expenditure		Balance		Bank Statement	
Membership Fees	770	CAMS				Cash at Bank	772.7
Advertising		Room Hire				Term Deposit	737.21
Events:	110	Events:					
Xmas Party							
Raffles, etc.		Insurance					
Interest	0.59	Newsletter	509.7				
Miscellaneous	365	CVVTMC	25.83				
T-shirts/Fun Run		Trophies					
		Bank Charges	5.65				
		Miscellaneous	1462.5				
		T-shirts					
Total	1245.59	Total	2003.68	Total	-758.09	Total	1509.91

Thoroughbred Sports Car Club
Minutes of meeting
9th February 2000

Commenced: 8.15pm

Attendance: Ray & Margaret Ross, Roland & Stephanie Clarke, John & Val Dixon, Louie & Sandra Eid, Peter & Sue Smart, Jim & Val Peters, Tony & Pauline Chapman, David & Barbara Muir, Chris & Joan Johnson, Adrian Walker, Grant Liddell and Lester Gough.

Apologies: Vic Andrews, Penelope Creighton, Les & Roselee Johnson & John Burton.

Ray welcomed everyone, especially our special guests from C.A.M.S
Jeff Arnold & Judith Russell.

Minutes from previous meeting, November 99

Moved: Peter Smart Seconded: Stephanie Clarke & David Muir

Guest Speaker's from CAMS Jeff Arnold & Judith Russell

Jeff informed us that the \$9 individual membership paid by the clubs is now abolished.
Affiliation fee for a club our size is now \$360.00

It was discussed that included in the affiliation fee is –

100 million public liability
volunteers workers insurance
club events, tours & rally's all covered

We could also join other clubs in Motorkhana's

It was brought to our attention that CAMS is involved in Western Sydney highway patrol driver training day

Available is an advanced driver course for women.

A Marketing sub-committee has also been formed we are all welcome to express our views

We were informed that Directors & Officers insurance is purchased separately and negotiations are in place.

Correspondence: CAMS Affiliation fees
 CAMS Newsletter Jan 2000
 CAMS Year 2000 super sprint forms
 Siesta resort

Club Plates:

Wednesday morning events are social extras to our year 2000 calendar. Roland asked that we contact him if we are going. No club points. As a result from the financial discussion at the recent committee meeting, a fee of \$5 per car at each event will be required.

Vehicle registration plates 014 Louie Eid now belongs to Stephanie Clark.

Roland reminds us that all Vehicle Insurance & registration papers need to be faxed to him.

Vehicle registration renewal dates will now be noted in the Club Magazine.

Treasure's Report:

Cash at Bank	1566.38
Term Deposit	737.21
	2303.59

Editor's Report:

He is unhappy and he has no news..

We had a show of hands as members expressed that the presentation of the magazine is brilliant..

It was mentioned it is.. great... but expensive. Should it be cut back?

General Business:

Calendar changes:	April	Monthly Meeting	Tuesday 4th
	September	Monthly Meeting	Tuesday 5th
	July	Goulburn	Sunday 23rd TBA
	May	Wakefield	Saturday 20th

Birthday's Wayne Watkins, Chris Johnson, Louie Eid & Val Dixon

Meeting closed approx 10.20

Thoroughbred Sports Car Club

Minutes of meeting

8th March 2000

Commenced: 8.25pm

Attendance: Ray & Margaret Ross, Roland & Stephanie Clarke, John & Val Dixon, Louie & Sandra Eid, Peter & Sue Smart, Les Johnson, Vic Andrews and Wayne Watkins.

Apologies: David & Barbara Muir, Roselee Johnson, Chris & Joan Johnson, Lester Gough and Neville & Pam Floyd.

Ray welcomed everyone to the March Meeting

Minutes from previous meeting, November 99

Moved: Sue Smart

Seconded:

Val Dixon & Louie Eid

Correspondence:

CAMS Championship Calendar

Motorvation Event & Driver training days

Yallah Woolshed 9th March

Antique Tyres

Goodwin Classic Cars Brookvale Showroom

Burwood State of Emergency Sun 9th April

Club Plates:

Happy with reports. We need to consider purchasing Club Plates.

Treasure's Report:

Cash at Bank 1706.11

Term Deposit 737.21

2443.32

Editor's Report: Les briefly went through certain articles in the magazine. We need to keep articles, profiles etc rolling in.

Sporting News:

CVVMTC President's Run from Eastern Creek to Ingleburn enjoyed by those who went along.

Sunday 30th Day run is near the Hunter Valley.

Social Secretary's Report:

Breakfast run to Kurrajong Heights & Katoomba was relaxing all happy to pay \$5 per vehicle

Birthday's

Roselee Johnson

Pam Gough

Judy Andrews

Margaret Ross

General Business:

Ray briefly summarised last month's discussions with CAMS special guests, and since spoken with Geoff regarding Directors & Officers Insurance. Costing approx. \$400 - \$500. (Still negotiating).

Ray looked at costs paid in 1999.

Then compared being CAMS Affiliated & Not CAMS Affiliated in 2000

1999	CAMS Costs	\$540	
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1999	Public Liability	\$154	Total \$694
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If we were not CAMS Affiliated in 2000

	Public Liability for 10mil	\$300	
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	Directors & Officers Insurance	\$800	Total \$1100
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If we remain CAMS Affiliated in 2000

	Directors & Officers Insurance	\$400	Total \$760 possibly \$860
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SAVINGS

\$260 - \$360

Being CAMS Affiliated in 2000

\$225 approx.

\$9 per member - Now abolished

Previous motion - Club resigns from CAMS.

Should we remain CAMS affiliated at least 1 more year and re-consider in 2001 ?

Ray asked would anyone like to discuss this issue?

Peter Smart put in an amendment that we remain CAMS affiliated.

Moved: Peter Smart

Seconded: Vic Andrews

We had a show of hands and all agreed with the amendment.

Ray declared - Amendment Won! Year 2000 we shall remain CAMS Affiliated

T-Shirts ordered by members sold at \$25 each. Small stock of 8 are available @ \$30 each.

No more leaded petrol in England - looks like we're next.

Letter received from CVVMTC regarding the CAMS monopoly in registration of Sporting Venues.

Matter to be discussed further. We may look at inviting a CVVMTC representative.

Meeting closed approx 9.30pm



CVVTMC PRESIDENT'S RUN **SUNDAY 27TH FEBRUARY 2000**

T.S.C.C Participants: Wayne Watkins – Nissan Silva
Vic & Judy Andrews – Volvo Amazon
Stephanie Clark & Margaret Ross – Jaguar MKII
David & Barbara Muir – Subaru WRX
John & Val Dixon – (also in the WRX)

On a damp coolish morning we met at Eastern Creek Raceway for the start of the run with motorcycles roaring round the racetrack in the background.

At approximately 10.15 am David's WRX was flagged away for the start of the observation run. Step 1 – read your instructions, round the roundabout again and off on the right track (or road in our case).

We begin the observation run questions...tension rises...will it be domestic bliss or strife? Is four in a car twice the intellect or twice as many answers?

For Val & John it's virgin territory, the rural countryside rolls past – what was that question again Barbara? How many kilometres?

We drive past Badgerys Creek airport (not many planes out today) and make our way through rural outer Sydney to Sweeneys, hand in our excellent observation run sheet and stop for lunch.

Wayne awaits us in his Silva, and then Vic and Judy arrive followed by Stephanie and Margaret. We parked next to a Chevy Impala 2 door all black and chrome (about a 1958 model), behind us are two Whippets, to the left Buicks, further behind Packards. What a line up!

Technical problems: the Jaguar won't turn off, call in the master mechanics, Vic, David, John & Wayne. Under the dash, under the bonnet, where are those fuses? We find a kill switch...nothing happens. Finally we get it to stop but the key stays firmly in the ignition.

Off to lunch, boot scooting music (I like it loud). We enjoyed a Bistro lunch and a well-deserved beverage. The boot scooting ladies (including those from Kandos) dance all through our lunch break – real live entertainment by real people of all ages from 8 to 80, Yahoo!!

The dancemaster tells the dancers they must have black Stetsons for the Easter Show. Dave wants one but Barbara resists the temptation.

Lunch is followed by a walk around the property looking at the cars (a midnight blue Mercedes 300 limousine, 1950's) an Austin 7, what a mixture.

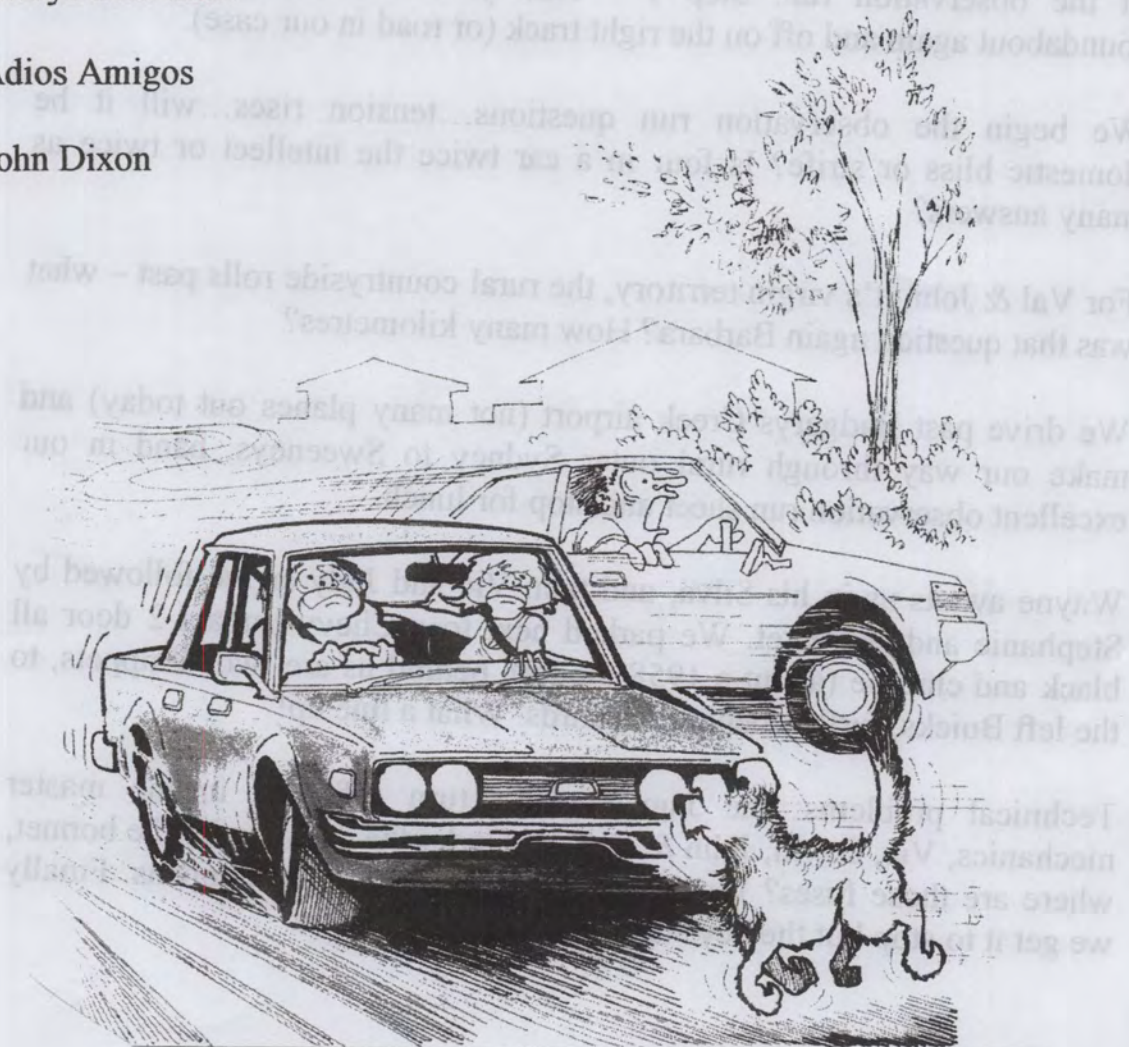
We then wander up to the paddocks to admire the other horsepower (the real thing) but decide we like our horses under the bonnet.

Back to the WRX by which time most cars have gone, we toddle off home (is that possible in a WRX)

A fun day but a disappointing turnout by TSCCers, never mind there's always next time.

Adios Amigos

John Dixon





CVVTMC PRESIDENT'S RUN – VERSION TWO

The number from our club for the President's Run on February 27th from Eastern Creek were pathetic. However, generally there were a lot of lovely cars from other clubs and we had a great observation run ending up at Sweeneys for lunch.

Leaving Eastern Creek was a bit tricky though as Vic & Judy Andrew's Volvo decided that it didn't want to start. At exactly the same time Stephanie and Margaret in a Jag 001 discovered that the Jag didn't want to stop. Vic and I being "A" grade mechanics got the Volvo going with our top secret Swedish skills. Then after a mobile call to Roland we found that the kill switch affectively killed the Jag. When we arrived at Sweeneys for lunch, even the kill switch wouldn't kill it, so Vic unscrewed the coil lead and that stopped it dead.

Lunch was edible but the entertainment was great, with line dancers young and old strutting their stuff in the middle of the restaurant. Dave and Barbara and I think that John & Val wanted to join in with the live dancers, but I think that they forgot their cowboy hats!! Next time – take your hats!

We all then made our way home.

So, at the next outing let's see how many of the fourteen missing club plated cars from 002 to 015 we can get on the road. If there is any mechanical or rebuilding troubles just participate in any old car.

P.S. My run on Sunday 30th April will start at the old tollgates at Berowra at 10 am. Then off the F3 at Peats Ridge turn off, then all over the place to a studio and gardens. Then to Yarramalong Manor for lunch I will set out all the details.

Wayne

Morgan's retro star revives a magic age

By PAUL GOVER

Everything old is new in motoring, then Morgan's Aero 8 must be the newest of all. It's the ultimate in retro design, with looks that time-warped back to the 1930s.

It's more retro than the Volkswagen Beetle, the new Mini or the BMW Z8, which have taken old shapes and slapped them over new cars.

The Morgan is a real retro rocket, with the exposed mudguards and running boards seen on all classic British sports cars, a square-framed windscreen and a latched bonnet and tiny doors.

The Aero 8—named after a three-wheeled Morgan

racer from way back in 1919—even has a hand-made wooden frame.

But it's still far more Y2K than WWI.

Behind that vintage mask it packs a 4.4-litre V8 BMW engine that will fire the ultra-light alloy body from zero to 100km/h in less than five seconds and on—if you're really game—to a top speed of 270km/h.

It also has a six-speed, close-ratio gearbox, electric windows and—wonder of wonders—satellite navigation.

And although Morgan purists will tut-tut and snigger, it's even fitted with (whisper it) air conditioning.

The Aero 8 taps into the latest racing technology, with a Formula One-style



Back to the future. Morgan's Aero 8 packs 21st-century technology beneath its idiosyncratic exterior

flat undertray and rear venturi to generate downforce. Its hand-made body is even bonded and riveted in race-car style.

The Aero 8 was shown for the first time at the recent Geneva Motor Show, and—despite its technology—it's still clearly from the Morgan family tree.

It has the looks and the idiosyncratic approach that have made Morgan a Brit-

ish motoring icon—and will continue after the new-build-a-waiting-list that stretches for years.

The Aero 8's body displays classic Morgan lines, but has been shaped in a wind tunnel to reduce drag and boost performance.

Charles Morgan, who unveiled the Aero 8 and sat proudly beside it at the show, says drag is down by 40 per cent from the Plus 8 model that is Morgan's cur-

rent flagship—and will continue after the new-build-a-waiting-list that stretches for years.

He also says the smooth shape means very little wind buffeting, top up or down.

The Aero 8's price—in Britain—is around \$150,000, although there's no news yet on a possible future in Australia.

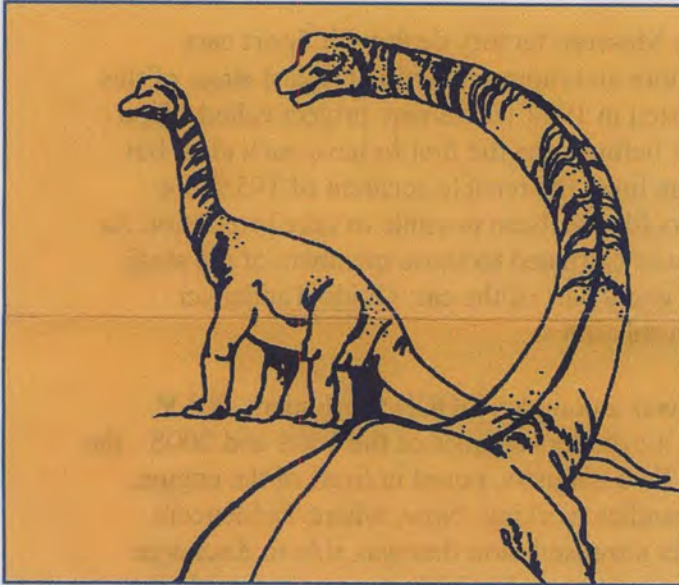
But anyone reaching for their cheque book could be

disappointed. Because of world-wide demand, customers have been known to wait seven years for a Morgan.

Second-hand cars change hands for more than brand new ones.

Customers on the four-year waiting list—despite an annual output of 500 cars—will also receive priority now that the Aero 8 order book is open.

\$31.25 MILLION DAMAGES AWARD RAISES THE BAR FOR LIABILITY CLAIMS



It was a brontosaurus-sized award and calls into question the levels of Liability cover companies usually have.

In the final month of 1999, the South Australian Supreme Court handed down a decision which substantially raised the stakes for Liability insurance in this country.

The case (Glenmont Investments v O'Loughlin & Others) involved the loss by fire of a 12-metre high robotic model of a Tyrannosaurus Rex. The 18-tonne dinosaur was displayed at the Royal Adelaide Show in 1985.

After it was over, contractors were engaged to dismantle an enclosure around the exhibit, and that's where the trouble began. Sparks from cutting equipment started a fire, resulting in the model's total destruction.

It was alleged that an unsupervised rigger had negligently used arc-welding gear to cut steel struts on an overhead canopy, allowing sparks to fall and set fire to the dinosaur. The fire precautions were described as abysmal.

Liability was shared between several co-defendants: the Royal Agricultural & Horticultural Society of SA Inc. (30 per cent), a scrap collector (10 per cent), two demolishers (50 per cent) and the rigger (10 per cent). While they were all held jointly liable, the Royal Agricultural & Horticultural Society is likely to be the only one with substantial, valid and collectible insurance.

Damages were assessed at \$31.25 million, made up of \$3.25 million to cover rebuilding costs; \$20 million for lost opportunities to exhibit at state fairs in the United States and use of the dinosaur model in films; and \$8 million in interest. Legal costs were additional and would have been substantial.

This judgement is similar to the record sum awarded to film actor

Jon Blake, for injuries suffered in a car accident, again in South Australia. That award was later reduced on appeal, which could happen again here.

Nevertheless, the case made several important points about Public Liability insurance:

- Fairly ordinary activities, like metal working or welding, can cause extraordinary losses.
- Consequential loss arising from an incident may well exceed the cost of the physical damage involved.
- Delay in the legal process may mean that the final damages are far higher than they might have been, due to the effects of inflation and/or interest.
- Even though there may be a number of co-defendants, if the others cannot pay, then full liability will fall on the one who can.

Some people consider the minimum level of Public Liability cover these days should be at least \$10 million, but that view could now be as outdated as the dinosaurs. You never know how much will be enough until it is too late... so, how much cover do you have?



"No madam, I'm afraid it won't be ready by the time your husband comes home tonight."

Insurance boss dies

ROBERT Shannon, head of Shannons Corporation, died last week aged 48. He founded the company 30 years ago and developed it into Australia's largest insurance agency for vintage and classic cars.



MASERATI

450S



The determination, with whom, during the fifties, the Maserati factory dealt with Sport cars Championship, led to the building of many cars more and more powerful. The last stage of this escalation was the monstrous 450 Sport. Its story started in 1954 with a new project called "Tipo 54". Maybe Gioachino Colombo, more than one year before, was the first to have such idea, but several factors forced to abandon the project for some time: the terrible accident of 1955's Le Mans race, the lack of an ascendant from which it would have been possible to take inspiration. As for the Maserati 250F, the realisation of the project was entrusted to those members of the staff, directed by engineer Alfieri, who were specialised in every part of the car: Guido Taddeucci projected the engine, Valerio Colotti chassis and transmission.

Maybe the most difficult task was Colotti's one that was a complex DOCH 8 cylinders, 90° V. Nevertheless he was helped by the experience of the 4 cylinders engines of the 150S and 200S: the carburettors were installed in the middle of the "V". Two magnets, posed in front of the engine, under the aspiration camshafts, secured the sixteen candles working. Now, where Taddeucci's work finished, started Colotti's task: he had to project a transmission that was able to discharge almost 400 hp on the ground. He projected a big 5-speed transaxle which were posed inside the wheel-base. The big clutch had four steel rings and five aluminium rings. At the exit there were two cylindrical gears which permitted to change gears. The chassis was clearly re-engaged from the 300S: oval tubes with big section formed the base, and it was integrated with an upper structure formed by circular tubes. The same scheme was adopted for anterior suspensions, whereas the rear axle with De Dion tube was drawn again: The tube passed behind the differential housing. The 450S received a completely new brake-system: there were enormous drum-brakes (40 cm in diameter in the opposite, 35 cm in the rear).

The first engine was assembled, in August 1956, on the chassis n°3501 that was used by Stirling Moss during the 1956 Mille Miglia race. After a brief test, it was taken to Sweden, and on August 7th, it participated in Sweden grand prix. The new car was recognised for the big hump on the anterior bonnet which hid the carburettors, and for the four exhaust pipes which appeared in the side (but they substituted because they caused great problems in reliability. In particular, there was great worry for the engine, which caused great vibrations, which stretched to the transmission. This problem was solved during the next autumn, when ignition order was revised. The 450S was ready to face the 1957 championship. The n°4501, with a new chassis and body, made its debut in Buenos Aires race. It revealed a great handling but it failed its success for youth's problems. But at Sebring race, the n°4503, driven by Fangio and Behra, won with great facility.

In the meanwhile, in Modena, the evolution of the model went on, and by n°4504 a new ignition-system with two coil ignitions, double shock absorbers, new oil tanks were adopted. On the n°4505 an additional two-speed gearbox was assembled between the engine and the transmission: in practice it acted as an overdrive which permitted to pull down the revolutions number. It was adopted also on n°4507, n°4508, and n°4501 for LeMans race, which represented the most important objective for Maserati. Notwithstanding this, it was failed, in spite of the n°4501 had a new aerodynamic body, projected by Frank Costin and built by the Zagato factory in few days. Its weight was 1183 Kg (1118 kg for the spider). But hurry conciliated itself bad with efficiency, and the wonderful coupe revealed great overheating problems for the engine and the pilot. 1957 LeMans and Nurburgring races were lost, but Maserati was still in race for championship winning,

which after Sweden grand prix success, thanks to Fangio and Behra, was really within reach. Most of all the 450S suffered for guidability problems: the enormous power (400 hp!) requested great sensibility in acceleration distributing. However great handling qualities, invited to pull down one's foot, as much as this excess of confidence that the car gave, caused many problems. Unfortunately, the next race in Venezuela was an enormous disaster, and the entire 450S that started the race, stopped out of the race.

From 1958, only 3-liters cars were able to participate in the championship. The 450S were forced to immigrate to USA where it dominated races with Carroll Shelby, Eb Rose, Masten Gregory, Jim Hall, and Walt Cline. This enormous success was due to some disinterested benefactors: Tony Parravano, Temple Buell, Masten Gregory. From 1959 started 450 S's career, with its sea version. The first engine that was developed, was type 59 with 5665 displacement (bore x stroke: 103x85), which gave 520 hp. In 1962 came three new versions: type 201 (5400 cc, 420 hp), type 62 (6462 cc, 580 hp), type 202 (4941 cc, 330 hp). These engines were assembled on race boats, which won many European and world championships during the sixties with Lino Spagnoli, Flavio Guidotti, Liborio Guidotti, Giorgio Guidotti, Nando dell'Orto, Ermanno Marchisio and Luigi Crivelli.

TECHNICAL DATA

Engine	Maserati DOCH
Cylinders	8, V 90°
Bore x Stroke (mm)	93,8 x 81
Displacement	4477,9
Cylinder head	Aluminium hemispherical combustion camber.
Compression ratio	9,5 : 1
Maximum power	400 hp. @ 7200 rpm.
Maximum torque	360 lb.-ft @ 5500 rpm.
Ignition	Twin ignition with Marelli magnets or Marelli coil ignitions.
Feeding	Free intake.
Carburettors	4 twin choke 45 mm Weber downdrafts.
Transmission	5 speed + RM, transaxle.
Clutch	Dry multi-disc
Oil system	Forced circulation with batch and recovery pumps.
Frame	Tubular frame, high strength steel.
Front suspension	Helical springs, hydraulic Houdaille shock absorbers.
Rear suspension	De Dion tube, hydraulic Houdaille shock absorbers.
Brakes	Four drums, hydraulic system.
Wheel base	2400 mm.
Front track	1350 mm.
Rear track	1300 mm.
Wheels	Front: 5.00x16. Rear: 5.50x16 - 5.70x16.
Weight	790 kg.
Max. speed	320 km/h

Notes : from 1957, double shock absorbers.



who after Sweden grand prix success, thanks to Fangio and Behra, was really within reach. Most of all the 420S suffered for guidability problems: the enormous power (400 hp) requested great sensibility in acceleration distribution. However great handling qualities, invited to pull down one's foot, as much as this excess of confidence that the car gave, caused many problems. Unfortunately, the next race in Venezuela was an enormous disaster, and the entire 420S that started the race, stopped out of the race.



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Chassis	Engine	Comments	Actual owner
4501	4501	8-1956, Works car created from the 350S chassis number 3501. 06-15-1957, the body was rebuilt by Zagato to a design of Frank Costin and renumbered 4512.	Peter Kaus (D)
4502	4502	10-29-1956, Tony Parravano, USA. 1957, Ray Martinez and Jack Brumby for Billy Krause, USA.	Hartmut Ibing (D)
4503	4503	Works car, winner at Sebring (Fangio/Behra). 12-18-1956 destroyed at Caracas. 1958, rebuilt and sold to Brazil.	Casoli (I)
4504	4504	05-22-1957, Jim Kimberly, USA.	Rob Walton
4505	4505	05-08-1957, works car for Stirling Moss at Mille Miglia. 1957 Temple Buell team, USA. 1958, Jim Hall, USA. 10-1958, John Edgar for Carroll Shelby.	-
4506	4506	1957 John Edgar for Dan Gurney, USA. 1958, Jim Rathmann. 1959, Chuck Daigh.	Peter Kaus (D)
4507	4507	07-30-1957 works car, destroyed at Caracas	-
4508	4508	10-03-1957, Temple Buell team, USA for Masten Gregory.	Nick Soprano (USA)
4509	4509	01-28-1958, Carroll Shelby cars for Ebb Rose, USA. 1987 Hayashi collection.	Myron Schuster (USA)
4510	4510	01-28-1958 Carroll Shelby cars. 05-02-1989 sold at Christie's.	Bruce Vanyo (USA)
-	4511	1958 engine only.	-
4512	4512	Ex-4501 with closed bodywork.	Peter Kaus (D)
?	345	10-12-1960, sold to Brazil.	-
-	4515	02-14-1959, sea engine "Tipo 59" for Lino Spagnoli.	-
-	4516	03-27-1959, sea engine "Tipo 59" for Guidotti.	-
-	4525	12-11-1961, sea engine "Tipo 59" for Briggs Cunningham, USA.	-
-	4527	04-27-1962, sea engine "Tipo 59".	-
-	24	12-15-1961, sea engine "Tipo 59".	-
-	28	04-11-1963, sea engine "Tipo 62" for Luigi Crivelli.	-

PHOTO ALBUM



Tony A. Pauline Chapman - Maserati Museum

Maserati In Australia

MASERATI DISTRIBUTION IN AUSTRALIA

Distribution of the marque had been through many hands in Australia, with the first 3500GT entering the country in 1961. The most notable importer was Alec Mildren who imported and serviced Maseratis in Pymble Sydney from 1964 to 1976. He was a devout Trident enthusiast, building his own Cooper with a type 61 Maserati motor in which he won the 1960 Australian Grand Prix.

Many dealers came and went during the 70's until importation ceased around 1982 with only a handful of Kyalami and one Quattroporte III entering the country.

Maserati distribution recommenced in 1987 with the injected 2.5 litre Biturbo being imported by House of Maserati. They have continued distribution, importing the 2.8 V6 in 18 valve and 24 valve versions in coupe, 4-door and Spyder configurations. The 2.8 litre 24 valve Ghibli, 3.2 litre V8 Shamal, Quattroporte IV V6 and V8 and Barchetta entered the country over the following years. The departure of DeTomaso, incorporation into the Fiat organisation in 1994 and purchase and re-engineering by Ferrari in 1997 has given Maserati an assured future into the next millenium.

The much publicised and heralded new 3200GT Coupe, the first of the new breed of Maserati under Ferrari management, was released in Paris in September 1998 and was released at the Melbourne Motor Show in March 1999.

NUMBER OF MASERATIS IN AUSTRALIA - 1998

The Register data-base as at 1998, lists Maseratis based on information supplied by owners and personal research. Unfortunately accuracy cannot be guaranteed and the figures will vary according to new vehicles coming to light and duplications being determined.

A6 2000 - 2, A6GCS - 1, 3500GT - 20, 300S - 1, 4CM - 1, 6CM - 1, Bora - 8, Ghibli 1st series - 30, Indy - 38, Khamsin - 18, Kyalami - 5, Merak - 66, Mexico - 17, Mistral - 14, Mistral Spy - 1, Quattroporte Series 1 - 14, Quattroporte Series III - 1, Sebring I & II - 16, Vignale Spy - 8, Fiat/OSCA - 3, OSCA Boneschi Coupe - 1, Biturbo - over 250 (all models on Register), Barchetta - 1. Citoen-Maserati - 11



TONY & PAULINE CHAPMAN - MASERATI MERAK

Sunday, March 19, 2000

Restoration of a Classic Maserati

(or 25 months of panic, pain & optimism)

One fine day in September 1997, while on a friendly Maserati outing to the Blue Mountains, I was approached by a fellow member Paul Keating who was grasping some photo's of a "right hand drive , 4 litre, Mistrale Coupe, " that he had heard was for sale in Toronto, Canada.

While he was interested , it did not fit his plot at that time, so at the end of the day guess who took the photos home. I recall being 23 years of age when the Mistral was first released, newly married, no money , and not the owner of an exotic car that I was reading about in " Sports Car World " , Road & Track", and English Motorsport ", but I think at that moment a 6/80 Wolseley.

Now as a rapidly aging revhead, here was my opportunity to own a classic !!!!!, so after some long distance negotiating a price was settled. I then sought the assistance of a colleague at our office in Toronto, who checked the documents and listened to the motor. **Mistake 1** --- as a freight expert -excellent, but as an analyst of classic cars - a disaster.

Never mind the ball was rolling, and the car arrived at the Wharf in Sydney on 25/02/98, and after payment of the freight, duty, sales tax, clearance fees, fumigation etc etc., the car arrived at our warehouse and I got to sit in it !!!!!.

Now this is when **Mistake 2** was realised, for it was NOT EXACTLY like the photos, in fact the inside was a disaster, then the brain kicks in, and justification takes over. Not good, but everything is fixable.

So step one, get the car to the Maserati dealer for a check over and registration to enable the owner to have an early morning dash along the coast road to Monaco or Nice ???????, in your dreams!! After a few thousand \$\$\$ of totally urgent repairs such as an exhaust system, a horn noise, oil & water, borrowed windscreen wipers etc. etc., registration was completed by a very good friend of the Dealer.

So the time had come for driving. My first long journey was from Woolloomooloo to North Sydney, to reside in the second carport next to my 2 year old Maserati Quattroporte. After the photo session, it rested for several days before moving to its new home , O & S Restorations at Cromer. Now this was not known to me at the time, for I was taking it to have a LITTLE rust removed (that should have said " a little metal saved") and so began the saga.

After stripping the car we discovered that the lower section of the body was basically newspaper covered with plaster and paint. A totally new floor, new hand beaten lower panels all round, new sills, most of the doors, in fact a very major amount of work.

Now while this was happening at a snails pace and the invoices arrived almost daily, the mechanical side required a few jobs such as a totally new engine with the exception of the block and crankshaft, literally everything even to new nuts for the camcover. As the car was able to be driven to its new home, we replaced the clutch plate but not the gearbox or drive shaft.

Mistake 3. When getting large invoices from one source, don't listen to "that other area should be OK " but look at the project overall.

Of course it needed painting to cover up all the new body parts, and now after only 18 months of work, I could actually recognise the car, and hear it run., I hasten to say run, not drive, because there was no interior or windscreen fitted yet and nothing worked electrically . In the ensuing period I had retired to Forster, some 300 kms from Sydney, and decided that if the work had taken 18 months with me locally, I would be dead before it finished if I left it behind .

So again with my incredibly perceptive powers, I delivered the car to a specialist classic car upholsterer in Wyong. Now I know this is only half way from Sydney but I estimated enough distance for a better turnaround time. When ringing back a week later for a price I was told the time was going to double and it was not possible to quote. I immediately made a visit and after words, was able to obtain a rough estimate of around \$10,000 subject to material costs and time overruns.

Considering I was already providing the Connolly Leather and the English Wilton Carpet, I felt this was a tad over the top, and explained that I would return the next day with a Tray Top to return the car to Forster.

By the time I returned next day, some \$2,000 worth of invoice confronted me, for in the interim I think the whole workforce of the organisation had fallen on the car, the entire dashboard had been removed (not tagged) and each panel had been pulled from its hardboard panel. With no option to remove the car without paying I paid and left.

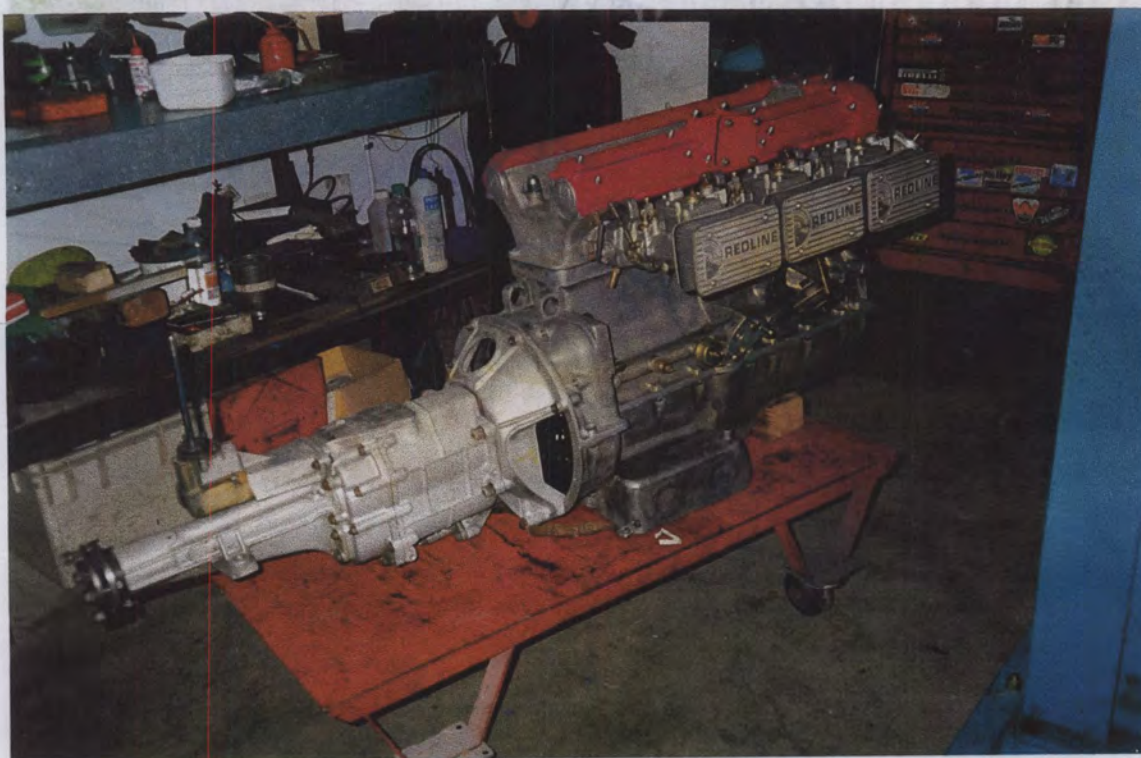




I then delivered the car to a local company called Trik Trim, who not only sorted out the dashboard, but did a fantastic job on the interior, quickly and economically. A local firm installed the air conditioning and fixed the electrics. And the rebuilt wheels arrive. Excitement by the ever hopeful owner - it's finished !!

Mistake 4 It's never finished !!!!!!!!!!!!!!!

Again a local specialist to the rescue. Craig Jones Restorations began with fitting a windscreen that nobody wanted to fit, followed silly little last minute things such as windscreen wipers, rear view mirrors (inside and outside), brakes, steering, wheel bearings, headlights, rubbers, number plate (custom for the rear)etc. etc. in fact some 60-70 small jobs. A friend Trevor Larkey restored the steering wheel and the knockoff hubs to there former glory. I cannot emphasise how important this phase is for, unless completed fully, you will not enjoy the final result.



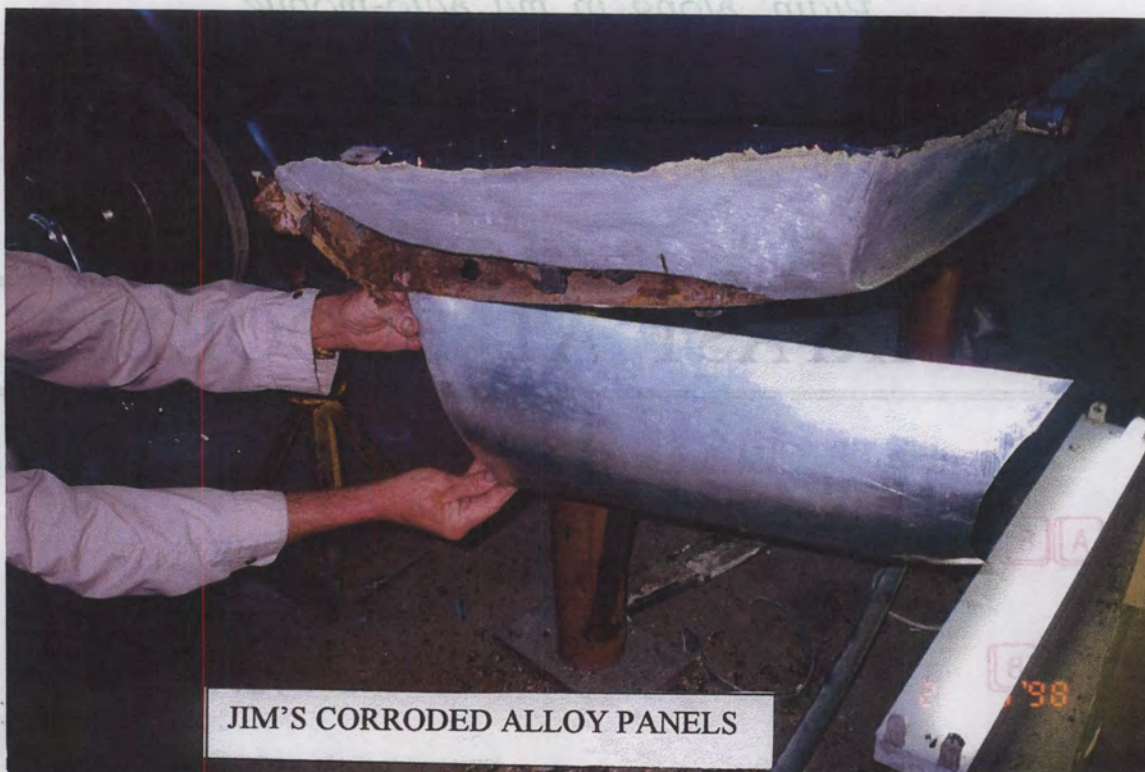
Of course I have not mentioned that after the first 500 miles, I returned the car to the engine builder for a tune, having had the triple Weber's completed by another specialist, and on the way home to Forster the noise from the gearbox increased to the extent that it beat the exhaust note. Yes, you guessed it, the gearbox needed rebuilding, it also being a much bigger job than it would have been when the car was in bits.

No, I am still not finished 25 months down the track. I still require an electric window lift mechanism for the passenger door and also a windscreen wiper for that side, as the wonderful design on the car requires the wipers to cross twice each wipe, naturally they locked up on and now there is one.

It has been an education for me. An enthusiast with zero mechanical knowledge should have some one hit him if he even considers doing such a thing. The only compensation is that I now have the pleasure of driving a car that is fairly unique, a real supercar in the true sense, and it is as good as I imagined all those years ago

Jim Peters

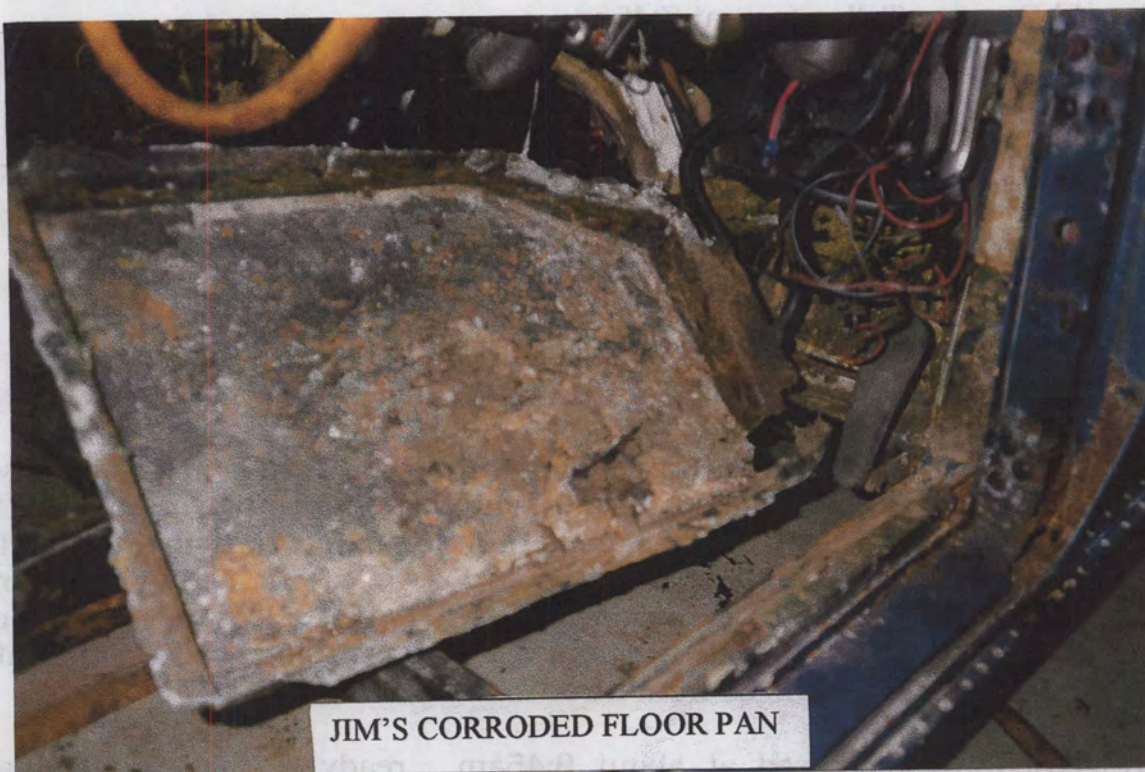




JIM'S CORRODED ALLOY PANELS



MASERATI



JIM'S CORRODED FLOOR PAN

*Ridin' along in my auto-mobile,
My baby beside me (maybe) at the wheel,
Cruisin' along, and playin' the radio,
With a particular place to go:*

BREAKFAST AT BROOKLYN

M A S E R A T I

TONY and PAULINE

M G B

ROLAND and STEPHANIE

C O M M O D O R E

GRANT and PENNY

The sun was shining, the air was crisp, the engines were tuned, and the tummies were rumbling.

The six hungry TSCC colleagues set out for Brooklyn, after meeting up at the old Berowra Toll-gates, at 7:45am.

(There's no truth to the rumour that Tony had the bonnet up before departure)

The group feasted on a delicious breakfast, at 'Peppers Brooklyn Kiosk' -- Grant ordering 'the works', with Roland polishing off the left-overs.

It was a while coming, (definitely 'cooked-while-you-waited', [and-waited.....and-waited];

none of this pre-packaged food for the TSCC group!

Animated conversation was plentiful, with just the odd car or two being talked about.

We found time to discuss the up-coming nuptials of Tony and Pauline's son, the Olympic's contract that Grant and Penny are currently working on, the planned visit to New Zealand by Roland and Stephanie, and their scheduled rendezvous with Les and Roselee at Franz Josef in a few days time. Everyone was very keen to know how the Rolls Royce Rally was going to go, and just how many kilometres would the Johnson's Rolls get to the litre (numbers mentioned ranged from three to five!!!)

We reluctantly dispersed at about 9:45am, ready to take on the day's adventures, but with a full tummy.

[TSCC's resident food-critic]



BREAKFAST AT BROOKLYN
PENNY, GRANT, ROLAND, PAULINE & TONY
(PHOTOGRAPHER - STEPHANIE)



1957 Maserati 200 S.I. Spider

SOME IMPONDERABLES FOR YOUR CONSIDERATION

(Contributed by Stephanie Clark)

- If a man I standing in the middle of the forest speaking and there is no woman around to hear him – is he still wrong?
- If a deaf person swears, does his mother wash his hands with soap?
- If someone with multiple personalities threatens to kill himself, is it considered a hostage situation?
- Is there another word for synonym?
- Isn't it a bit unnerving that doctors call what they do "practice?"
- When you open a bag of cotton balls, is the top one meant to be thrown away?
- Where do forest ranger go to "get away from it all?"
- What should you do when you are an endangered animal eating an endangered plant?
- If a parsley farmer is sued, can they garnish his wages?
- Would a fly without wings be called a walk?
- Why do they lock service stations bathrooms? Are they afraid someone will clean them?
- If a turtle doesn't have a shell, is he homeless or naked?
- Why don't sheep shrink when it rains?
- Can vegetarians eat animal crackers?
- If the police arrest a mime, do they tell him he has the right to remain silent?
- Why do they put Brail on the drive-through bank machines?
- How do they get the Kangaroos to cross at that yellow road sign?
- Why did Kamikaze pilots wear helmets?
- Is it true that cannibals don't eat clowns, because they taste funny?
- What was the best thing before sliced bread?
- Have you ever imagined a world with no hypothetical situations?
- If you make a pool full of dry ice, can you sim in it and not get wet?
- Why isn't "phonetic" spelled as it sounds?
- Why are there Interstate highways in Hawaii?
- If con is the opposite of pro; is congress the opposite of progress?
- Why are there flotation devices under plane seats instead of parachutes?
- Do you need a silencer if you are going to shoot a mime?

PRAISE THE LORD

(Contributed by Ray Ross)

Grandma bought a bumper sticker for her Holden and promptly wrote to her family:

My dearest family,

The other day I went to the local Christian Book Store where I saw a:

“Honk If You Love Jesus” sticker

I bought it and put it on the back bumper of my car and I’m really glad that I did! What an uplifting experience that followed. I stopped at the traffic lights of a busy intersection just lost in thought about the Lord, and I didn’t notice that the lights had changed. That bumper sticker really worked! I found lots of folks who love Jesus.

Why, the man behind me started honking like crazy! He must really have loved the Lord because pretty soon he leaned out the window and yelled “Jesus Christ” as loud as he could. It was like a football game, with him shouting, “Go. Jesus Christ, Go”!

Everyone else was soon honking as well, so I leaned out my window and waved and smiled to all those loving people.

There was some guy from Auckland because I could hear him yelling about a “sunny beach” and I saw him wave at me in a peculiar way – sticking his middle finger up in the air.

Luckily, I had just asked my two Grandsons what such a gesture meant and they had looked at each other and giggled and told me it was an Hawaiian good luck sign, so I leaned out the window and returned his kind gesture.

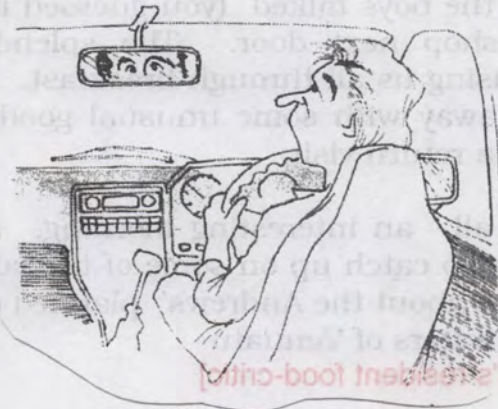
A couple of people were so caught up in the joy of the moment they actually got out of their cars and began to walk toward me! I assumed they wanted to pray but then I noticed the light had changed green, so I stepped on the accelerator.

It’s a good thing I did, because I was the only one to make it through the intersection before it turned back to red. Not wanting the experience to end, I looked back and seeing all those good folks standing around, I leaned out the window and with a wide smile, held up the “Hawaiian Good Luck Sign” as I sped away.

Praise the Lord for such wonderful people.

Love you all,

Grandma



*There's a track wind-ing back
To an old fash-ioned shack
A-long the road to Kurr-a-jong.
Where the blue gums are grow-ing
And the Hawkes-bry riv-ers flow-ing
Be-neath that sunny sky.*

BREAKFAST AT KURRAJONG

VOLVO

VIC and JUDY

MASERATI

ROLAND and STEPHANIE

ALFA

WAYNE

It was raining as we headed off on our morning's adventure.

Unfortunately, the Maserati's wipers decided to "spit-the-dummy" about a quarter of an hour into the journey.

Fortunately the rain eased and stayed away, till our return about 10:30am that morning.

We met up with fellow travellers, Vic and Judy Andrews, (whose 'Great Trek' took them well over an hour and a quarter) and Wayne Watkins at Richmond, taking a few minutes to talk cars and become accustomed to the Volvo's new car-seat covers.

We headed off, a further sixteen kilometres, bringing us to the picturesque Kurrajong Hills.

It was a bit damp, but we decided to partake of the magnificent view, and have our breakfast outside on the verandah. We ordered copious amounts of bacon and eggs, scrambled eggs with mushrooms on the side, and toasted sandwiches, on home-made bread.

Very delicious, washed down with tea and coffee.

While the boys talked (you guessed it.....) cars, the girls opted to visit the craft shop next door. The splendid array of knick-knacks had been tantalising us all through breakfast. Our little sojourn was not wasted, we came away with some unusual goodies, all made by local artisans; well worth a return visit.

All in all, an interesting morning, a chance to give the car a run and a chance to catch up on some of the latest news. It will be very interesting to hear all about the Andrews' planned overseas jaunt, soaking up the warmth of the waters of Venuatu.

[TSCC's resident food-critic]

Thoroughbred Sports Car Club

REGISTRATION

DETAILS

2000

'001'

ROLAND CLARK

[Jaguar Mach 11]

20.4.2000

'003'

RAY ROSS

[Ford Cortina]

24.12.2000

'006'

ADRIAN WALKER

[Jaguar Mach 11]

30.12.2000

'007'

ROLAND CLARK

[Aston Martin DB4]

April 2000

'008'

CHRIS JOHNSON

[E-Type Jaguar]

'009'

LES JOHNSON

[E-Type Jaguar]

25. 1.2001

'010'

LESTER GOUGH

[Ford Cortina]

21.1.2001

'011'

LESTER GOUGH

[Ford Cortina]

21.1.2001

'012'

LES JOHNSON

[Aston Martin DB4]

25. 1.2001

'013'

LIONEL WALKER

[Jaguar Mach 11]

8.9.'2000

'014'

STEPHANIE CLARK

[MGB Roadster]

4. 2. 2001

'015'

LORRAINE WALKER

[MGB Roadster]

24.2.2001

'016'

WAYNE WATKINS

[Nissan]

12.2.2000



Council of Veteran Vintage & Thoroughbred Motor Clubs

Incorporated

GPO Box 3954 Sydney NSW 2001 Australia

KNOWN MAJOR EVENTS FOR 2000/2001

Issued Mar 2000

2000

1-10/4/00	VETERAN C.C. NATIONAL RALLY	NEWCASTLE-DUBBO
1-2/4/00	NEW ENGLAND GP	URALLA
1-2/4/00	GINTY & OLEARY RIVERINA RUN	GOULBURN- WAGGA WAGGA
9/4/00	CLASSIC CAR & LEISURE FAIR 2000	BURWOOD PARK
9/4/00	27 TH GENERAL MOTORS DISPLAY DAY	PANTHERS PENRITH
21-24/4/00	DAIMLER & LANCHESTER NATIONAL RALLY	COOLANGATTA BERRY
21-24/4/00	HILLMAN NATIONAL RALLY	COWRA
21-24/4/00	JAGUAR NATIONAL RALLY	SYDNEY AREA
21-24/4/00	CCAMC EASTER RALLY	WAGGA WAGGA
21-24/4/00	VOLVO 1800/120 NATIONAL RALLY	MUDGE
22-23/4 /00	V W NATIONALS	ORAN PARK-FAIRFIELD SHOWGROUND
30/4/00	AUSTIN M V C CONCOURS	GLENFIELD
7/5/00	VOLVO CAR CLUB SWAP MEET (EX CVVTMC)	ROUSE HILL NURSERY CENTRE
7-13/5/00	VINTAGE MOTORCYCLE RALLY	HUNTER VALLEY
14/5/00	ILLAWARRA SHOW & SHINE	WOLLONGONG
19-21/5/00	JDCA MOUNTAIN RALLY	HUNTER VALLEY.
21/5/00	MUSEUM OF FIRE SWAP MEET	PENRITH
21/5 /00	CORTINA ANGLIA PREFECT DISPLAY	WINFORD - WINDSOR
18/6/00	CENTRAL COAST SWAP	GOSFORD SHOWGROUND
22-23/7/00	HSRCA HISTORIC RACING	EASTERN CREEK
22-23/7/00	75 TH ANNIVERSARY ALL FORD EXPO & SWAP	WARWICK FARM
6/8/00	ALL HOLDEN DAY	HAWKESBURY SHOWGROUND
12-13/8/00	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK
20/8/00	LIVERPOOL SUPER SWAP	FAIRFIELD SHOWGROUND
2-3/9/00	M G C C SPRING RALLY	NOWRA- NARELLAN
9-10/9/00	NORTHWEST SWAP	GUNNEDAH
15/10/00	M G C C ANNUAL CONCOURS	TBA
4-5/11/00	ALFA CLUB 6hr RELAY RACE	EASTERN CREEK RACEWAY
12/11/00	ALL CHRYSLER DAY	FAIRFIELD SHOWGROUND
25-26/11/00	HSRCA HISTORIC RACING	WAKEFIELD PARK - GOULBURN

2001

26-29/4/01	SHANNONS 2001 CENTENARY TOUR	FROM ALL STATES TO CANBERRA
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DATES TO NOTE

SCHOOL HOLIDAYS	15-30 APRIL 2000	SCHOOL HOLIDAYS	9SEPT-2 OCT 2000
EASTER & ANZAC DAY	21-25 APRIL 2000	OLYMPIC GAMES	15 SEPT-4 OCT 2000,
SCHOOL HOLIDAYS	1-17 JULY 2000	INDYCAR, SURFERS PARADISE	12-15 OCT 2000
		VR RATHI 10ST 1000	16 10 NOV 2000



LEAD REPLACEMENT PETROL

BP will be introducing lead replacement petrol into West Australia, Northern Territory and South Australia early in 2000. LRP will come from the same bowser and at the same price as leaded Super. The octane will be 96, the same as leaded petrol, so there will be no change in engine operation. Lead replacement petrol (LRP) has been developed using non-toxic additives to allow leaded engines to operate normally and with no change in engine life. Lead Replacement Petrol will not change your vehicle's performance or fuel consumption in any way. You should not even be aware of the change except that the colour of the fuel is yellow and exhaust pipes will be black, not grey.

Lead compounds have been used to improve petrol's octane rating since the 1930s. Lead also prevents the wear of exhaust valve seats in 4 stroke petrol engines and a lead replacement will be added by BP to protect the exhaust valve seats.

The Western Australian Government has legislated to phase out leaded petrol from January 2000. South Australia and the Northern Territory will get LRP as part of BP's program to supply the cleanest fuel available wherever it is available. This new fuel will also have a much lower benzene content.

WHY IS LEAD BEING REMOVED FROM PETROL?

Since the early 1970s, however, increasing concern over the health and environmental effects of lead has caused many countries to reduce their use of leaded petrol or abolish it altogether. These countries include the USA, Japan, New Zealand, Austria and Germany. The rest of the European community will drop leaded petrol in the year 2000.

The increasing number of unleaded cars on the roads is also reducing demand for leaded petrol. These cars use catalytic converters to reduce exhaust emissions and must use unleaded petrol, as lead can 'poison' the catalyst and stop it working effectively.

WHAT ARE THE HEALTH EFFECTS OF LEAD?

Lead accumulates in the body but has absolutely no beneficial effects. Lead is absorbed directly into the body from our surroundings and indirectly through the food chain. High levels of lead have been linked to a range of health problems, and the National Health and Medical Research Council has recommended a maximum blood lead level that should be achieved for all Australians.

Studies have found a connection between the exposure of children to lead and reductions in their intellectual performance as measured by IQ. The exposure of adults to atmospheric lead has also been connected to elevated blood pressure causing hypertension, heart attacks and premature death.

People are exposed to lead by a number of sources, including in particular lead from old paint and the emissions from vehicles running on leaded petrol. Vehicles are the largest source of lead exposure in many urban areas, often accounting for more than 90 per cent of all atmospheric lead emissions.

HOW DOES LEAD PREVENT VALVE SEAT RECESSION (VSR)?

The phasing out of leaded petrol world-wide has created a need for lead substitute additives to be used in the remaining leaded engines. As valve seats wear, the valve sinks or recedes into the cylinder head, known as 'valve seat recession' (VSR).

Lead oxide formed by the combustion of lead alkyls prevents VSR by forming thin layers of lead oxides on the valve and seat faces. These layers prevent metal-to-metal contact and so eliminate wear of the seat.

The oxide deposit remains in a state of equilibrium, being continuously worn away but simultaneously replenished by fuel combustion. This process is not the same as 'lubrication' in the normal sense and has no benefits for valve stem and piston lubrication.

HOW DO ANTI VALVE SEAT RECESSION (AVSR) ADDITIVES WORK?

The additives used in lead replacement petrol (LRP) function in the same way as lead does. During fuel combustion in the engine, the additive is burned to form an oxide coating which is deposited onto the exhaust valve seats. This coating then provides the same protection as lead oxide. Using an oil such as upper cylinder lubricant does not help to prevent valve recession.

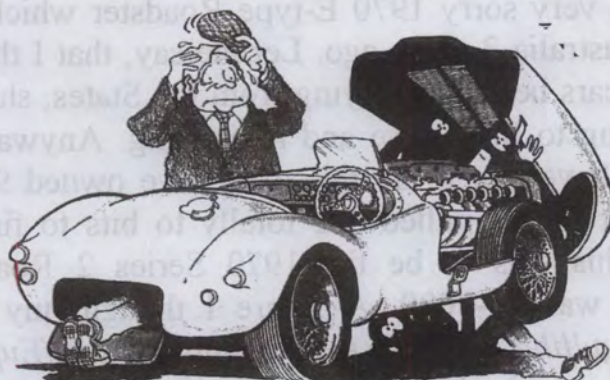
HOW IS THE SAME OCTANE ACHIEVED WITHOUT LEAD?

By blending in more high octane components the octane of lead replacement petrol is the same as current leaded petrol (96 Research Octane Number). The aromatic content of LRP will be no higher than leaded petrol and the benzene content will not increase.

WHAT ARE THE HEALTH EFFECTS OF LRP?

AVSR additives are specially chosen and developed so as not to cause any adverse health effects. These additives, which include phosphorus, sodium and potassium compounds, are commonly found in the environment and are used in concentrations of less than 25 ppm mass. Compare this with lead which is in the range of 40-110 ppm.

In line with the BP policy to produce the cleanest fuels possible at each refinery, the Kwinana refinery in Perth will actually reduce benzene content of all 3 petrol grades to less than 2%. Our Brisbane refinery will keep benzene at present levels and aims to reduce this after refinery modifications. The legal maximum benzene content is 5% and is limited for health reasons. The vapour pressure of LRP will be reduced to 67 kPa over summer in order to reduce the loss of petrol vapour to the atmosphere and have a positive benefit to air quality.





This letter is to say hello to members of the T.S.C.C and thank you for the hospitality at our first event – Australia Day. It may be a small club but it seems to be very active with a fine cross section of thoroughbred cars.

I became acquainted with your Editor “Sir Les” several years ago when I bought his wonderful Lambo Miura (well it **was** wonderful if you didn’t want to drive it). Later on he convinced me of the value of Astons and I bought an AMV8 - what a great car, but a couple of years later sold it. I must say that the thought of emptying my bank account if anything major happened mechanically aided my decision.

The bloke, sorry gentleman, to whom I sold it, had a clapped out E-type, which he needed to get rid of, so I bought it from him. I actually took it to the ‘Flying Fifth’ at Bathurst where it clocked up 133 mph. Five of the six Ferrari 308s did about 130, so it was not too shabby for an old Jag! Anyway I ended up selling the Jag to Les Johnson for a mere pittance – he still has it but it’s painted gold. I have offered to buy it back for the price he paid plus 5% for inflation but he doesn’t seem interested (anyway when the container business goes bad you know where to find me Les).

So, to my current car state - After spending (losing) a bundle on exotic Italian machinery, I decided to go back to Jags. After all, my first Jag was a Mk2 when I was 20 and my first E-type was when I was 22. (*Trying to recapture youth – Gay*). So, about 5 years ago I was posted to Hawaii to work for Japan Airlines and while I was there I bought a 1973 V12 E-type Roadster and a very sorry 1970 E-type Roadster which both came home with me to Australia 3 years ago. Let me say, that I think you can buy better, cheaper cars here than buying from the States, shipping back, paying duty, changing to R/H drive and registering. Anyway I must be into pain because I have two to do this to. I have owned 9 E-types so thought it was about time I pulled one totally to bits to find out what makes them tick, this was to be the 1970 Series 2 Roadster – my restoration estimate was \$6-7000. A figure I thought my wife might accept (*I’m not that gullible! – Gay*). A more enlightened (*Euphemism for intelligent – Gay*) friend who loves getting me into trouble with my wife

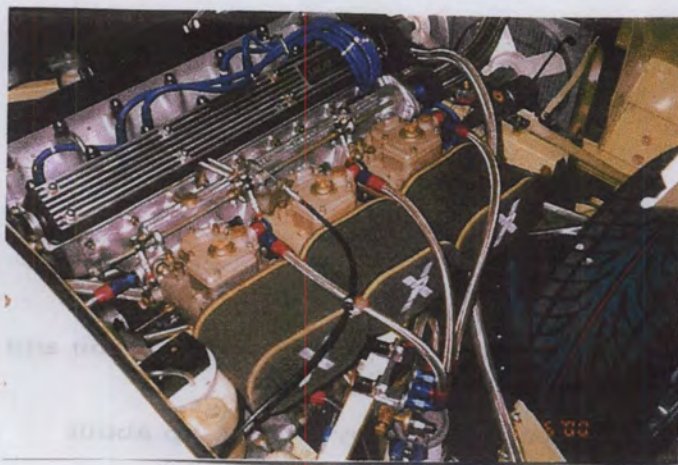
(He doesn't have to try very hard – Gay) said – “No way, it's going to be \$15,000”. As it is, I think I'm up to \$30,000, but I try not to think about it too much (So do I – Gay) and, but for the passing of a much loved Aunt who left me – you guessed it - \$30,000, the car would still be gathering cobwebs and taking up space in the garage.

About the only thing I didn't do to this car was weld in the numerous new panels. This I entrusted to Peter Wards' Restorations. He's president of the Triumph Club and another die-hard car enthusiast. It cost \$7000 but was well worth it. E-types rust at the best of times but in this case it had been subjected to salty Hawaiian air and American panel beating – brown paper covered with about 1 inch of filler, this one was almost a two piece car.

With a view to some sporting events I have installed a few up-rated goodies such as vented front disc brakes, sports cams, Webers, big valves, up-rated torsion bars etc. As of this letter I haven't fired it up yet but I have taken leave in February (Gay would say leave of my senses) with a view to finishing this project in April, so I will send an update later. I must admit I would like a racing Mk2 but my wife says if I buy another Jag she is going to take our two beautiful daughters and leave home –God I'm going to miss them! (Direct quote from Road & Track Magazine). *(Very amusing Ken, but it does have a ring of truth to it – Gay).*

Ken Parson

P.S. Started it up last week and it sounded great!



N R M A MOTORFEST 2000

AUSTRALIA DAY

"Australians all let us rejoice" and rejoice we did - with good food, good wine, and good company surrounded by a magnificent display of vintage and veteran motorcars, motorcycles, and other assorted vehicles.

Our Club cars in the display were:

Jaguar MK II	Ray & Margaret Ross
Maserati Mistral	Stephanie & Roland Clark
Daimler V8	Sandra & Louie Eid
Cortina	Lester Gough
Rolls Royce Silver Cloud	Les & Roselee Johnson
Jaguar XK120	Norm & Pam Johnson
Nissan Silvia	Wayne Watkins
Amaroo Clubman	John & Sue Burton

Many other club members attended, with or without cars, which made it a fun day for all. They were Robin and Kevin, Grant and Penny, Chris and Joan, Dave and Barbara, Tony and Pauline (apologies to anyone I have left out) Jenny & Paul Rezek were somewhere out there in the crowd, too - they left their calling card.

A big disappointment was the absence of Les' Silver Ghost due to a mechanical problem which was rectified in time for shipping to New Zealand for the Wholly Ghost Tour.

After assembling at the carpark early that morning, we were treated to a sausage sizzle breakfast by the Lions Club. Around 8.30 our group prepared to set off, but the Roller needed a life-line from Lester's Cortina, which was done with a minimum of fuss (oh! the indignity of it all!) and we were on our way. The Burtons caused the NRMA officials a problem by putting up their GIO INSURANCE umbrella but Sue remained firm that she didn't want to get wet and they continued on their way.

After a dream run through Taylor Square we reached the display area next to Hyde Park just opposite St. Mary's Cathedral. After parking our cars, we secured a large table for our picnic and then set off to see the display cars. There was a record number of entries this year and many thousands of people to admire them.

N R M A sample bags were popular, as were the badges being handed out by a new classic car outlet at Brookvale. One club member was seen wearing a badge with "I ALWAYS GO TOPLESS" - a convertible owner, we presume. "I'VE GOT A CLASSIC HUSBAND" was also a favourite. (Should they be so lucky!!)

The day would not have been complete without some 'secret women's business' and several of us enjoyed a few quiet moments through the day, admiring the interior of St. Mary's Cathedral, (and the small building next to it!).

What a great day we all had - we enjoyed a cappuccino in the late afternoon and watched a boomerang-throwing exhibition on the lawn beside us.

It had been an early morning start, so we were quite happy to pack up about 5 p.m. and make our way home in a light shower of rain.



1974 Maserati Merak

I finally purchased the Merak in 1994, after a long and frustrating search. There were times when I almost purchased something else, (Healey) but the Maser was worth the wait.

I became interested in Maserati's during my school days, when I had a Paper Run in Crows Nest. One of my customer's, (Alec Mildren, or the early Scuderie ?) was the Maserati dealer and I used to hang around the showroom and workshop. The mechanics were a good bunch and encouraged me to spend too much time there.

I have also been impressed with the Maserati engineering. In my opinion, in the early days, it was superior to the other Italian Marque.

Also the Maserati family, - five brother's - all revheads, their only aim was racing boats and then cars. Their original all alloy V8 was one of the all time great V8's, and was used for many years in various configurations.

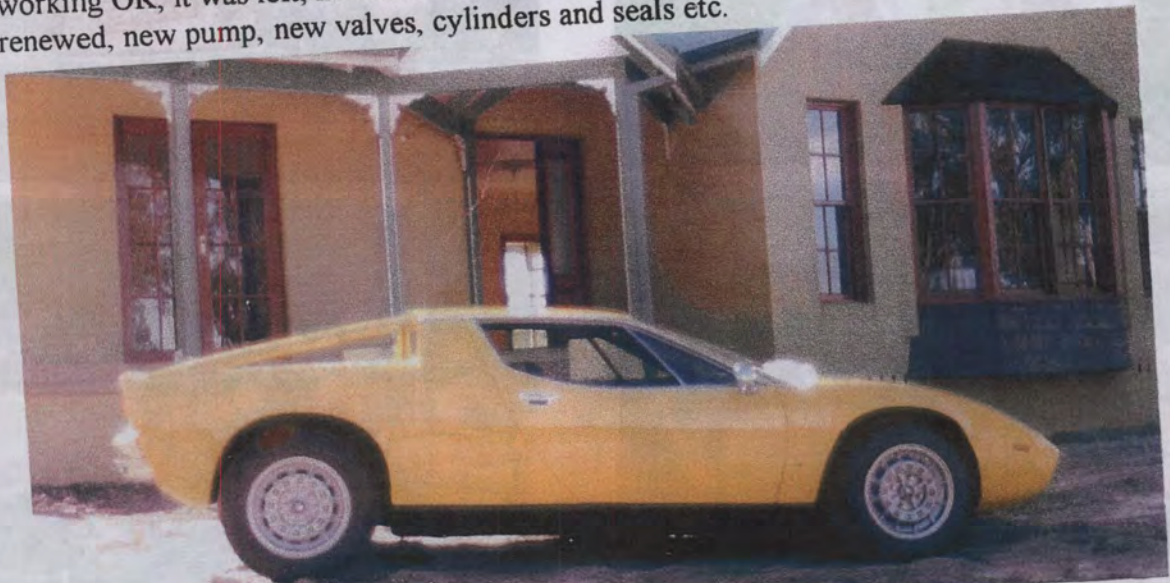
They preceded Ferrari, and used to delight in test runs on the long straight outside of Enzo's house, at dawn. No mufflers, of course! There was great rivalry between Maserati and Ferrari, and many stories. It's ironic that they are now under the one roof.

Back to the Merak .

I was after the classic look, something fairly rare, not too expensive. The body and shell had to be in good condition, but the mechanicals I was prepared to work on myself. Performance was not a critical factor.

The car was located in Adelaide, being restored from a fairly sorry state by an accountant! It's true, - this accountants hobby is restoring cars. He enjoys the bodywork, but not so much the mechanics. He claims some 26 weekends of work on the Merak body, and the photo's and receipts bear this out. I also have the car's full history, from the importation in 1974.

It was plastic bead blasted to bare metal, much rust was removed with new metal welded in. New fuel tanks fabricated, new tank floors, new boot floor, etc. There was evidence of a small prang on the front driver's wing, plastic filler was removed and new metal welded in. New sills made. Lower portion of doors replaced with new metal. No plastic, all fills by lead wiping. Original Campagnolo's restored and epoxied. New windscreen fitted. All the mechanicals were removed, and repaired only where necessary. ie, if it was working OK, it was left, no matter how worn. The high pressure hydraulic circuit was renewed, new pump, new valves, cylinders and seals etc.



The engine is all alloy, mid mounted, 3 Litre V6, quad cam, three downdraft dual 42 Weber's. Output was quoted variously, in typical Italian Style, from 180 to 220 HP. Gearbox is a manual 5 speed transaxle, huge discs all round, inboard at the rear. The engine is due for reconditioning, but runs well, despite some minor heating problems.

(These cars were not made for city traffic in 1974, let alone in 2000!!)
I keep saying I'll pull the engine out, but it keeps on going. It really is one of those motors that wants to run, even after standing for months, it will readily fire up. These engines (V6) were developed in response to the Oil Crisis of the time and the resultant European heavy tax on engines over Two Litres. (Ferrari had the Dino, and Lamborghini the Urraco).

Since owning the car the mechanicals are almost completely renewed or restored :- all suspension bushes replaced, CV Joints, rack and pinion, distributor, water pump, timing chains, bearings, rings and seals, belts, wear strips, wiper motors and links, fast glass motors, radiator, thermo fans, etc, etc.

The major remaining item is the motor. It will be a challenge, as most parts are no longer available. The motor is unusual in the utilisation of a balance shaft which runs in the valley, just above the crank. This shaft drives the four cams through sprockets and chains. It is hollow cast iron. Unfortunately the sprockets are cast into the shaft. Even worse, the sprockets are worn. These will be built up, and we will remachine the teeth. As the cylinder bores are worn, new liners will be cast and we intend to machine these also. Pistons will be made in Melbourne, the final bore size made to match commonly available rings from a rice burner. (Some might call this sacrilege, but they're not paying the bills)

Once the engine is back to as new, there should be no more problems. No more breakdowns. No more watching the gauges. Just cruising.
Everything will be perfect.

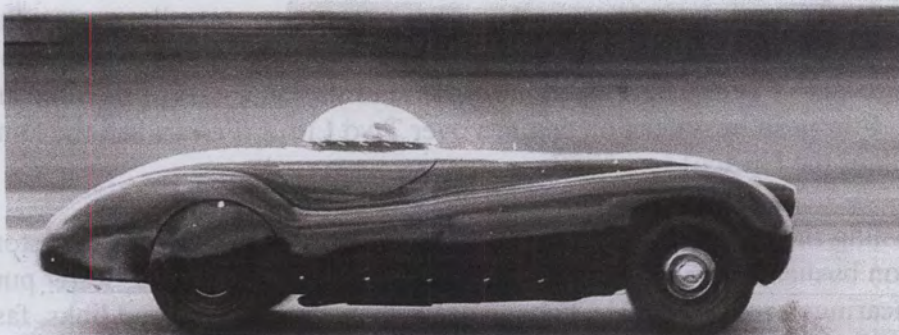
Except the interior.
And a couple of minor electrical problems.
Not to mention the wipers.
And then there's the oil cooler.
Indicator stalk assembly?
What about the heater?
Also the.....
Bugger it.

Any offer's?

Tony Chiswick



The 'Bubble' sets a new World Record!



Would you have believed that a car conceived and built in the late 1940s would today be capable of smashing a 50 year-old world record?

But that's just what we've done with our amazing BroadSport XK200. Impeccably piloted by our race driver, John Young, the 'Bubble' recorded an incredible 183.92mph on the Alconbury circuit last October.

183.92mph

and that's official

We built the car in our Corley, Coventry workshops as a replica of the famous 'Bubble' (so called because of its domed cockpit) in which the legendary Jaguar test driver, Norman Dewis, achieved a record speed of 172.43 mph in October 1953.

We set out to show the world that British engineering can still do its stuff, and to prove conclusively that our BroadSport performance parts packages are the very best.

Our aim is always to provide XK enthusiasts with quality lifestyle motoring. Motoring that's up-to-the-mark in safety standards and a pleasure from both an aesthetic and technical viewpoint.

We're currently building two new BroadSport XK120s. An XK120 Coupe will be for rally or race use, and an XK120 Roadster for

more serious competition, both to a level and specification not found anywhere else, for the price.

These cars are available to early-bird enthusiasts. Specification to be agreed with prospective customers. Interested? Give us a call. We look forward to hearing from you.



Team Broad, and driver John Young (right) with the 'Bubble'.



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