

QUARTERLY NEWSLETTER – JANUARY 2000



**CURZON HALL PRIDE OF OWNERSHIP DAY
NORM & PAM'S XK120 JAGUAR**



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

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

CURSON HALL PRIDE OF OWNERSHIP DAY
NORM & PAUL'S XK130 JAGUAR

This Newsletter is published by:

THE THOROUGHbred SPORTS CAR CLUB

All articles and advertising to:

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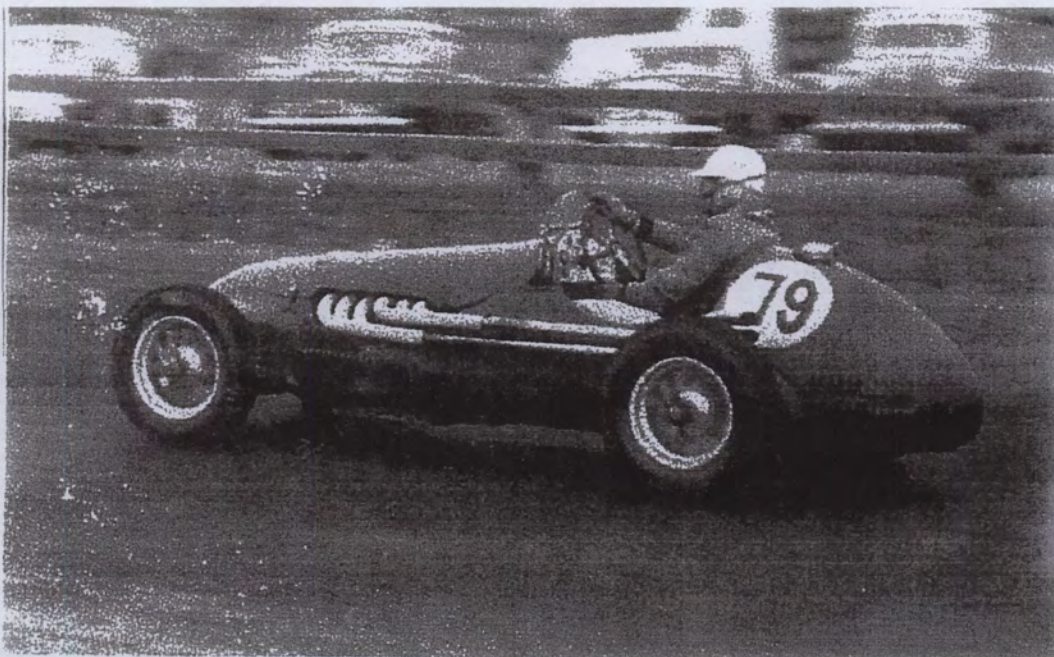
Disclaimer:

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

Under Revue Contact Sue Smart... 9630 1050



Arnold Glass seen here in the very attractive HWM Jaguar at Mt. Druitt 1957 :

PRESIDENT'S REPORT JANUARY 2000

Welcome to our first magazine for the Year 2000 and I trust you all survived intact after the New Year celebrations.

This year will be a memorable one with the introduction of the G.S.T., followed shortly after by the Sydney Olympics. I guess we all hope that both sets of organisers get their sums right so that we don't finish up paying G.S.T. on any Olympic budget shortfall !

At our forthcoming January committee meeting we will be looking for a clear definition, if available, of the G.S.T. impact on our organisation and the possible movement or curtailment of club activities during the Olympic period.

We have a programme in place for the first couple of months this year, details in the following pages, and the remainder of our programme will be presented at the February meeting.

I look forward to seeing you in Sydney in the Hyde Park area on Australia Day 26th January, for the N.R.M.A . Motorfest 2000.

Happy New Year to all.

Here's looking at your wheels,

Ray.





STRAIGHT FROM THE HORSE'S MOUTH

- A) **Roland and Stephanie Clark** are in big trouble for hooking a dolphin in Sydney harbour.
- B) **Tony Chapman** has had Pauline to nurse him, because he has acquired a diet Related problem with his foot. (See Tony or Pauline for more information.)
- C) **Ray & Margaret Ross** are flat strap working on the E-Type for the Albury Run. Ray has informed fellow members that it will definitely be finished!
- D) **Sue and Peter Smart** had a terrific boating honeymoon in the Whitsunday Islands. Only trouble was, that Peter was so entranced with Sue that he ran the Boat aground. Fortunately they escaped unharmed.
- E) **Les & Roselee's** Silver Ghost car has finally been loaded into a container Bound for the New Zealand Wholly Ghost Tour.
- F) **Joan & Chris Johnson** have been inundated with relatives on their way to Visit them in sunny Sydney. Rumour has it that they may stay on for the Olympics Chris warns fellow members to take the welcome signs off their roof.
- G) **Sandra Eid** recently burnt her hand whilst making Louie an espresso cup of Coffee. Louie has kindly said he can wait for his next cup of coffee, when Sandra's hand is better.
- H) **John & Val Dixon's** son Matthew, left his li'l rice burner (complete with Racing clutch & out-of-body guages and ghetto blaster) for them to test the Neighbours patience.
- I) **Ken & Gail Parsons** joined other fellow members in Hyde Park on Australia Day. Gail went off with their two girls for a walk and returned around an hour Later only to catch Ken still chatting on about his racing E-Type.
- J) **Vic & Judy Andrews** run of bad luck continues. Their Bronco was stolen and Burnt out. It's a write-off. The car which was stolen from their home in Bonnet Bay was found stripped and dumped at Mt. Wilson. All this was on top of three Of them suffering a severe dose of the flu. Perhaps their luck will change when They visit Vanuatu for a holiday just before the Albury Rally. (What a life!)

K) Norm & Pam Johnson's XK120 took out the prize on pride of ownership Day. This magnificent car now has it's overheating problem sorted out ready For the Albury run.

L) Barbara & David Muir have entered the 21st Century with the purchase of Their first personal computer. Barbara has limited interest because she uses one At work every day, but Dave appears to be working out the bugs. Speaking of Bugs, it appears that Dave's G-Coder was killed by the millenium bug.

M) Adrian & Lorraine Walker have just returned from Italy travelling from Top to bottom. Apparently if you're searching for leather goods this is the time Of year to pick up the bargains.

BIRTHDAYS

JANUARY

06	Wayne Watkins
16	Chris Johnson
25	Louie Eid

FEBRUARY

14	Paul Rezek
14	Val Dixon
15	Rick Smith

MARCH

01	Roselee Johnson ✓
09	Margaret Ross ✓
11	Pam Gough ✓

NEXT NEWSLETTER DEADLINE - 1ST APRIL 2000

2000

CALENDAR

As at January 2000

Subject to amendment

January	Wed 26	S	Australia Day ... Ray Ross
February	Wed 09	M	Monthly meeting ... Ray Ross
	Wed 16	F	Breakfast -Brooklyn ... Roland Clark
	Sun 27	S	Presidents run (CVVTMC) Ray Ross
March	Wed 08	M	Monthly meeting ... Ray Ross
	Wed 15	F	Breakfast - Kurrajong .. Roland Clark
	Sun 26	R	Go Kart day ... Les Johnson/Wayne W.
April	*Wed 05	M	Monthly meeting ... Ray Ross
	Fri 07	S	Albury Rally 'til Sun 16 April ... Ray R.
	Sun 30	S	Day run ... Wayne Watkins
* Change of meeting date due to Albury Rally			
May	Wed 10	M	Monthly meeting ... Ray Ross
	Wed 17	F	Lunch - Mt. Victoria ... Roland Clark
	Wkd 20/21	R	Wakefield supersprint ... Wayne W.
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
	Wed 19	F	Lunch at Woy Woy ... Roland Clark
	? Sun 23	S	Austin Healey Brass Monkey-Goulburn
August	Wed 09	M	Monthly meeting ... Ray Ross
	Wkd 12/13	S	Shannons Eastern Creek ... Ray Ross
	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



Above: XKSS. This car started life as a 1955 production D type, but was converted to a roadgoing XKSS specifications by the jaguar factory for its then owner Phil Scragg. The idea of the XKSS was to utilise surplus D type parts, rather than to launch a new car.

THOROUGHbred SPORTS CAR CLUB
Minutes of Meeting
Nov 1999

Commenced: 8.20 pm

Attendance:

Ray & Margaret Ross, Les & Roselee Johnson, John & Val Dixon,
Roland & Stephanie Clark,
Louie & Sandra Eid, David & Barbara Muir, Chris & Joan Johnson,
Peter & Sue Smart,
John Burton, Bruce Gibbs and Wayne Watkins.

Apologies:

Kevin Leggett, Lionel Walker, Neville & Pam Floyd, Lester Gough,
Vic Andrews and Jim & Val Peters.

Minutes from previous meeting:

Minutes arising from previous minutes:

Lester has a T-shirt supplier (Polo shirts) approx \$30 each. Badges \$5 -
\$7 and club metal badge \$18

Moved: Bruce Gibbs

Sec: David Muir

Club Plates:

No more plates in stock.

A few points discussed at Presidents meeting 18/10/99 summarised as
follows:

Strongly voted by most clubs was: Pink slips, the completion of log
books and wanting to stick to the current
system of club event only.

It was discussed that Number Plates have a slight difference, eg: "H"
for historical.

States have been doing their own thing resulting in duplication of
plates, so it was

mentioned that we need to identify each individual vehicle.

A special person maybe designated to each area to conduct special
brake testing

maybe even carry out pink slips.

Social Secretaries Report:

We held the draw for the free accomodation at the Artarmon Inn
Christmas Party

The winners - Roland & Stephanie Clark

Pride of Honourship	Curzon Hall	Sunday 14 th Nov 99
Aston V TSCC Tennis	Kenthurst	Sunday 28 th Nov 99
Christmas Party	Artarmon Inn	Saturday 4 th Dec 99

2000 CVVMTC Presidents' Run

Bents Basin Annual Picnic Day 5th March 2000

Albury Rally 7th - 11th April 2000

Treasure's Report:

Cash at bank: \$2149.57
Term Dep. 737.36
\$2886.93

Sporting News:

Lionel & Adrian Walker recently competed in a supersprint as yet we haven't a report.

President's Report:

Ray Ross looked over the past year reviewing:

No. of new members,
our financial position pointing out that we pay out quite a lot to CAMS, and that we should look at whether we really want to re-new next year.

Special Birthday -- Joan Johnson & Sue Smart

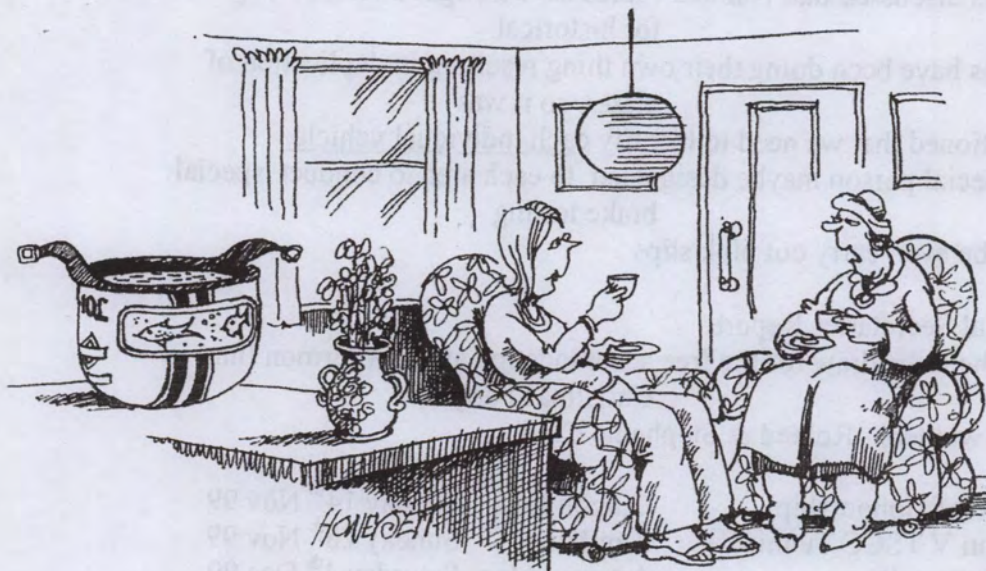
General Business:

Motorfest 2000 -- Forms need to be completed & posted

Bathurst Club swap meet 7th February

Bruce Gibbs shared with us two ideas for raising funds which he has found to be a success, and they are to hold raffle at each club event and "show & Shine" s charity event with market stall cakes etc.

Meeting closed 9.30pm



"He's really giving it up this time, then?"

PRESIDENT'S REPORT A.G.M. 1999.

It gives me great pleasure to present this report to you at our final meeting of 1999. Although not yet over, 1999 has been a year of activity for the T.S.C.C. We will have conducted or attended 16 different events plus our 10 general meetings, concluding with our Christmas party.

During the year our membership has grown from 18 family units last year to 38 family units this year. I would like to see us increase that figure to 50 members and hold it there. This number would make our events viable providing they are quality outings spreading out members attendance rather than just the reliable core we have had in the recent past. My concern is that we still haven't seen some of our new members at any event so far this year and I would request the sponsors of these people renew their efforts and encourage them to join in our activities as well as appealing to the old guard when, on seeing a new face to embrace them into our group.

For me, this year's rally was the nucleus of the year being a call to arms if you like of our previous members. However as I have said in a prior President's report I believe we have had some real quality events this year.

This brings me to the management of the club's affairs. As I have indicated earlier I believe it is time our club stood on its own feet. We need a solid back-up financially of around \$3,000 to pay for unbudgeted losses on scheduled events. In my opinion our Public Liability cover is under insured and we need to outlay several hundred dollars next year for new club car badges etc. and the impact of the G.S.T. has yet to be calculated.

This year I asked our treasurer to give a break-down of where the members \$'s go and so instead of a fee rise it was agreed by the committee to impose a \$5 levy per car per event to offset trophy and running costs for the club. This only happened at two or three events which still leaves our club finances in a difficult situation. It is certainly not fair to continue to expect certain club members to donate their money as well as their time for the benefit of other club members.

One area we could save costs however would be by opting out of C.A.M.S. I thought I would never say that but I feel C.A.M.S. has become more and more irrelevant to our organisation for, try as we might this year to comply with their rules and regulations for our lone motorkhana, it was still a frustrating experience. We can run go-kart days or compete in a hillclimb at Goulburn without the C.A.M.S. red tape and save ourselves \$200 per year plus \$9 per member (or over 20 per cent of our fees.) This is not a move to make irrationally or suddenly but a decision by all members in, say the March 2000 meeting which would negate our rejoining C.A.M.S. in 2000 as I see it. A motion will have to come from the floor at this meeting to allow thorough and proper discussion to take place.

Without putting too fine a point on it, the club's finances aren't exactly mind boggling figures, rather something of a small irritant petty cash tin balance for several people in this room, but what happens to our club's \$'s certainly is of interest to most members as it is to me.

In closing, although their job is yet not over, I commend our committee for this year to you and ask you to show year appreciation in the usual manner.

Ray Ross.

FOOTNOTE:

It was subsequently moved, seconded and passed that the secretary write to C.A.M.S. requesting the attendance of a C.A.M.S. representative at our February meeting to put the C.A.M.S. perspective forward prior to a general discussion and vote at our March meeting.

2000 COMMITTEE

Ray Ross	President
Roland Clark	Vice President & Social Director
Sandra Eid	Secretary
John Dixon	Treasurer
Les Johnson	Editor
Wayne Watkins	Competition Secretary & Points score keeper.
Roland Clark	Club Plate Registrar
Sue Smart	Club Shop, Raffles, Club Property.

1999 CLUB TROPHY WINNERS

Presented at our Christmas Presentation Dinner at the Artarmon Motor Inn, December 4th 1999.

Adrian Walker	Club Champion
Les Johnson	Clubman of the Year
Roselee Johnson	Don MacDonald Trophy
Norm Johnson	Pride of Ownership Jaguar XK120
Les Johnson	Ladies Choice Rolls Royce 1924
Roselee Johnson	Citizen Kane (Best article 1999)
Bob & Jenny Smith	President/Vice President's Run
David Muir	Motorkhana Champion
Jim & Val Peters	1999 Western Plains Tour (Best tourists)

THOROUGHbred SPORTS CAR CLUB

Minutes of Annual General Meeting

10th November 1999

Commenced: 9.40 pm

Attendance:

Ray & Margaret Ross, Les & Roselee Johnson, John & Val Dixon, Roland & Stephanie Clark, Louie & Sandra Eid, David & Barbara Muir, Chris & Joan Johnson, Peter & Sue Smart, John Burton, Bruce Gibbs and Wayne Watkins.

Apologies:

Kevin Leggot, Lionel Walker, Neville & Pam Floyd, Lester Gough, Vic Andrews and Jim & Val Peters.

The meeting opened with Ray Ross as Returning Officer in the chair. Ray opened the meeting by declaring all positions vacant and thanking all 1999 Committee members for all their efforts during the year.

Election of Officers:

PRESIDENT RAY ROSS
Accepted

Nominated by Chris Johnson
Seconded by David Muir

VICE PRESIDENT/

SOCIAL SECRETARY ROLAND CLARK
Accepted

Nominated by Chris Johnson
Seconded by David Muir

SECRETARY SANDRA EID
Accepted

Nominated by Les Johnson
Seconded by Louie Eid

TREASURER JOHN DIXON
Accepted

Nominated by Sue Smart
Seconded by David Muir

COMPETITION
SECRETARY WAYNE WATKINS
Accepted

Nominated by David Muir
Seconded by Louie Eid

EDITOR LES & ROSELEE
JOHNSON
Accepted

Nominated by Stephanie Clark
Seconded by John Burton

CLUB PLATES ROLAND CLARK

Nominated & Seconded
Unanimous

CLUB SHOP & ALBUM SUE SMART
Accepted

Nominated by John Burton
Seconded by Les Johnson

Meeting closed 10.30 pm

SUBARU'S road going rocket, the Impreza WRX has been named Car Of the Decade by the influential and authoritative British automotive magazine, CAR

The highly respected magazine gave Impreza WRX the nod over a host of contenders that included the McLaren F1, Ford Ka, Audi TT, Porsche 911 993 and the Ferrari 360 Modena.

"Electricity, penicillin, the Subaru Impreza turbo, God only knows what Life must have been like before the advent of such marvels," CAR said.

"This is the car that ate the '90's, then came back for seconds. Supernatural is the word that springs to mind when trying to account for the Impreza's cornering ability: here was a car that shrugged off the worst you could throw at it. Rally lineage was evident in how it dealt with the nastiest roads."

The Impreza WRX was launched in Australia at the Melbourne Motor Show In March, 1994.

Since then more than 9600 have been sold here.

It has won numerous motoring awards Including those from State motoring Associations and the Bang for your Bucks title from Australia's Motor Magazine.

Blessed with all-wheel drive, a turbo-charged engine and a high specification level, the Impreza WRX offers incredible value for money with prices starting from just above \$400,00 yet its performance is on a par with cars costing two, three or four times that figure.

The Magazine, arguably the world's most respected and feared automotive Publication, named the Impreza WRX Car of the Decade above 10 finalists.

They were the Honda NSX, TVR Griffith, BMW 3-series, Renault Scenic, Porsche 911 993, Ford Ka, Lotus Elise, Ferrari 360 Modena, McLaren F1 and Audi TT. CAR said that with the WRX, all-wheel drive had reached its zenith in "an affordable, high-performance road car."

"For a Japanese four-door saloon/oddball semi-estate the Impreza's sheer competence in tough conditions beggared belief."

"Of course, young, fitter rivals duly arrived to depose the new hero. Happily, though, they were all wearing Impreza badges, too.

"A raft of interior improvements took care of the Subaru's only real weakness.

Cleverly, with only a little guile, then, the Impreza turbo has wound up in the back half of 1999 in better more celebrated shape than it was at launch in 1994; the standard bearer for a thriving Subaru sub-culture."

CAR said the WRX was a worthy winner.

"In an era strangled by spin, the Impreza turbo was an underground hit that gradually went overground, unhindered by hype - not the '90s way."



DAVID & BARBARA'S SUBARU WRX



BRUCE GIBBS SUBARU WRX

EDITOR'S REPORT

Both Roselee and myself will be away for most of the month of February. But, please don't let that stop anyone putting any articles on our home fax. no. 94102647 or email us on rosleslie@aol.com

Our household has been very rushed between this and the last magazine. So, if the magazine appears a little muddled blame us.

Because ultimately you pay for the magazine it's up to you to get your money's worth and contribute articles when-ever possible. So, if you promised us on an article on your car send it NOW! We will be very happy to return from holidays and see our fax machine with lots of faxes and even happier if it has run out of paper.

Finally, I must thank everyone who contributed articles last year.

Keep up the good work!

The Editors.

TREASURER'S REPORT



January to December '99							
Income		Expenditure		Balance		Bank Statement	
Membership Fees	1558	CAMS	542			Cash at Bank	1530.79
Advertising	1200	Room Hire	100			Term Deposit	737.36
Events:	10389	Events:	10688				
Raffles, etc.	273.4	Insurance	154				
Club Shop							
Interest	2.35	Newsletter	800				
Miscellaneous	1208	CVVTMC	85				
		Trophies	442				
		Bank Charges	70.42				
		Miscellaneous	627				
Total	14630.75	Total	13508.42	Total	1122.33	Total	2268.15



Thoroughbred Sports Car Club

REPORT OF COMMITTEE MEETING HELD 19th January, 2000

Finances and Management

After prolonged discussion it was decided by the Committee to adopt the following three steps to address the shortfall in club funds verses expenses: -

1. To recommend to general meeting in February that, in relation to the February agenda item regarding the Club's CAMS membership, to withdraw the Club from CAMS. This would result in a saving of over 20% per capita of members' fees amounting to \$542 last year.
2. To actively pursue at least five more motoring-type advertisers for the club magazine thus relieving the cost pressure on its production costs. Associated with this approach we will be seeking Club member discounts from the Companies involved and looking for Club members' support for the products available.
3. To continue to collect entry fees at a level of \$5 per car at Club organised events to offset the other major cost - the trophy presentation at our Presentation Dinner.

With these three decisions in place, we have decided to hold the Club fees at their previous level. We are hopeful of accumulating enough income to enable us to purchase a quantity of Club car badges and T-shirts, as funds become available.

2000 Calendar

Enclosed in this magazine is our calendar for the forthcoming year. Although some of the names of the events may change, the date will remain as listed.

We look forward to your input at the February meeting.

Regards,

Ray Ross

MID-WEEK FUN RUNS

Your Committee has decided that on the third Wednesday of each month (excluding April and December 2000) a programme of either breakfasts or lunches has been organised for the next twelve months. Each car will donate five dollars (\$5) to club funds at each outing.

The programme is as follows:

February 16th: Breakfast at Brooklyn

March 15th: Breakfast at Kurrajong

May 17th: Lunch at Mt Victoria

June 21st: Lunch at Picton

July 19th: Lunch at Woy Woy

August 16th: Breakfast at Wiseman's Ferry

September 20th: Breakfast at Bulli Pass

October 18th: Lunch at Cessnock

November 15th: Lunch at Palm Beach

If you wish to attend, please contact:
ROLAND CLARK
 9653 2866
 for details of each venue.

18 DEC - 27 JAN 2000	SCHOOL HOLIDAYS	18 DEC - 27 JAN 2000	SCHOOL HOLIDAYS
9-12 MARCH 2000	OLYMPIC GAMES	9-12 MARCH 2000	OLYMPIC GAMES
18-30 APRIL 2000	INDYCAR SUPERS PARADISE	18-30 APRIL 2000	INDYCAR SUPERS PARADISE
21-25 APRIL 2000	VB BATHURST 1000	21-25 APRIL 2000	VB BATHURST 1000
16-19 NOV 2000		16-19 NOV 2000	
15 SEPT - 4 OCT 2000		15 SEPT - 4 OCT 2000	
18-22 OCT 2000		18-22 OCT 2000	



Council of Veteran Vintage & Thoroughbred Motor Clubs

Incorporated

GPO Box 3954 Sydney NSW 2001 Australia

KNOWN MAJOR EVENTS FOR 2000/2001

Issued Dec 1999

2000

21-23/1/00	THREDBO CLASSIC TOUR	CANBERRA-THREDBO
26/1/00	NRMA MOTORFEST	SYDNEY
29-30/1/00	HSRCA HISTORIC RACING	ORAN PARK
30/1/00	ALL AMERICAN DAY	CASTLE HILL
13/2/00	ALL BRITISH DAY	CABRAMATTA LEAGUES CLUB
20/2/00	SYDNEY SUPER SWAP	CLARENDON
27/2/00	PRESIDENTS RUN	SCENIC HILLS INGLEBURN
5/3/00	BENTS BASIN PICNIC (C.H.A.C.A.)	WALACIA
11-12/3/00	BARGO SWAP	RAZORBACK MOUNTAIN
15-19/3/00	EAST COAST CLASSIC RALLY	SYDNEY-BATHURST-ORANGE
18-25/3/00	TRIUMPH TSOA NATIONAL RALLY	ACT -GOULBURN -SYDNEY
19/3/00	50 TH BIRTHDAY VW KOMBI	PENRITH PANTHERS
25-26/3/00	HSRCA HISTORIC RACING	WAKEFIELD PARK
1-10/4/00	VETERAN C.C. NATIONAL RALLY	NEWCASTLE-DUBBO
1-2/4/00	NEW ENGLAND GP	URALLA
9/4/00	CLASSIC CAR & LEISURE FAIR 2000	BURWOOD PARK
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
22-23/4 /00	V W NATIONALS	ORAN PARK-FAIRFIELD SHOWGROUND
7/5/00	SWAP MEET (EX CVVTMC)	ROUSE HILL
7-13/5/00	VINTAGE MOTORCYCLE RALLY	HUNTER-VALLEY
19-21/5/00	JDCA MOUNTAIN RALLY	TOURING N.S.W.
18/6/00	CENTRAL COAST SWAP	GOSFORD SHOWGROUND
22-23/7/00	HSRCA HISTORIC RACING	EASTERN CREEK
12-13/8/00	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK
20/8/00	LIVERPOOL SUPER SWAP	FAIRFIELD SHOWGROUND
9-10/9/00	NORTHWEST SWAP	GUNNEDAH

2001

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

SCHOOL HOLIDAYS	18 DEC - 27 JAN 2000	SCHOOL HOLIDAYS	9 SEPT-2 OCT 2000
QAGP MELBOURNE	9-12 MARCH 2000	OLYMPIC GAMES	15 SEPT-4 OCT 2000,
SCHOOL HOLIDAYS	15-30 APRIL 2000	INDYCAR, SURFERS PARADISE	12-15 OCT 2000
EASTER & ANZAC DAY	21-25 APRIL 2000	V8 BATHURST 1000	16-19 NOV 2000

PRIDE OF OWNERSHIP DAY 1999

THOSE ATTENDING

NORM & PAM JOHNSON	JAGUAR XK120
JOHN & VAL DIXON	ROLLS ROYCE SILVER CLOUD 111
LES & ROSELEE JOHNSON	ROLLS ROYCE SILVER GHOST
ADRIAN WALKER	MUSTANG MACH 1
LORRAINE WALKER	MGB ROADSTAR
RAY ROSS	ASTON MARTIN DB4
GORDON & KAREN LENNOX	ASTON MARTIN AMV8
LIONEL WALKER	JAGUAR MK 11
MARGARET ROSS	JAGUAR MK 11
LOUIE EID	DAIMLER V8
DAVID & BARBARA MUIR	ASTON MARTIN DB4
LESTER GOUGH	(SOMEONE TELL ME!)
STEPHANIE CLARK	MASSERATI MISTRAL
ROLAND CLARK	COBRA 289 (REAL ONE)

On such a magnificent summer's day it was great to catch up with fellow Aston Martin Owner's again. They were proudly displaying a good variety of Aston Martin cars in the grounds of Curzon Hall which always seems to give the cars a regal aura. Unfortunately, I only have a few photos because the rest are still in our camera. (That's another story.)

As the cars were lining up I heard a great roar, a spit and a grunt, then Lionel Walker's red with gold stripes Jag lept into view. The jag was much too low to drive directly up on to the grassed area. For this great display of noise, Lionel was promptly volunteered for judging, together with Dave Muir. Margaret, Roselee, Val, Pam, Stephanie and Lorraine were seen studying beauty of the more human kind as they perused recent wedding photos whilst sipping champagne. The boys proceeded to inspect exhaust pipes, carburettors, wheels, under the cars, over the cars etc. As if that wasn't enough, they then moved on to study the Astons.

It was great to see country members Gordon & Karen Lennox down for the day. Lester was doing the father-son thing with li'l Richard whilst Pam worked. For the love of me, I cannot recall which car Lester brought along. I concluded that he must have had a car because I could not imagine Lester carrying li'l Richard all the way from Croydon. (Someone may be able to remind me at a later date.)

The morning went swiftly and then it was time for lunch. Dave & Lionel had to keep working, just stopping briefly for their lunch. The rest of us over-indulged in fine wine and the largest assortment of food served in the magnificent Curzon Hall function room. As we sat on the verandah enjoying the good life someone suggested dessert. More calories! Who could resist Roselee keeping a careful eye on the size of the contents on my plate? Karen, Ray, Margaret, Roland, Stephanie and Barbara were seen laughing and carrying on something extraordinary, encouraging curious others to join their table to seek out the reason for their frivolity. Our table consisted of Norm, Pam, Lester, li'l Richard, Adrian and Lorraine. Because we had a child in our

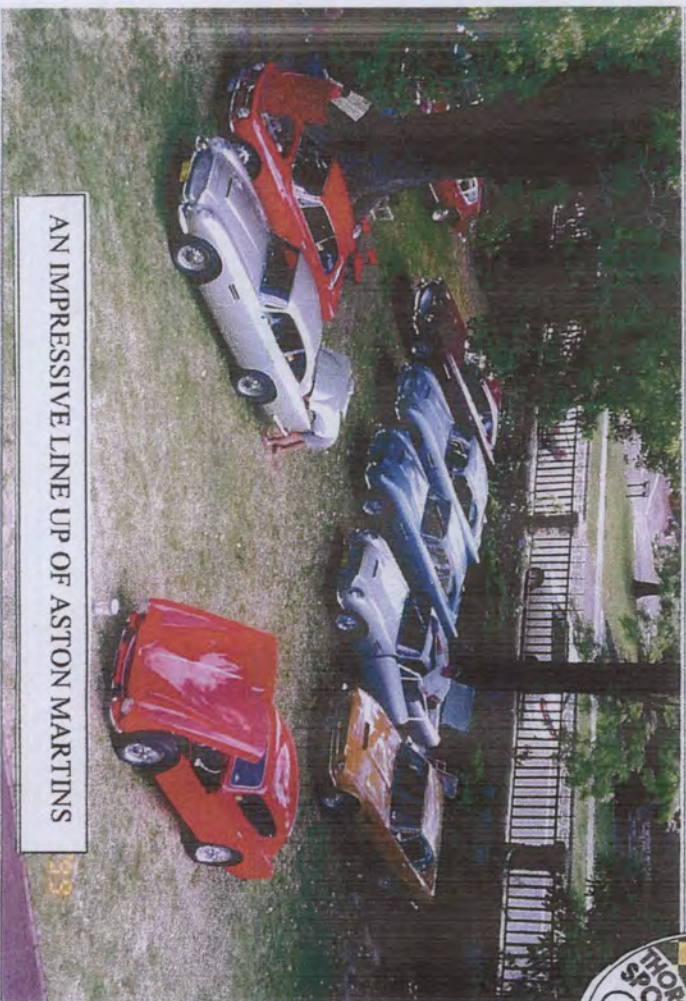


FROM ONE ROLLER TO ANOTHER. DAVE RESURRECTS THE GHOST.



T.S.C.C. CAR DISPLAY

14.1.99

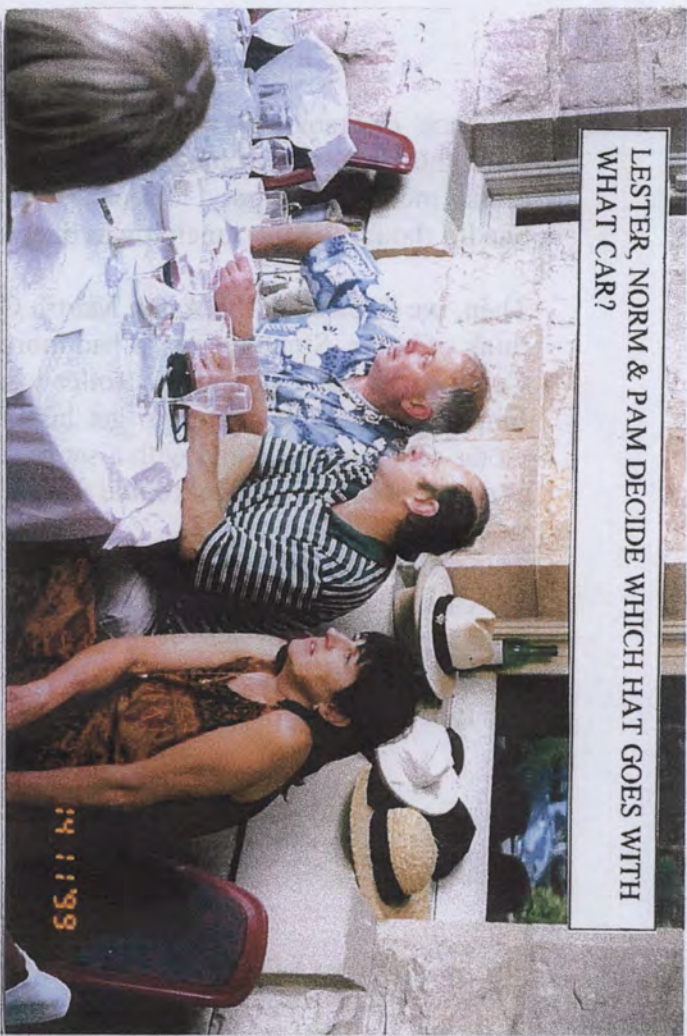


AN IMPRESSIVE LINE UP OF ASTON MARTINS



NORM TRIES TO BRIBE TREASURER, JOHN DIXON?

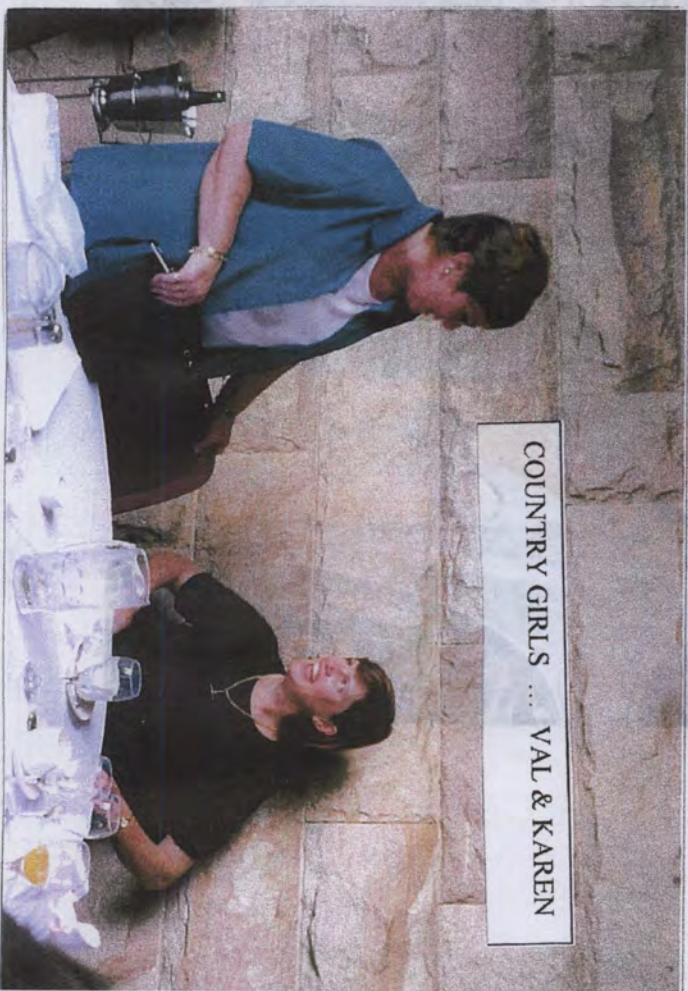
LESTER, NORM & PAM DECIDE WHICH HAT GOES WITH WHAT CAR?



KAREN, MARGARET, PAM, ROLAND, STEPANIE, BARBARA, LORRAINE & ADRIAN, RELAXING AFTER LUNCH



COUNTRY GIRLS ... VAL & KAREN



VAL, LORRAINE, ROSELEE, BARBARA & STEPHANIE DISCUSS SECRET MEN'S BUSINESS

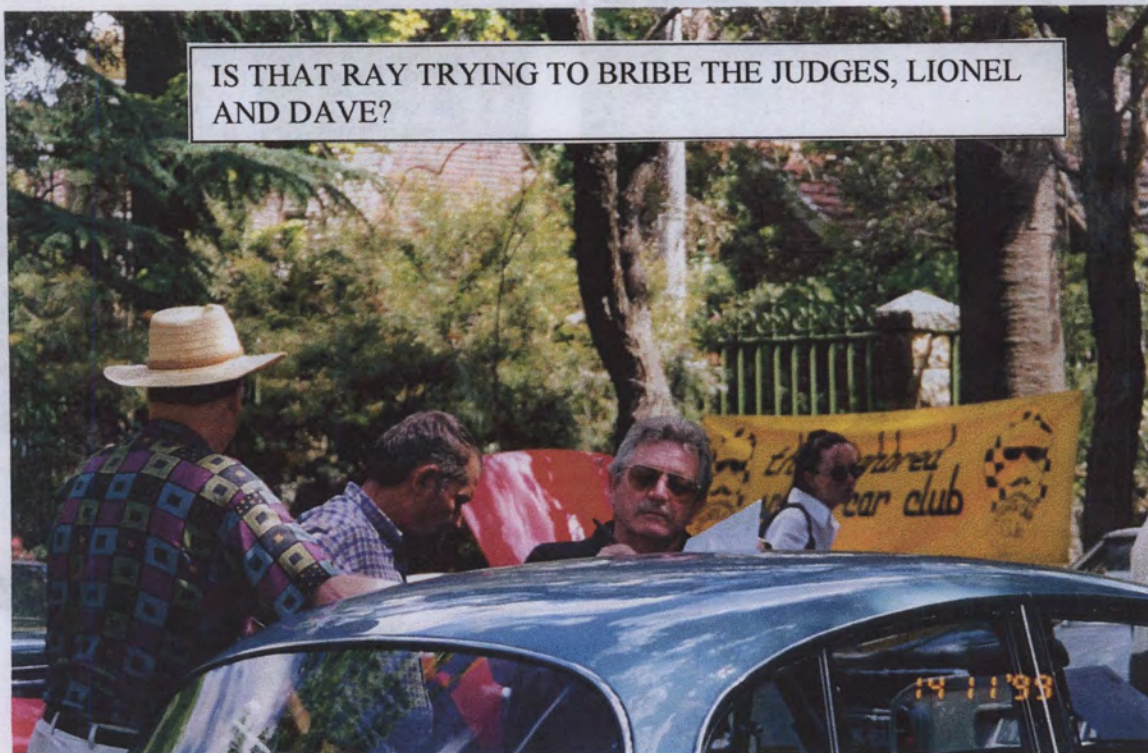


presence our table was seen to be a little more discerning. Louie sat with his brother and other family members. Because our club encourages members to bring along family members it's good to see these extended families at our functions. (We did miss Sandra though.) After lunch it was back to the cars.

Then, we farewelled the Aston Martin Club members and we begrudgingly started to think of home. Some members had more departure preparations than others. Roland's Cobra had a flat tyre and my Roller was suffering a flat battery. Roland managed to limp to the nearest garage to get his tyre fixed. John Dixon parked the Cloud 111 along-side my Roller and with a set of trusty jumper leads the Ghost was resurrected. We then proceeded home trouble free.

Our special thanks go to Dave Muir for organising another fabulous day and judging the cars. Thankyou also to Lionel for his professional expertise in judging the cars on such a perfect day.

By Ben TCamshaft



COUNCIL OF VETERAN, VINTAGE & THOROUGHbred MOTOR CLUBS

PRECIS OF THE PRESIDENTS' MEETING OF 18 OCTOBER 1999

ONLY CONCERNING THE CLUB PLATE SCHEME

There were 151 delegates present representing 79 Affiliated Clubs

The meeting opened at 8:00 PM. Terry Thompson in the Chair.

Other matters were discussed briefly at this meeting but are not included in this precis.

The National Road and Transport Commission has mandated that the existing scheme of a permit to move an unregistered vehicle must be changed. Therefore the "Club Plate" scheme as it exists in NSW must be changed. The purpose of this meeting is to canvas opinions and try to get a consensus to take to the RTA.

Options:

- Maintain the present system which also exists in similar forms in Queensland, and the ACT.
- Adopt the South Australian scheme which involves a "log book" to register all journeys. Vehicles have regular number plates and a special registration label on the windscreen. Vehicles may be used for a total of 90 days a year.

T. Thompson reported that the Bush Council was in favour of a legalised version of the present scheme. He also noted that the RTA was fairly happy with clubs and the way the system was running. The RTA was also keen to contain any cost increases to club members.

The following points were mentioned:

- The present scheme is based on about 40 to 50 trips per year @ about \$70.00. Could an arrangement be made for those who want more use to pay for two or three "books for trips?"
- Could there be a half-way registration? Ie, between concessional and full registration?
- The SA 90 day scheme could have problems, ie falling membership in club.
- T. Thompson read a letter from Wal Murray MP, Deputy Premier & Minister for Roads, dated 5th April 1993:
"The purpose of the Vintage and Veteran permit scheme is to allow enthusiasts to drive their vehicles to meetings and on rallies without being subject to the full requirements for vehicle registration. The costs of a permit and third party insurance for these vehicles reflects their limited use. The rules and regulations of the permit scheme require that vehicles must be as close to their original design as possible but do allow for safety features to be added. Improved braking systems should improve the safety of these vehicles. I have instructed the RTA to allow up-grading of the braking system on Veteran and Vintage permit scheme vehicles. You should note that if vehicles are fitted with disc brakes they will need an engineer to certify that the modification has been done correctly...." As far as we know this is still in force.
- There were some concerns that modifications might go to far.
- After more discussion, T. Thompson asked if the meeting wished Council to negotiate some concessions to keep vehicles in the condition as they were modified in their day. The meeting affirmed this.

Number Plates: Options:

- 1. Sequential numbers from 000001 and work up, similar to Victoria and ACT.
- 2. Any number plate with new logo; ie NSW Heritage Vehicle and special colour combination.
- 3. WA Scheme; number plate on car plus another plate stating veteran, vintage, etc.
- 4. SA Scheme; ordinary number plate with different registration on windscreen.
- Who would get the first plate? Drawn from a hat? First 250 to Veteran Car Club?

- Suggestion that we could adopt the English System.
- Any new plates will have to be suitable for use on motor cycles.
- Newer vehicles approaching the 30 year dates would like to keep the present plate.
- Ordinary plates can be transferred with the vehicle, not handed back to the club. Some people may wish to keep their personalised plates.
- For restricted registration Victoria uses a number plate with CH and a special colour. The CH is not otherwise available.
- On a question on stamp duty T. Thompson advised that the RTA does not want to see an increase in costs. After the GST there will be no stamp duty but a 10% fee on all transfers. He also said that "off the record" the RTA is fairly happy with the present scheme and are happy for clubs to maintain an involvement.
- Much discussion ensued. Many felt that the SA scheme was a good idea. It allowed 90 days of use with the responsibility of recording journeys placed on the individual, not the club. It was noted that every movement over 500 metres was considered a "journey" and had to be recorded.

Inspections and Pink Slips

- Some concern that some younger inspectors would not pass older vehicles because they did not understand them. As an inspector, B. Horne said he felt some club inspectors did a better job than fully licensed inspectors.
- T. Thompson asked if we should ask the RTA to use the present system whereby clubs can nominate an experienced person or should we seek a full Pink Slip form of inspection. A majority show of hands was in favour of continuing the present system.

Modifications

- A section in the ACT regulations was agreed to by the Bush Council, viz: "the definition of a heritage vehicle implies that it conforms as closely as possible to its manufactured configuration, or to any recognised modifications made to such configurations early in the vehicle's life for a specific purpose, eg rallying, racing or promotional activities. Such vehicles are clearly eligible for concessional registration as are others that have undergone minor modifications for safety reasons or due to non-availability of parts."
- The extend of modifications to heritage vehicles is complex. "Early in a vehicle's life" is vague and limiting. The possibility of using CAMS regulations and guidelines could be looked at. The present system requires a letter from a club to verify that a vehicle is eligible for club registration.

Outcomes

- Finally, a vote was called for: 1) to adopt the SA scheme of a logbook system; or 2) attempt for a legalised form of the present system. A majority indicated that we should retain the present system.
- A vote on the system of number plates was called for. A majority voted for some system of sequential number plates. The Bush Council preferred Option 3, that is a number plate plus a second plate identifying the vehicle as veteran, vintage, etc. It was felt that special identification was needed for our vehicles.
- Terry Thompson reminded all present that the decisions made tonight ARE NOT LAW. This merely provides information for Council to take to the RTA as preferred options along with the Bush Council's options. TO BE NEGOTIATED.
- The RTA wants to complete its review of the scheme by the end of the year. There will be a long period after negotiations before there are any changes to legislation.

Bryan Horne thanked Terry Thompson for his work in this regard and in representing Council and members in general. There was a round of applause for Terry.

The meeting closed at 10:45 PM.

M.R. PEGLER & CO.

CHARTERED ACCOUNTANT

Maxwell R. Pegler

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



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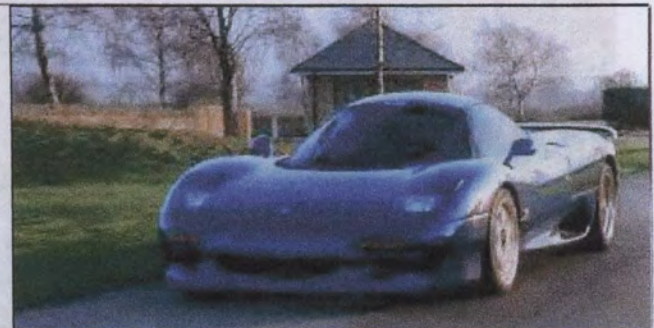
Telephone (02) 9439 7622

Facsimile (02) 9439 7534

Mobile 0417 212 246

Email mpegler@enternet.com.au

XJR-15



Specifications

Production Start	Not Available	Manufacturer	TWR
Powertrain Layout	Center Engine / RWD	Wheelbase	Not Available
Length	4800 mm / 189 in	Width	1900 mm / 75 in
Height	1100 mm / 43 in	Front Track	Not Available
Rear Track	Not Available	Engine Type	48-valve V12
Displacement	6000cc	Transmission	6-Speed Manual
Brakes	Ventilated Discs	Weight	1050 kgs / 2310 lbs

Performance

Top Speed	298 kph / 186 mph	0-60 (mph)	3.1 sec
Horsepower	450 BHP @ 6250 rpm	Torque	570 Nm/420 ft lb @ 4500

Adrian Walker

DIRECTOR

Dip.Tech. (N.S.W.I.T.)
Degree in Business (U.T.S.)
FA.I.M.

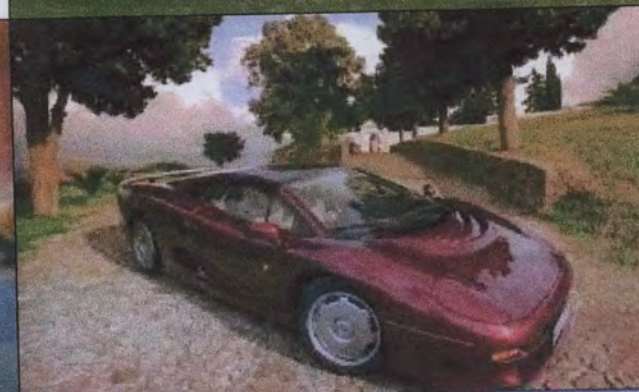
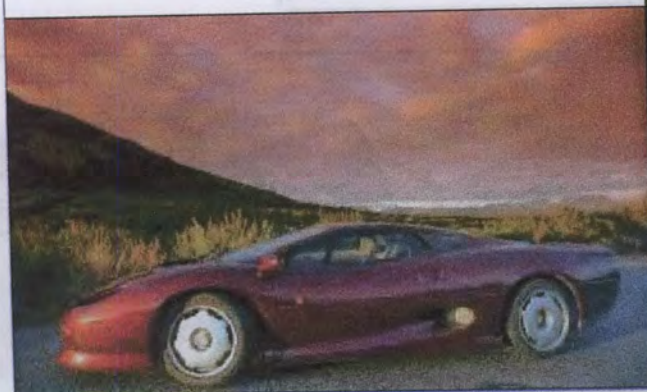
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XJ 220



Specifications

Production Start	1993	Manufacturer	Jaguar / TWR
Powertrain Layout	Center Engine / 4WD	Wheelbase	2640 mm / 104 in
Length	4930 mm / 194 in	Width	2010 mm / 79 in
Height	1150 mm / 45 in	Front Track	1710 mm / 67 in
Rear Track	1590 mm / 63 in	Engine Type	24-valve V6
Displacement	3498cc	Transmission	5-Speed Manual
Brakes	Ventilated Discs	Weight	1375 kgs / 3025 lbs

Performance

Top Speed	349 kph / 218 mph	0-60 (mph)	3.8 sec
Horsepower	549 BHP @ 7000 rpm	Torque	642 Nm/473 ft lb @ 4500

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NEWSLETTER OF
THE THOROUGHbred
SPORTS CAR CLUB.

top



gear

Vol.1 No.1
September 1981

Enjoying an XK An 18 Year Affair

Having been introduced to Jaguars by helping to rebuild my brother's XK 120 roadster, I decided to graduate to an XK myself. So in July 1963 I started looking.

Within the month two XK 140 roadsters came up for sale. This appears to be the last time an XK 140 roadster (let alone two) was sold in N.S.W. I purchased the better conditioned of the two, it being equipped with a detachable hardtop and AXK 140 number plates. The other one, a blue special equipment model, was sold the next week and we have not seen it since.



Enjoying an XK – An 18 Year Affair



Unfortunately about 6 months later the duco started to crack, so in December 1965 I decided to repaint the car.

This involved removing everything which would come off or out, with the exception of the motor. As the duco was so bad I stripped it back to metal and to my surprise I found that the car had never been damaged. This was my first attempt at painting so I learnt by my mistakes as I went. It took me about four months to complete.

In December 1966 a 3.8 litre MK 10 motor became available and after a few checks on installation, I bought it. To install the motor it was necessary to cut the inner guards out to clear the front carburettor and the newly-acquired XK 150S air cleaner. This involved re-locating the brake fluid reservoir to the opposite side. To enable the front carburettor to also clear the bonnet the motor was lowered in the engine mountings by 1 1/4".

As the original mechanical clutch was always quite heavy for traffic I decided to convert to a hydraulic clutch because I fitted a sintered steel solid-plate clutch with special 90 lb competition springs to the new motor to obtain the full effect of the new power. I found that the later Girling clutch out of the later MKVII could be fitted with a minimum of trouble.

As the two pedals were different a composite one was made up with the XK top half and the VII bottom. The fluid reservoir was mounted beside the relocated brake reservoir.

During the final stages of assembling we found we had overlooked the acceleration linkages. The butterfly operation was opposite that of the original motor. This was solved by reversing and relocating the pivot toggle.

On the road the performance proved quite staggering since she was nearly four cwt lighter than an XK 150S coupe.

The car was also lowered by 1" to stop the tail shaft from striking the centre chassis cross-member. As with all XK owners, I had always dreamed of wire wheels and then in May 1967 all my birthdays came at once – I discovered a badly damaged XK 150 coupe fitted with chrome wire wheels and overdrive.

After buying the car I fitted the wire wheels, disc-brakes and the overdrive unit to the XK 140.

In 1968 a new hood was made and in 1969 the car was re-upholstered and re-carpeted.

In December 1968 I obtained a set of 15" chrome wire wheels from England and these were fitted to the car. This considerably improved the general road-holding and steering of the car.



The car was first registered in 1955 being one of only four cars brought into Australia by Brysons. There are now eight roadsters in Australia, out of the 73 right hand drive roadsters made.

During this time I have competed in lap dashes, motorkhanas, hill climbs and drag sprints.

I have won the XK Class in the N.S.W. Jaguar Concourse 1973, 1974 and the National Concourse in 1972, 1973 and 1974.

During the last few years I have competed regularly in Club events at Oran Park and Amaroo Park.

My best times so far are:

Silverdale 43.65

Oran Park South 58.42

Amaroo Park 59.02

LIONEL WALKER

477 1464

*nice
one*

ACHTUNG! Das machine is nicht fur gerfinger-poken und mittengraben. Is easy schnappen der Springenwerk, blowenfusen and poppen-corken mit spitzensparken. Ist nicht fur genwerken by das Dummkopfen. Das rubbemecken sightseeren keepen hands in das pockets. Relaxen und watch das Blinkenlights.



FOR IMMEDIATE RELEASE

NOVEMBER 1, 1999

ALL SYSTEMS GO FOR EAST COAST CLASSIC

First special stage tarmac rally ever held in NSW will go ahead

CAMS, the governing body of Australian motorsport, has given the green light to the organisers of the East Coast Classic Rally, for an official start in March 2000.

Officials from CAMS were in attendance when a prelude for the event was run in September. They have announced their satisfaction with the arrangements that are, or will be, in place for the full event and have given it the thumbs-up.

The East Coast Classic Rally will be run over five days, from March 15-19 inclusive, with competitors travelling on sealed roads between Sydney and Bathurst. The event includes closed road special sections as well as stages at Mount Panorama, Catalina Park, Oran Park and the old motor racing circuit of Gnoo Blas.

The staging of the event brings NSW into line with other states which have similar events such as Tasmania's famous Targa and Rally Tasmania, and South Australia's Classic Adelaide.

The Australian Rally Commission, ARCom, recently held a meeting involving organisers of all Australia's tarmac events to encourage co-operation. The meeting was very successful and the teamwork is set to continue in the interests of building each and every event.

According to East Coast Classic director, Stephen Knox, the encouragement from other organisers has only added to his team's enthusiasm.

"There is a real interest in, and demand for, this type of event in Australia, and NSW has long been behind the eight-ball in providing one. Now we have the thumbs-up for the East Coast Classic we can lock all our preparations into place and make sure our first event is a huge success.

"We already have 75 confirmed entries but there's still time for other drivers to sign up to be a part of this unique event. We welcome entries from anyone who

East Coast Classic Rally

PO Box 295 Roseville 2069 Telephone 02 9416 7427 Fax 02 9416 7996

East Coast Classic .../2

owns a pre-1978 classic and wants to enjoy the camaraderie and competition that this event will offer."

ECC organisers have been working for nearly two years with CAMS, NSW Police, NSW Roads and Traffic Authority and the local councils in all areas covered by the event to obtain all the permits necessary for the Prelude and the Rally to go ahead.

Those arrangements will now be locked into place to allow NSW's first ever full tarmac rally to get underway in March next year. It will be run under the guidance of Mr Knox and Clerk of Course, John Pearson.

Aside from the entry list, the East Coast Classic Rally team is growing in numbers behind the scenes.

Jill Armstrong has a long and distinguished pedigree in motor sport through her work with the Historic Sports and Racing Car Association, including organising around five race meetings a year. She is now ECC's Administration Manager.

All publicity and media liaison is being handled by Liz Swanton, who has 18 years' experience as a journalist across all forms of media, the last seven specialising in motoring and motor sport, as well as a more recent history as a rally co-driver.

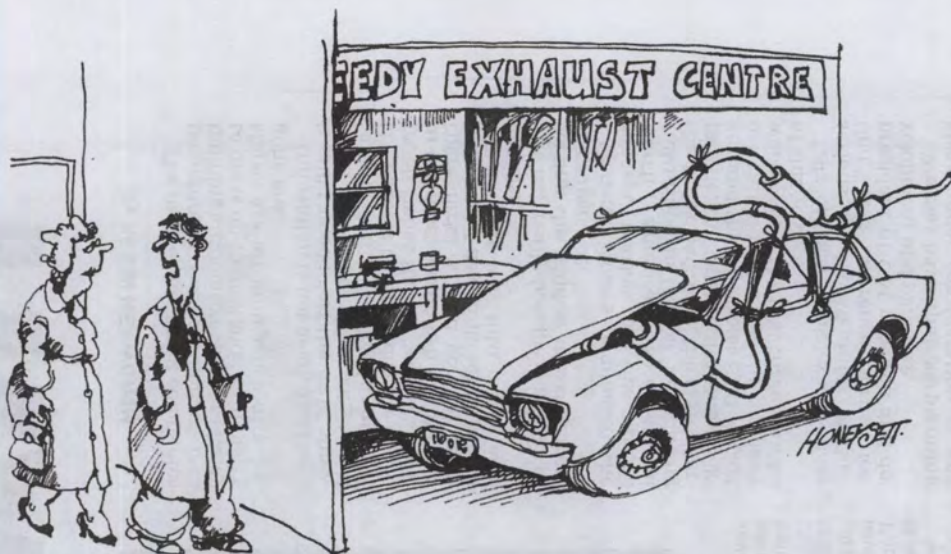
"We're delighted to have both Jill and Liz on board," said Mr Knox. "Between them they have a wide range of abilities and experience that adds even more depth to the line up of ECC organisers.

"We're confident this team can deliver an event that everyone involved will really enjoy - after all, that's the main aim of the exercise."

* * * * *

For all entry enquiries, please contact Event Director, Stephen Knox
Tel: (02) 9416 7427; Fax: (02) 9416 7996; Email: eastcoast@ozemail.com.au

For all media enquiries, please contact Liz Swanton
Tel: (02) 4283 8377/0417 232 643; Fax: (02) 4283 8378



"We didn't have a standard one in stock but we managed to knock something up for you."

A blonde, wanting to earn some money, decided to hire herself out as a handyman-type and started canvassing a wealthy neighborhood. She went to the front door of the first house and asked the owner if he had any jobs for her to do.

"Well, you can paint my porch. How much will you charge?"

The blonde said, "How about \$50?"

The man agreed and told her that the paint and ladders that she might need were in the garage. The man's wife, inside the house, heard the conversation and said to her husband,

"Does she realize that the porch goes all the way around the house?"

The man replied, "She should. She was standing on the porch."

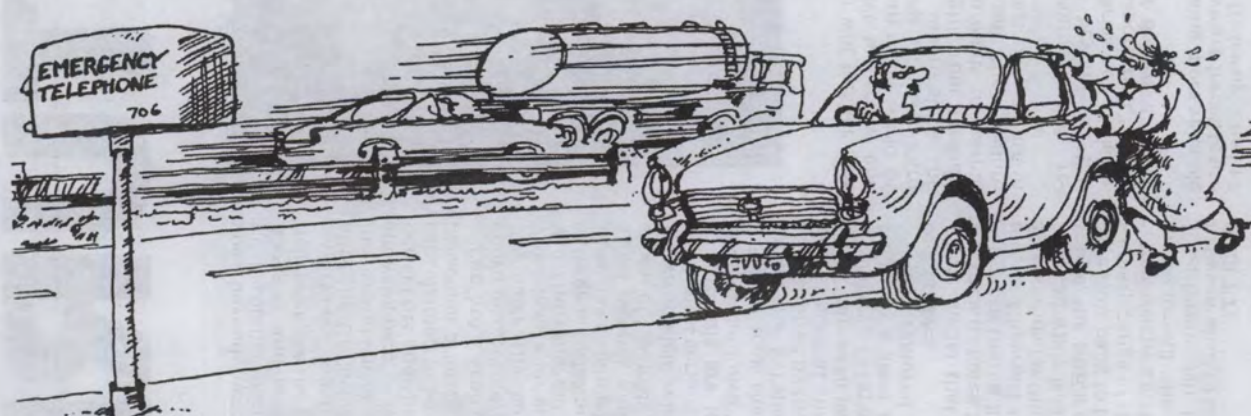
A short time later, the blonde came to the door to collect her money.

"You're finished already?" he asked.

"Yes," the blonde answered, "and I had paint left over, so I gave it two coats."

Impressed, the man reached in his pocket for the \$50.

"And by the way," the blonde added, "that's not a Porch, it's a Ferrari."



"Come on, Mabel, Just another few yards."

TRACK TO FUTURE

By KEVIN HEPWORTH

The days of motoring companies ploughing unlimited dollars into building automotive flights of fancy to dress up their stands at industry shows are an indulgence of a by-gone era.

Innovation is not dead, and there is still the odd "off the wall" show-piece to elicit the "oohs" and "aahs" of the passing parade, but the concept cars of today are not so much "what ifs" as "whens". Even in the most outlandish of concepts there lurks a solid core of technology and design direction which will find its way into marketable vehicles.

It has really become a matter of sorting the window dressing from the substance.

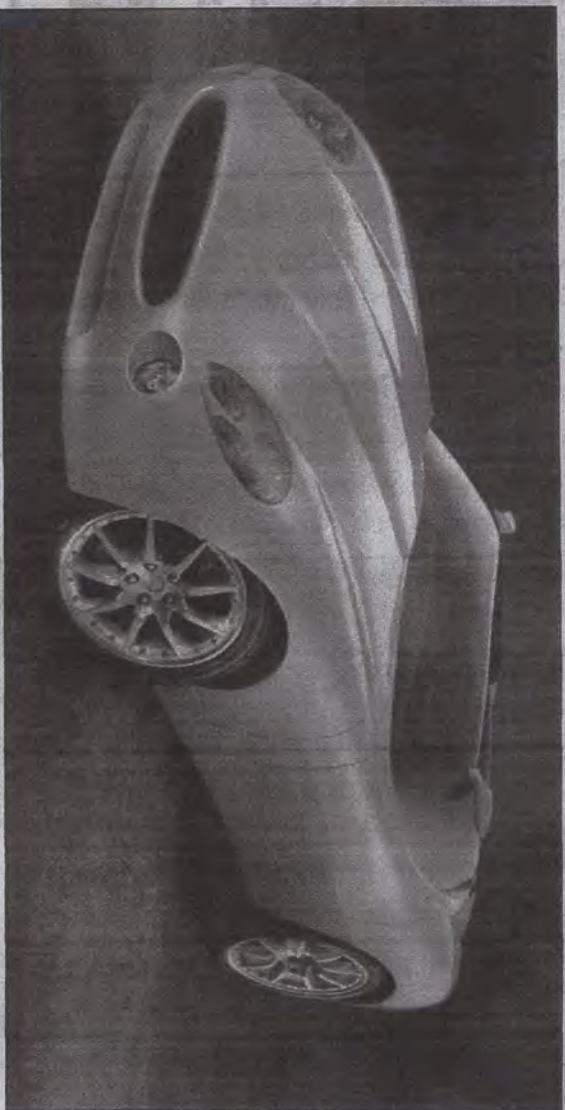
General Motors dominated the concept market at this week's North American International Auto Show in Detroit, introducing the Buick LaCrosse, the GMC Terradyne, the Opel Zafira, Snowtrekker and the Chevrolet SSR — part of a raft of 10 concepts the company will reveal in the first three months of this year.

Six of those vehicles are under serious consideration for production, said Lawrence Burns, vice-president of GM research and development and planning.

"We may have up to 300 planning ideas under consideration at any time and they will be culled down to maybe 50 for further development."

"By the time a concept vehicle is built we would expect there was a 60 per cent chance of it going to production."

Ford's futuristic offering, the 24.7 (that stands for 24 hours a day,



Unveiled... the Jaguar F-Type Concept roadster

seven days a week which is the amount of time Ford apparently believes we should be connected to the world at large), is the concept that's more of an idea rather than a physical incarnation of a vehicle — and the idea will be out there in Ford's Internet-linked market place this year.

There is little intrinsically new in what Ford boss Jacques Nasser unveiled in Detroit.

Inside a slab-sided little unit ("This is just the box the package comes in," Nasser explained) is the Ford vision of the real world meets the cyber world.

The technology of voice-activated

controls, navigation systems, memorised preferences for individual drivers, Internet access and real-time weather and traffic information is real and exists piecemeal in various forms — in the 24.7 the package becomes a "voice-activated reconfigurable projected image display."

As the first step towards pulling it all together into production vehicles Ford will be installing telephone and satellite links in US Lincolns and European Focus models by the end of this year and "within a few years" all Ford Motor vehicles will boast at least that much of the 24.7 ethos.

An alliance with the Internet

goes beyond mere transportation by becoming part of consumers' lifestyles and providing a tool to help navigate the day."

Chrysler, among others, kept alive the US love affair with cubic inches and trucks with two of their showstoppers — the race-bred Viper GTSR and the Dodge MAXX cab, claimed to be the world's first passenger priority truck.

The MAXX cab weighs in at an enormous 24 tonnes with a 4.7-litre V8 under the bonnet while the Viper boasts an enormous 8.0-litre V10 churning out 373kW and an outrageous 678Nm of torque. The viper has a claimed 0-100km/h time of 3.8 seconds and a top speed in excess of 320km/h.

Two models released in Detroit and almost certain to find their way to Australia are the latest generation of the Volvo V70 and V70XC.

Jaguar took the opportunity to unveil the F-Type Concept roadster, inspired by the XK180 concept car revealed at the Paris Salon in 1998. Claimed to be inspired by the legendary E-Type roadster, the F-Type is a sleek looking unit not too far removed from the XK convertibles.

One model that may never see Australian shores, but which would win more than a little support if it did, is Chevrolet's SSR ute. The SSR stands for Super Sports Roadster and while it is built on a truck frame, the SSR's suspension heritage runs back to the Corvette and Camaro range of sportscars.

Powered by a 6.0-litre V8, the SSR looks for all the world like the testosterone-rich issue of a flog between an FJ Holden ute and an Audi TT.



MY 1967 E-TYPE JAGUAR SERIES 1

Ray Ross

I finally bought my E-Type on the 25/4/74 after months of scanning the early morning edition of Wednesday & Saturday's Sydney Morning Herald. After checking out all suitable cars and having them rejected by Jaguar E-Type guru friend and former T.S.C. C.. Member, Mike DuCross who was in the process of rebuilding a Series 11 E-Type which subsequently won the N.S.W. & the Australian Concourse Best Car awards. I was beginning to despair that I would ever find anything to please him until this day!

A lady from Tasmania who had owned the car for three years was transferred back home and didn't want to take the car with her. With lots of service documents to back her story, a seemingly genuine mileage of 48,000, a couple of small rust bubbles in the drivers door and a set of rear mufflers, there it was - thumbs up - I couldn't believe it!

Over the next few years the rust bubbles got bigger and we competed at various hillclimbs and racing circuits around Sydney and the car became known as tRUSTY in Jaguar journals. This was due in part to its regular and reliable performance in sporting events and of course it's "air conditioning" ducted doors. Besides the former, our main claim to fame was dead-heating with a much later model Ferrari for fastest time of the day at an M.G. Car Club supersprint at Oran Park.

In 1979 I decided to rebuild the engine and, after completion, sent the car to SportServe at Granville for a body rebuild.

In 1982 it was driven straight from Sportserve to the Jaguar Drivers Club Concourse where it came 2nd in the road class.

In 1983 it won the road class section of the Concourse which helped me to become the Jaguar Drivers Club Champion, assisted by the Carlingford Music Centre XU1 Torana in sporting events.

The car was used on T.S.C.C. outings infrequently until 1994 when I decided to take it off the road because the insurance costs doubled from \$500 to \$1000 overnight (but there was no insurance company conspiracy of course!)

Needless to say its wheels havent turned over the past five years but in that time the diff has been rebuilt (new bearings) the gearbox rebuilt (new bearings and lay shaft), new clutch, rebuilt brakes, suspension rerubbered. new wiring and a new paint job (two pack). The diff and gearbox bearings were renewed because of evidence that the car had been in water before my time and the oils hadn't been changed. This bears out information passed on to the four wheel drive boys to change oils after immersion - or pay! The paint was redone because of moisture in the air line, causing small bubbles on the body but not any of the opening panels.

It is ever so slowly coming to the end and I am very hopeful of using the car on the Tour 2000 Rally, I just cant wait to hear old tRUSTY purr again !!!

JAGUAR E TYPE (1961-71)

Number built 57,220

ENGINE

No. of cylinders	Six
Bore/stroke mm	87 x 106; from 1964 92 x 106
Displacement cc	3781, 4235
Valve operation	Twin overhead camshaft
Compression ratio	9:1
Induction	Triple SU carburettors
BHP	265 at 5500, 265 at 5400 rpm
Transmission	Four-speed

CHASSIS

Construction	Monocoque with front subframe
Wheelbase mm	2438
Track - front mm	1270
Track - rear mm	1270
Suspension - front	Independent wishbone/torsion bar
Suspension - rear	Independent wishbone/drive shaft, coil spring
Brakes	Hydraulic disc

PERFORMANCE

Maximum speed	241 km/h (150 mph)
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CHRISTMAS 1996



WAYNE, LES & BRUCE



SHARON & BARRY JONES



VAL & JIM PETERS



LORRAINE & ADRIAN WALKER



SUE & PETER SMART



BARBARA & DAVID MUIR



VAL & JOHN DIXON



SUE & JOHN BURTON



PAM & NEVILLE FLOYD



ROSELEE & LES JOHNSON



JOAN & CHRIS JOHNSON



MARGARET & RAY ROSS



JENNY & DOUG PYE



STEPHANIE & ROLAND CLARK



PAULINE & TONY CHAPMAN



ROBYN LEGGOT & JOHN BURTON



JENNY & PAUL REZEC



PAM & LESTER GOUGH



SANDRA & LOUIE EID



GAEL & LIONEL WALKER



JUDY & VIC ANDREWS



MARGARET ROSS & VAL MCDONALD

1999 CLUB TROPHY WINNERS

Presented at our Christmas Presentation Dinner at the Artarmon Motor Inn, December 4th 1999.

Adrian Walker
Les Johnson
Roselee Johnson
Norm Johnson
Les Johnson
Roselee Johnson
Bob & Jenny Smith
David Muir
Jim & Val Peters

Club Champion
Clubman of the Year
Don MacDonald Trophy
Pride of Ownership Jaguar XK120
Ladies Choice Rolls Royce 1924
Citizen Kane (Best article 1999)
President/Vice President's Run
Motorkhana Champion
1999 Western Plains Tour (Best tourists)



Thoroughbred Sports Car Club

REGISTRATION

DETAILS

2000

'001'	ROLAND CLARK [Jaguar Mach 11] 20.4.'00	'011'	LESTER GOUGH [Ford Cortina] 4.6.'98
'003'	RAY ROSS [Ford Cortina] 24.12.2000	'012'	LES JOHNSON [Aston Martin DB4] 9.12.99
'006'	ADRIAN WALKER [Jaguar Mach 11] 30.12.99	'013'	LIONEL WALKER [Jaguar Mach 11] 8.9.'00
'007'	ROLAND CLARK [Aston Martin DB4] January '00	'014'	LOUIE EID
'008'	CHRIS JOHNSON [E-Type Jaguar] 17.7.'99	'015'	LORRAINE WALKER [MGB Roadster] 24.2.2000
'009'	LES JOHNSON [E-Type Jaguar] 5.11.'99	'016'	WAYNE WATKINS [Nissan] 12.2.0000
'010'	LESTER GOUGH [Ford Cortina] 4.6.'98		



Thoroughbred Sports Car Club

REPORT OF COMMITTEE MEETING HELD 19th January, 2000

Finances and Management

After prolonged discussion it was decided by the Committee to adopt the following three steps to address the shortfall in club funds verses expenses: -

1. To recommend to general meeting in February that, in relation to the February agenda item regarding the Club's CAMS membership, to withdraw the Club from CAMS. This would result in a saving of over 20% per capita of members' fees amounting to \$542 last year.
2. To actively pursue at least five more motoring-type advertisers for the club magazine thus relieving the cost pressure on its production costs. Associated with this approach we will be seeking Club member discounts from the Companies involved and looking for Club members' support for the products available.
3. To continue to collect entry fees at a level of \$5 per car at Club organised events to offset the other major cost - the trophy presentation at our Presentation Dinner.

With these three decisions in place, we have decided to hold the Club fees at their previous level. We are hopeful of accumulating enough income to enable us to purchase a quantity of Club car badges and T-shirts, as funds become available.

2000 Calendar

Enclosed in this magazine is our calendar for the forthcoming year. Although some of the names of the events may change, the date will remain as listed.

We look forward to your input at the February meeting.

Regards,

Ray Ross

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4. RECEIPT OF ORDERS

Orders will be forwarded by Registered Post direct to your Club member from our Queensland Office.

If the System⁴ Fuel Catalyst has not been received by the Club member within 28 days of order closing date, a request for replacement product should be sent to our Qld. office. Checks on reasons for non-delivery and, if appropriate, a claim on Insurance will follow.

5. CLUB & MEMBER BENEFITS

The Car Club will receive a donation to Club funds of \$10 for each In-Tank catalyst and \$15 for each In-line catalyst ordered and delivered to your Club member, subject to your Clubs Constitution.

This amount will be deducted from the bulk order statement at the appropriate time.

Our program timing is very important as, at present, our plan is to offer the System⁴ product range at a 40% discount off our proposed selling price to Car Club members only, until 31/12/2000.

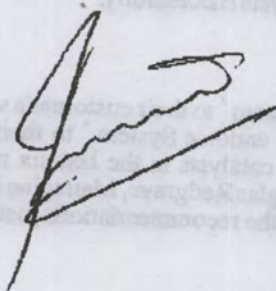
We have posted the enclosed information to over 700 car clubs in Australia, but we will be able to work with only up to 50 clubs in any month. After the end of December, 2000, we propose marketing through the Motor Trade.

May I, please, request that you distribute the enclosed brochures and introductory letter to your Management Committee for their consideration of working with "Roadnet Australia".

If your Car Club is interested in being part of this marketing program, please complete and return the enclosed questionnaire as soon as possible. I will then make contact with your Club Secretary to confirm the introduction of our marketing program.

Thank you for considering our marketing program which we strongly feel will be to the mutual benefit of your Club and its Members. Please either phone or fax me if you have any queries. I look forward to hearing from you in the next few weeks.

Kind regards,



John Spencer
Sales Manager

ROADNET AUSTRALIA

Sent in by
Ray Ross

17 JAN - 2000

For Club Magazine

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Guaranteed 100% Safe and Reliable

Risk Free Evaluation with a complete money back guarantee; we guarantee that the System⁴ Fuel Catalyst will allow you to convert from leaded to unleaded with no further work or expense. It will also improve the performance of any engine with respect to fuel consumption (petrol or diesel), reduce emissions and allow smoother, quieter acceleration. If you do not agree, we will refund your money in full... without question.

Fully Guaranteed and Insured

£1M Lloyd's of London-backed product liability insurance; although in the time during which System⁴ has been used worldwide there has not been a single case of engine damage. We nonetheless guarantee by insurance that the properly installed and used System⁴ will not prove harmful to any engine and will allow the use of unleaded fuel in engines designed for four star. This guarantee is underwritten through Lloyd's of London.

Simple to fit

System⁴ comes as either an in-line or in-tank unit. You choose the method that's right for you but both ways are equally effective. The in-tank drops into the tank via the filler cap or neck of the tank. The in-line fits straight into the fuel line by cutting the line and rejoining each end to the ends of the System⁴ unit. Both take less than ten minutes to fit and come ready to go with full instructions.

Scientists say "YES" to claims

Fuel catalysts have consistently proven their claims, both in the laboratory (The Warren Spring Laboratory; an agency for the DTI and now part of The Atomic Energy Establishment, Inspectorate Casella Environmental and The Soundwell Institute) as well as on the open road. It has now become an accepted way of maximising performance and economy in all vehicles as well as converting older vehicles to unleaded.

Motor Engineers Recommend System⁴

We have spoken to over 2000 motor engineers across the UK who endorse and recommend either System⁴ or another fuel catalyst. Many of these engineers have years of experience stretching back to the first fuel catalysts that were introduced. This technology is seeing a new level of interest as a result of the phasing out of four star. Long term testing and, in particular, the detailed tests carried out by James Beancy of Emission Control company Injection Correction Specialists confirm that not only will System⁴ allow the safe conversion of four star engines to standard unleaded but it vastly improves combustion and smooth running.

The Establishment's growing acceptance of Catalyst Technology

"Using System⁴ could well become a must for every driver of any vehicle as a result of rising fuel prices and servicing costs" said an industry spokesman. "The university test results I have seen need very serious consideration especially in relation to the great increase in fuel economy, reduction in noxious emissions and in respect of the simplicity of conversion for older cars." Breakdown organisations like the AA and RAC are increasingly more accepting of fuel catalyst technology as a result of so many thousands of their members and even some of their own patrolmen using System⁴ catalysts successfully.

Main Dealers Endorse System⁴

Ford, Suzuki, Mercedes and BMW are among a growing number of main dealers fitting System⁴ to their customer's vehicles. They are extremely impressed by the quality of the service and product and are happy to endorse System⁴ to their valued customers. "We have exclusively recommended and installed in excess of 400 System⁴ catalysts in the last six months", commented Michael Carr at TAW Ford. "System⁴ does exactly what it says it will", said Douglas Redgrave, Managing Director at a Suzuki main agent in the south. System⁴ is gaining main dealers on a weekly basis and the recommendations just keep on coming.

Civil Service Motoring Association Approves Fuel Catalysts

The Civil Service Motoring Association (CSMA) actively recommends fuel catalysts to its 250,000 members. The CSMA has conducted its own tests and gives an extremely positive verdict. Just one of literally hundreds of examples was the association's technical advisor who used a fuel catalyst to convert an elderly Hillman Hunter with no problems whatsoever. The association strongly recommends fuel catalyst technology from its, and members, findings and has dismissed negative trivia as just that.



In-Tank Unit



Simply Inserted



In-Line Unit



Simply Fitted

Roadnet Australia

BN 16914764

November 1999

Club Secretary	
President	✓
Vice President	
Treasurer	

Great News For Every Driver

Good Morning,

You would be aware that the phasing out of leaded petrol is just around the corner. Most of Europe ceases leaded fuel production by the end of 1999. Australia will be following suit. We are told WA is phasing out by the end of 1999 and all Australian States by the end of 2002.

For those drivers with older and classic cars it means that it is now time to consider the options.

Limited choices

1. You can in some cases retard the timing to allow unleaded use but this will affect the driving pleasure by reducing power and often increasing petrol consumption.
2. You can use Lead Replacement Petrol (LRP) when it becomes available in this country yet the results of using LRP elsewhere in Europe have been disastrous and are detailed in the attached brochure.
3. You can put additives in your tank to replace lead but again these are not proving reliable and reports from respected bodies are less than encouraging.

BUT there is a Proven Solution with none of these problems

There is a product that will allow any car to run on unleaded petrol, safely increase engine power, reduce emissions and improve economy by as much as 15%. It is called System⁴. People are now showing an incredible level of interest in System⁴. TV companies, radio, magazines and car clubs in the UK & Europe are all switching their focus from the problem to the solution. It is called System⁴.

"System⁴ is the only fuel catalyst in the UK endorsed and recommended by one of the country's leading surface chemists Dr Victor Cunningham PhD. Dr Cunningham has over 30 years of chemical experience in industry and is considered the foremost authority on the technology on which System⁴ is founded."

55 Years of Proven Success

In 1941 Henry Broquet was involved in the operation and maintenance of Hurricane aircraft provided by Britain to aid the Russian war effort. The Hurricane's engine was designed for a higher octane fuel than was available locally. Henry formed a team of chemists and engineers who developed the simple and effective fuel catalyst. Since then, this technology has been further developed for use in all petrol and diesel engines and exported worldwide, in 1988 Henry Broquet was awarded the USSR Peace Medal for his efforts during the war. It is on a virtually identical system that System⁴ is based.

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Successful Long Term Testing of System⁴

Many tests have been conducted into fuel catalysts and System⁴. These tests confirm that it really does achieve incredible results. "Over 80,000 miles of testing was carried out using unleaded in an engine designed for four star use only. We observed that after removing the head the condition of all the components was remarkable. The engine and its parts looked more like a 20,000 mile engine than a car that had completed over 160,000 miles." James Beane was able to confirm the validity of the System⁴ fuel catalyst technology in detailed testing. Thousands of customers have used the System⁴ fuel catalyst over the years it has been produced. Numerous customer letters and testimonials confirm the incredible and noticeable difference when using System⁴.

UK Car Clubs Endorse System⁴

Throughout the UK car clubs large and small are endorsing and recommending fuel catalysts and System⁴ to their members. The Moss Owners Club secretary, Steve Tarbutt, was one of over 100 club officials who gave a glowing report of the new breed of fuel catalysts. He said "the System⁴ catalyst has proved a great success with many club members and judging by the huge sales to members and repeat orders and recommendations it will be this year's product." Club meetings and rallies have been a hot bed of interest in System⁴. "it's been the word on everyone's lips" said one car club president. Product sales to car clubs alone this year are over 800% higher than previously expected.. an amazing achievement by anyone's standard!

Proven Time & Time Again

Private motorists, garages, engineers, company fleets, ambulance services, classic car owners, rally teams, car clubs and others seem to know something of the incredible success and power of the System⁴ and fuel catalyst technology. Perhaps more should be said in the media about this incredible product but its success is undeniable. System⁴ will improve your motoring whatever the age or make of car you drive. Just look at the benefits you can enjoy when using System⁴.

- * Increased engine power
- * Reduced fuel consumption
- * Reduced exhaust emissions
- * The use of unleaded in all four star engines
- * Quieter running
- * Elimination of pinking
- * Smoother acceleration
- * Can be safely and effectively used with catalytic converters
- * Reduced maintenance costs
- * Longer engine life

Try System⁴ Fuel Catalyst in your car - risk free!

Order System⁴ today and start enjoying savings and performance benefits for yourself. If your car needs leaded petrol then convert it to unleaded the simple, safe and effective way with System⁴. If after using System⁴ Fuel Catalyst you don't think it is living up to any of its claims we will refund your money in full - without question.

May I now present, for your Committee's consideration my proposed Australian Car Club marketing plan.

PROPOSED MARKETING PLAN**1. MAIL OUT:**

Brochures & introductory letters will be supplied to clubs for inclusion in Newsletter or Magazine mail-out to members. Possible assistance towards any extra postage costs if necessary.

2. CLOSING DATE FOR ORDERS

Normally by the end of the month following mail-out distribution of brochures.

Payment by cheque for the appropriate System⁴ Fuel Catalyst and completed Order Forms posted to the Club Treasurer by your club member before order closing date.

3. ORDERS

Club Treasurer-

- (i) banks all cheques and retains funds for at least 60 days, if this fits in with your Club Constitution.
- (ii) posts copies of Order Forms, with verification of payment, to our Qld. Office for collation and onward transmission to our U.K. office.
- (iii) will be invoiced by our Qld. Office 60 days after receipt of club member Order Forms. This allows ample time for receipt of products by all Club members.

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