

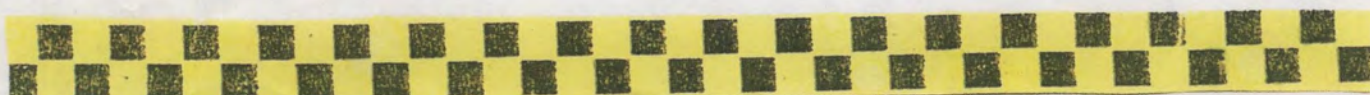
top gear



THOROUGHbred
SPORTS CAR
Club



London to Sydney rally ends at Homebush. Gordon & Kim Ketelby with the Mustang arrive home.



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

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
- 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 calendar as printed, and any later amendments. With racing events one point is awarded 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

JULY	16	Grant Liddell
	21	Roland Clark
	25	John Dixon
	29	Ray Camenzuli
	30	Barrie Jones

AUGUST	11	Ray Ross
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SEPTEMBER	24	Barbara Muir
	11	Jim Peters
	25	Tony Dooley

NOTE: Newsletter deadline 1ST October 2000



STRAIGHT FROM THE HORSE'S MOUTH

- A) **Norm Johnson** celebrated his 50th birthday where he was overheard complaining about his failing eyesight. (Welcome to the club, Norm!) He and Pam are eagerly looking forward to four weeks sailing around Greece and Turkey. (Maybe it will fix your vision problems Norm!)
- B) **David and Barbara Muir** have now moved the TR6 Triumph to Forster for more restoration work, which conveniently made room for their other two triumphs.
- C) **John and Val Dixon** are busy preparing for a holiday north to The Cape and Daintree area.
- D) **Roselee Johnson and daughter Sharon** are also heading north to Port Douglas for a well-deserved short break.
- E) **Roland and Stephanie Clark** are reportedly unhappy with their new expensive lounge because it hasn't survived their rough and tumble lounging too well.
- F) **Vic and Judy Andrews** now have a V8 Volvo to park alongside the mighty Amazon. Vic said, "it's like an Amazon on steroids."
- G) **Ray and Margaret Ross** have been very busy in the music shop sorting out the G.S.T problems. Ray (to say the least) is a bit "cheesed off" about the G.S.T. He was heard commenting, "to think we haven't enough problems without this added drama."
- H) **Gordon and Kim Ketelbey** are on their last stretch of the 34 days London to Sydney Marathon. It will be good to get some news of their adventures and misfortunes etc. so they can share the past events with fellow club members.
- I) **Lester and Pam Gough's** light blue Escort is now sporting a super motor by Jim Donahue, master builder. Perhaps we will see this car one day and even Pam and Richard.
- J) **Adrian Walker** has been busy working on Lorraine's MGB, removing the head and checking valves etc. and fitting a heater for Lorraine's comfort on the brass monkey run.

- K) Lionel Walker** has been getting his red Jaguar ready for the next historic race meeting.
- L) Sandra and Louie Eid** have been buying properties but are concerned about land tax. They said however, that they will have a supply of beanies for sale for the brass monkey run.

Australia Day serves up feast of motors

One of the most popular features of Australia's national day, the Motorfest, has been growing year by year and for the Millennium featured 1000 vehicles, a number of which were for sale by auction. Organised by motorists' group the NRMA in New South Wales, the event attracts huge crowds and outgrew its old venue at The Rocks, in Sydney's old town, to invade Macquarie Street and the northern side of Hyde Park. Many classics turned up for the 2000 event, on January 26, ranging from hordes of local specialities such as Holdens to such rarities as a gorgeous Maserati Mistral and quirky '34 De Soto Airflow. The opening parade of marching bands and dancers was led away by a Dart – the Australian version of the Goggomobil, with bodywork made at the importer's plastic-boat factory.



Above: streamlined '34 De Soto Airflow breezed into Sydney



A little Italy down under: gorgeous Maserati Mistral beside MkII

Rolands 2 cars hit British Magazine

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.

President's Report

Isn't the GST lots of fun?

At the Tax Department's Carlingford Music Centre Collection Office we have spent many hours and spent many dollars we don't have to enable us to be an efficient collection centre.

You will have to pardon me if I don't appear to be over enthused about the coming system.

On the Club scene, it appears to me that it may be an advantage for our organisation to have an ABN, but our final decision/recommendation will be made at our forthcoming Committee meeting.

Since our last magazine we have had several successful outings run by various members. One to the Hunter Valley, with Wayne Watkins, three or more of his popular, every third Wednesday lunch/breakfast outings with Roland Clark and a well attended restaurant night by John Dixon. With our willing scribes, I am sure reports of these events are in the following pages.

Coming up is the "Brass Monkey" run to Goulburn with the Austin Healey club. We need more numbers and I've got plenty of tickets left. Please ring!

Our next big event is the display day at Eastern Creek on Sunday August 13th. We are mounting a major assault this year and have already had two sub-committee meetings regarding our presentation with a full-blown practice day scheduled for Saturday July 8th for those people kindly lending their cards for our display. I am requesting your attendance, at least in the morning, and wearing your Club shirt. We need a sea of blue/grey T-shirts at this event to help our cause. Please try to attend.

Looking forward to seeing you again shortly.

Here's looking at your wheels,

Ray

GENERAL MEETING JULY 12th GUEST SPEAKER

"GOOD EVENING VIETNAM"

Join our own Vietnam veteran member, John Burton, as he takes you through the experiences of his three visits to this fascinating country. Not a war epic but a chance to see on video and the real article of native handcraft and embroidery purchased on his last visit earlier this year.

A quick meeting, then our Speaker.

RYDE RSL BOWLING CLUB 8.00 PM

Thoroughbred Sports Car Club

Minutes of meeting

4th April 2000

Commenced: 8.15pm

Attendance: Ray & Margaret Ross, Roland & Stephanie Clarke, John & Val Dixon, Elias & Sandra Eid, Peter & Sue Smart, Les & Roselee Johnson, Vic & Judy Andrews, Grant Liddell, Paul Rezek, Tony Chapman, Chris Johnson, David Muir, Adrian Walker, Bruce Gibbs, Norm & Pam Johnson, Neville & Pam Floyd and Lester Gough.

Apologies: Barbara Muir, Joan Johnson, Pauline Chapman & Wayne Watkins

Bruce Gibbs apologised for not being able to attend last month.

Ray welcomed Paul Rezek, Judy Andrews, Roselee Johnson and Neville & Pam Floyd.

Minutes from previous meeting, November 99

Moved: Elias Eid Seconded: Margaret Ross

Correspondence: Austin Healey Brass Monkey Run Casula to Goulburn invitation \$14

Bathurst Historic Car Club Gold Country Car Rally 27 & 28 May invitation

Mat Waterman Motorsport Design

Shannon's results of March Auction

Ray reminded us about the letter we received from CVVMTC last month regarding CAMS monopoly of registration of Sporting Venues. We would discuss further in General Business.

Treasure's Report: No report, meeting brought forward and Bank statement hasn't arrived. Quarterly Report will be in our next Magazine along with April's

Editor's Report: Magazine is almost ready to go.

Social Secretary Report:

Breakfast run to Kurrajong Heights & Katoomba was relaxing all happy to pay \$5 per vehicle Wednesday breakfast outings are going well. Coming up Roland is heading to Mt Victoria.

Sporting News:

Go-Kart day was cancelled as numbers were down.

Saturday 20th May there is a Super sprint at Wakefield Park, John Burton is taking Clubman's

Birthday's

Stephanie Clark

Sandra Eid

Lorraine Walker

General Business:

- Ray read through the letter from CVVMTC regarding CAMS monopoly on Sporting venues. Adrian Walker will be representing our Club at a meeting Friday 7th May. Ray Ross & most members will be away on Albury Rally

- Golden Era Auto Racing Club submitted a letter to Oran Park regarding the CAMS monopoly which Ray read through.

- Ray expressed that we could look at winning display day at Shannon's Eastern Creek Day. We have the vehicles. Ray asked for volunteers for a sub-committee.

Volunteers: Adrian Walker Tony Chapman David Muir Ray Ross Grant Liddell
Judy Andrews said she may be able to bring us a photo of last years winning display.

- Lester encouraged us to go to the Shannon's 2001 Canberra Tour 26th - 29th April 2001
Vehicles registered between 1901 - 1975

- Lester informed us Super fuel is band in Western Australia BP are supplying all companies with Petrol including LRP (Lead replacement Petrol)

- Bruce Gibbs invited us to The Twin Lakes Classic Auto Show & Shine swap meet. 8th October 00
Lots of trophies, fully catered lunch a large raffle and entertainment for the kids. \$10 per vehicle which goes to the child flight. Last year we raised \$15000.00

- Bruce also mentioned that he recently attended an outing at Minmi outdoor Theatre (Drive In)
They saw Cannonball Run

Meeting closed approx 9.05pm

Thoroughbred Sports Car Club

Minutes of meeting

10th May 2000

Commenced: 8.15pm

Attendance: Ray & Margaret Ross, Roland & Stephanie Clark, Elias & Sandra Eid, Peter & Sue Smart, Les & Roselee Johnson, Norm & Pam Johnson, Neville & Pam Floyd Wayne Watkins and Adrian Walker.

Apologies: John & Val Dixon, Tony & Pauline Chapman, Chris & Joan Johnson, David & Barbara Muir, and Paul Rezek.

Minutes from previous meeting

Moved: Peter Smart **Seconded:** Norm Johnson

No business arising from the minutes.

Correspondence:

Mother's Day Luncheon

15th September Galston Musical Festival

8th October Invitation to The Twin lakes Classic Auto Show & Shine

CVVMTC mentioning exemptions for tax - need ABN

CAMS Newsletter & Membership Print out.

CAMS March Newsletter with a printout of our club members. We only recognise 1 name. Sandra will look into this with CAMS office. The newsletter mentioned exemptions for tax & ABN No's

Treasure's Report: Not Available

Editor's Report:

Les is waiting on write-ups from the Rally.

Citizen Kane vote took place - Winner 1967 E-Type by Ray Ross

Citizen Kane vote for April Quarter - Winner Restoration of a Classic Maserati by Jim Peters

Social Secretaries Report:

Roland thanked Wayne for the day run Sunday everyone including the Aston members had an enjoyable day. Aston Club members like to join in our outings. We didn't take \$5 off Aston members next time we will. We have \$95 collected in vehicle event fees, this includes Port Kembla & Lucas Heights as well as Wednesday outings.

Next outing Mt Tumah Botanical Gardens in Autumn colours about 12 going.

3rd June Restaurant Night - contact John Dixon

Club Plates: All reports are satisfactory.

Sporting News: Wakefield Park Supersprint - Goulburn John Burton is taking Clubman's

Happy Birthday: Jenny Smith

General Business:

There will be a committee meeting for the display day at Shannon's Eastern Creek Classic Adrian is Co-Ordinator.

Adrian attended a meeting of an Amateur Sport Body, who are trying to influence legislation concerning NSW Motor Sport.

Ray announced we hope to have a special guest speaker at our next meeting. Ray will confirm.

Ray requested use of Mr Roland Clark's Mk11 for the 3rd of June.

Meeting Closed: approx 9.00

Thoroughbred Sports Car Club

Minutes of Meeting

13th June 2000

Commenced : 8.15pm

Attendance: Ray & Margaret Ross, Roland & Stephanie Clark, John & Val Dixon, Les & Roselee Johnson, Elias & Sandra Eid, Wayne Watkins, Chris & Joan Johnson, Peter & Sue Smart, David & Barbara Muir, Tony Chapman, Lindsay Day, Grant Liddell, Adrian Walker, John Burton, Paul Rezek and Lionel Walker.

Apologies: Norm Johnson, Vic Andrews and Kevin Leggot.

Ray Ross welcomed everyone, especially Lindsay Day and our Guest Speaker Grant Staples from Permanent Painted Coatings.

Minutes from previous meeting:

Moved: Adrian Walker

Seconded: Peter Smart.

Minutes arising from previous minutes:

A message has been left on the voice mail of Ms Phyl Stuckey CAMS Melbourne regarding the incorrect membership list received from CAMS office recently. This will be followed up over the next few weeks with CAMS Parramatta office.

Correspondence: Black & White data book catalogue
CAMS May Newsletter
CAMS Motor Sport Report
Revolution Race Gear Pre-GST Stock take Sale

Treasure's Report:

Cash at Bank	\$1768.22
Term Dep.	\$ 737.21
	<u>\$2505.43 Total</u>

Editor's Report:

Les is looking for Gossip...
He is waiting on a few articles from the Rally.

Social Secretary's Report:

Roland thanked John Dixon for organising the Restaurant night, everyone had a good night.
Brass Monkey run to Goulburn is coming up after the next meeting.
Wednesday the 21st of June outing is to Picton. Visiting the Stone Quarry Gardens,
Followed by lunch.

Sporting News:

Wakefield Park Supersprint weekend 20th 21st May - John Burton entered his clubman, both he and his son were running all day. Spectators Wayne Watkins & Adrian Walker had a good run to Goulburn in Adrian's Mustang. Also spectators for the day, Vic & Judy Andrews and their son with their VSVolvo. Adrian has a spare application form for the Supersprint Aug 12 Eastern Creek.

Birthday's Kevin Legget Norm Johnson, Carol Pegler Lester Gough

General Business: Shannon's Eastern Creek display day August 13, Ray asked for us to wear our Club T-shirts a full show of grey, he expressed that this year will be something special.

Ray had tickets for the Brass Monkey Run.

Meeting closed: approx 9pm

followed by guest speaker Grant Staples from Permanent Painted Coatings who bought with him a range of restoration products.

EDITOR'S REPORT

Here we are, half way through another year and the first of the 21st century. So far we have had some good articles and photos of recent events, (thanks to those who have contributed) but...we **need more!** We are unable to finish the book on the Albury rally because we are **still waiting on some outstanding articles.** This means that the excitement of the rally (and other events) loses a lot of initial "oomph" if handed in to us down the track. **So please, put pen to paper and send us any articles or photos of interest A.S.A.P!**

The Editors

TREASURER'S REPORT

John Dixon has not been able to get the June bank statement but has reliably informed us that he will forward it on to us as soon as he gets it.



January to May 2000							
Income		Expenditure		Balance		Bank Statement	
Membership Fees	970	CAMS				Cash at Bank	1768.22
Advertising		Room Hire	100			Term Deposit	737.21
Events:	110	Events:	96				
Xmas Party		Eastern Creek					
Raffles, etc.	50	Insurance					
Interest	0.59	Newsletter	509.7				
Miscellaneous	1230	CVVTMC	25.83				
T-shirts/Fun Run		Trophies					
		Bank Charges	19.13				
		Miscellaneous	1462.5				
		T-shirts					
Total	2360.59	Total	2213.16	Total	147.43	Total	2505.43

RESTORATION SERIES: Article No. 4

MASERATI MISTRAL

Roland Clark: July, 1994

I acquired my 1964 Maserati Mistral from fellow Club Member, Tony Lehnert, a number of years ago.

The car was in a sad and sorry state; the engine partially dismantled, and obvious signs of severe rust corrosion.

Approximately two years ago 'The Job' to restore the car commenced in earnest.

I first removed the engine, which I completely dismantled, discovering to my horror that three main bearing caps were broken in half. The engine would require major surgery.

A set of pistons and rings were made in Melbourne, and a small engineering shop at Hurstville (Sydney) completed the reconditioning. The engine had new main bearing caps, tunnel-bored and cylinder-bored, before final assembly.

The gear box was a five-speed ZF unit which, unfortunately, could not be repaired; an alternative five-speed gear box had to be matched to the engine.

The cylinder head required new valves and guides, but the two camshafts were in perfect order.

Adrian Walker assisted with his library of Jaguar Cam Spaces, which was much appreciated.

New chains, etc. etc. were obtained.

Meanwhile, the Lucas fuel injection was in the hands of an expert in the field. However, a big question mark still hangs over the fuel injection, as most reports indicate it was most unsatisfactory in design.

In 1993 the engine was set up on a test bed and has had numerous runs, improving the fuel injection and ridding the engine of oil leaks.

Meanwhile the rest of the car was totally taken apart, down to one piece of metal; this meant that no other parts could have been removed from it.

It was then suspended on a 'rotisserie' so that it was supported at each end, at the bumper-bar points, and could be totally rotated. After all the muck, grease, dirt and paint was cleaned from the car, the sad truth emerged -- the steel frame of the car had practically disintegrated and the skills of a real artisan would be required to re-make the sections that had deteriorated.



Most of the boot interior was renewed; all the sills under the doors were completely renewed; new door pillars; new floors, and a lot of structural damage and rust repaired, forward of the engine. The doors had to be completely re-made, using only the winder-gear from the old doors.

The car had been built as a left-hand drive and converted by a backyard amateur, in a most unprofessional way. New fire-walls were built, and a complete new dash board. (All this work was undertaken by a very clever metal-worker in Orange, NSW.)

After all this work was completed, it went to Linbar Motors (Fairfield, NSW) who did a magnificent job on the car. It is now a deep iridescent maroon, and will be fitted with dark grey upholstery.

The front bumper-bar was beyond repair, and quite complex in shape; additionally, the rear lights were not original.



Ray Ross recommended, through a friend in Albury, a very competent young man to re-make these items. He did a first class job.

The wheels have been rebuilt to original specifications by Superior Spokes (a Greenacre [NSW] based operation), and Simmons Wheels produced a magnificent additional set of fifteen inch wheels to take the modern tyres.

Every part of the suspension, the drive shaft (including steering, differential, brakes.....) has been completely rebuilt to original specifications, as well as a new windscreen, which Jim Peters helped to import from the United States.

Nearly all the parts are now available to assemble the car, and only many hours of time are required to complete the project. I think it will be well worthwhile.

Club members have been a great help, and an inspiration during 'The Job'.

When reconditioning the steering column, a blinker assembly appeared to be unobtainable, but Lester Gough came to the rescue -- with the exact part, still in its original box! Les Johnson supplied the centres for the Simmons wheels so that the wheels can be splined, not bolted, onto the hubs.

The work continues.....



The saga continues:
[May 2000]

The car arrives back from Linbar Motors, with its beautiful new coat of iridescent maroon paint, ready for its final assembly.

Meanwhile, the engine has been bench-tested and the Lucas fuel injection discarded as a lost cause; so, Haltech electronic fuel injection was fitted, which appeared to suit the engine perfectly.

At this stage, I fitted the air-conditioning compressor, which required a very complicated bracketing system to support it. But, at the end of the day, well worth the effort.

The long and tedious job of assembling the car now began, ... and after this was completed, it was taken to Auto-Craft Chatswood for the upholstery to be fitted, light-grey in colour, complementing the maroon finish.

The car was now ready for registration. So, once it was drivable on the road, it was taken to a dyno for the injection to be finally tuned. However, they reported that the compression ratio was far too high, and a major problem must be solved.

The engine was once again removed from the car, completely stripped, and an original piston obtained for comparison with the ones previously manufactured in Melbourne.

They were found to be approximately three millimetres too high, making the compression ratio about twelve to one.

I was able to machine these myself, and re-assemble the motor.

The motor has been quite troublesome in the cylinder-head department, having been taken off many times using different methods of head gaskets.

The latest one being of copper asbestos appears to be the most successful,..... so far.

The car has taken a long time to sort out some annoying problems, but it most certainly is a beautiful car to drive, with performance to match, when everything goes well.

A lot of the problems encountered have only been minor, such as the small problem that has arisen in the wiring. As the car was completely re-wired quite a lot of the Italian components use a slightly different connector, to the Australian units, and although visually the same, can break down when least expected.

I have three cars with very similar engines -- the Maserati, the Aston Martin DB4 and the Mach 11 Jaguar -- all being six-cylinders with overhead camshaft, and approximately the same capacity.

The Maserati is by far the smoothest engine, that revs so very easily when required.

It is interesting to note that this 1964 car, although built in Italy, contained a great many English parts; namely -- the differential, the braking system, the front suspension components, the steering-box, and all the instruments. Maserati basically made the body and the engine.

The engine was a derivative of their Formula 1 engine, which was used so successfully in the 1950's.



Adrian Walker
DIRECTOR
Sales & Marketing
Dip. Bus. Mktg. (1978)

Walker Greenwood Partners
Management Consultants, Business Planners
Incorporated, Chartered Accountants & Company
Chartered Accountants, Chartered Financial Planners &
Investment Management in Australia
Partners: 0412 511111
FAX: 0412 511111
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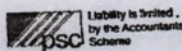
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B.Ec., ACA, F.T.I.A.

PO Box 52
Crows Nest NSW 2061
Suite 201

82 Alexander Street
Crows Nest NSW 2065
Telephone (02) 9439 7622
Facsimile (02) 9439 7534
Mobile 0417 212 246

Email mpegler@enternet.com.au



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PO Box 183, Pymble 2073

AMSCA

Amateur Motor Sports Clubs Alliance

1 May 2000

Dear Car Club Members

INFORMATION BULLETIN & UPDATE

The enclosed Resolution was passed unanimously at the AMSCA Inaugural Public Meeting held at the Western Suburbs Football Club on Friday 7 April last. The Minutes of the Meeting are also enclosed.

Stuart Littlemore QC, Patron and Honary Legal Advisor to the Alliance, has since forwarded the Resolution with covering letter to the Minister for Sport & Recreation, the Hon John Watkins.

On behalf of AMSCA, Stuart Littlemore met officially with the Minister on Monday 17 April. The details of the meeting are summerised in the attached MEMORANDUM by Stuart Littlemore, and at this stage are most encouraging for "AMSCA's Position".

Stuart Littlemore requests that you particularly note Item 5 of the Memorandum, concerning the foreshadowed National Competition Commission Review in June. The recommendation for the Clubs and AMSCA to work to-gether to prepare and make a comprehensive Submission is clearly most important.

The attached List comprises the 36 Supporting Clubs and Organisations which have already joined the Alliance, representing a total membership of over 8,600 members.

As advised at the 7 April Public Meeting, we have commenced the process of the Incorporation of AMSCA and, subject to developments on all of the above matters over the coming weeks, you will be informed of a second Meeting to be held in about two or three months.

As I stated in my original Letter to Clubs of 23 February, and as stressed by Stuart Littlemore in his Memorandum, it is important for the strength and standing of our Alliance to maximise the membership of the Alliance.

Co-ordinator: Les Wright

Postal Address: 9 Captain Hunter Road, Bayview Heights NSW 2104

Phone: 02.9997.3610 Fax: 02.9997.5764

To those Clubs who have joined, your vote of confidence has already brought worthwhile results. To other Clubs, likewise we welcome and look forward to your support.

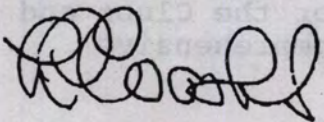
Some Clubs have expressed their concern over the content of the March 2000 issue of the CAMS State Council Newsletter, "Item 10 - Correspondence" and its unfortunate comment with regard to the CVVTMC and the 7 April Meeting of the Alliance which included, in part, the distressful words - "...misinformation and outright lies from organisations with possible ulterior motives." CAMS have since apologised for this Item.

I am confident that the enclosed MEMORANDUM, as prepared by Mr Stuart Littlemore QC, will completely clarify to all parties both the POSITION and AIMS of AMSCA, and will put an end to this unfortunate matter.

I also wish to re-confirm our advice to the 7 April Meeting that, from the 1st July, the MRPA (Motor Racing Promoters Association) will be offering to Clubs that hire their Circuits the choice of a competitively priced Insurance Package. Currently in NSW, Oran Park is an MRPA Circuit.

Please feel free to contact us at any time to discuss any matters concerning the Alliance.

Yours sincerely



LES WRIGHT
Co-ordinator

Contact Numbers:

Les Wright	Co-ordinator	Phone 9997 3610
Jim Madden	GEAR club Inc	Phone 9949 1697
Terry Thompson	CVVTMC	Phone 9599 3726(H) 9758 2400(W)

AMSCA

Amateur Motor Sports Clubs Alliance

RESOLUTION FOR THE MEETING

Whereas the Minister for Sport and Recreation has written of the proposed amendment (the former clause 6(c) of the Draft Regulation)

That:

"there should be no assumption that the requirement (for affiliation, etc, with an organisation recognised by the Minister as a Controlling Body for the sport) Refers solely to CAMS",

And that if the proposed amendment is made:

"apposite criteria would be established to determine the credentials of "Controlling Bodies",

and whereas the Minister has also stated that the proposed amendment was formulated in order to standardise safety aspects of motor sport for the overall benefit of competitors, officials and spectators, with no intention of conferring monopolist control of licensing on CAMS.

This meeting, noting both: that the clubs represented by the Amateur Motor Sports Clubs' Alliance have demonstrated for many years their ability to observe and enforce standardised safety rules in motor sport events" and that the Clubs would satisfy any reasonable criteria for motor sport "Controlling Bodies",

Resolves that:

- 1.) It accepts the objective of the Minister's licensing discretion being made subject to the approval of such controlling bodies as are directly relevant to the form of motor sport under consideration.
- 2.) It adopts and approves the Minister's commitment that any amendment of the regulation will not have the effect of conferring exclusive control of licensing in relation to club and historic motor sport on CAMS limited, a commercial entity.
- 3.) It asks the Minister to ensure that, if there is to be any amendment of the regulation in relation to licenses requiring affiliation (etc) with a recognised Controlling Body for the sport, the definition of "Controlling Body" be such as to include an organisation apart from CAMS limited in respect of Club and Historic motor sport.
- 4.) Irrespective of whether or not the regulation is further to be amended, it asks the Minister to appoint to his advisory Committee, under clause 28 of the regulation, the Amateur Motor Sports Club Alliance.

Co-ordinator: Les Wright

Postal Address: 9 Captain Hunter Road, Bayview Heights NSW 2104

Phone: 02.9997.3610 Fax: 02.9997.5764

AMSCA

Amateur Motor Sports Clubs Alliance

SUPPORTING CLUBS & ORGANISATIONS

Alvis Car Club NSW Inc.
Appendix "J" Association of NSW
Austin Healy Owners Club of NSW Inc.
Austin Seven Car Club of NSW Inc.
Brindabella Motor Sports Club
Central West Car Club
Club Lotus Australia Inc.
Coolah District Motor Sports Association
Combined Sports Car Association
Condobolin Sports Promotions
Defensive Roadcraft
GoFast Promotions
Golden Era Auto Racing Club Inc.
Guyra GP Charitable Trust
Hills District Car Club
Historic Sports & Racing Car Ass'n of NSW Inc.
Historic Clubman Racing Association
Inverell Transport Museum Inc.
Jaguar Drivers Club of Australia
Manly Warringah Sporting Car Club Ltd.
MG Car Club (Sydney)
Morgan Owners Club of Australia
Oran Park Motorsport
Riley Motor Club
Riley Racing Group
Riverina Sports Car Association Inc.
Southern Sporting Car Club
Thirty Three Sporting Car Club Inc.
Thoroughbred Sports Car Club
Van Diemen Aust. Pty. Ltd.
Vintage Sports Car Club of Australia Ltd.
Volvo Sporting Car Club
Wakefield Park Motor Racing Circuit Pty. Ltd.
Wagga & District Car Club
Z Car Club

Co-ordinator: Les Wright

Postal Address: 9 Captain Hunter Road, Bayview Heights NSW 2104

Phone: 02.9997.3610 Fax: 02.9997.5764



Council of Veteran Vintage & Thoroughbred Motor Clubs

Incorporated

GPO Box 3954 Sydney NSW 2001 Australia

Further to the documents sent to your club in March with an invitation to the meeting held on 7.4.2000, I write to inform you of the outcome of that meeting and activities since then.

- Main points of discussion and resolutions as per the copy attached.
- Resolutions passed unanimously.
- State Manager of CAMS Ltd, Mr Geoff Arnold and other representatives of CAMS Ltd were in attendance and spoke on several issues.
- Mr Stuart Littlemore Q.C. has agreed to be Patron and Honorary Legal Advisor. Stuart is a competitor in Group S Historic Sports Cars and is well respected in the legal and media communities.
- Mr Littlemore has taken the resolutions and other meeting outcomes to the Minister for Sport and Recreation, who was very helpful and agreeable. Mr Philip Smiles was thanked and congratulated for his comprehensive and effective submission to the NSW Government.
- Thirty four (34) clubs and organizations have joined the alliance (AMSCA). Fifteen (15) of these are not CAMS Ltd members.
- Allowing for cross membership, there are at least 5,600 people in these groups. (8,500 membership in total)
- Many more clubs are awaiting the formal establishment of the AMSCA; they are not included in the figures above.
- Future meeting times and locations, a suitable constitution and other documentation are currently being prepared for distribution.

Enclosed is a form to register your club's support for the AMSCA, this will ensure that you receive future correspondence.

Yours faithfully,

Terry Thompson (President) 26.4.00

**INAUGURAL MEETING OF
AMSCA
(AMATEUR MOTOR SPORT CLUBS ALLIANCE)**

FRIDAY, 7TH APRIL, 2000.

MEETING COMMENCED 8:10 PM

CHAIRPERSON:	Terry Thompson	-	CCVTMC (President) App. J. Assoc. / HSRCA / 33 SCC / Classically Club / ARDC
AMSCA PANEL:	Les Wright	-	HSRCA & AMSCA Co-ordinator
	Jim Madden	-	Golden Era Auto Racing (G.E.A.R.)
	Stuart Littlemore QC	-	Hon. Patron & Legal Advisor
	Phillip Smiles	-	Lobbyist & advisor
GUEST:	Geoff Arnold	-	CAMS State Manager

DELEGATES ETC:	
Alan Challis	Volvo Sporting Car Club & 33 SCC
Bill Clifton	Austin 7 Club
Stuart Allsop	Volvo Car Club of NSW
Maurice Blackwood	Club Lotus
Anne Blackwood	Club Lotus
Don Robinson	CVVTMC / Vintage Motor Cycle Club/Jaguar Drivers Club
John Sexton	HSRCA/Clubman Assoc./ Club Lotus
A. Walker	Thoroughbred Sports Car Club
Lionel Walker	Appendix J Assoc.
John Conybeare	Morgan Owners Club
Jeff Williams	Morgan Owners Club
Stephen Clifton	Jaguar Drivers Club
Beth Clifton	Jaguar
Ian Kegg	HQRA
Terry Bancroft	Austin Healy Owners Club
John Hunter	HSRCA President
Steve Gotch	Fiat Club of NSW
Bob Cutler	HSRCA / CAMS
Stuart Coady	Super Cart Club / CAMS
Eric Cunningham	Alvis Car Club
Peter Docker	Vintage Sports Car Club
Graham Howard	HSRCA
Steve Caruana	Hills District Car Club
Steve Arnold	Hills District Car Club
Peter Thomson	MG Car Club
Geoff Pyke	MG Car Club
Craig Johnson	MG Car Club
Warwick Ahearn	Volvo Sporting Car Club
Stuart Innes	Volvo Sporting Car Club
Andrew Papadopolous	Alfa Club / CAMS / ARDC
Rob Rowe	Vintage S C C
Noel Bryan	Morgan Owners Club

Terry Thompson

Outlined reasons for meeting

- Intention was to inform CVVTMC clubs who have motor sport activities
- Why AMSCA was formed (from G.E.A.R. concerns about possibility of CAMS holding a monopoly on permits and licences).
- Tonight's meeting was to allow clubs to address above concerns and for Geoff Arnold of CAMS to answer those concerns.

Jim Madden

G.E.A.R.

Historical Perspective

- Insurance costs and new regulations began to drive people away from historical
- NSW Dept Sports & Recreation proposed changes to regulation for circuit licences
- Liability Insurance raised to \$30M for circuits
- Applications for licences proposed to be handled by CAMS
- Dept recognised CAMS as only controlling body for cars on circuits
- Compulsory affiliation clause in original legislation draft.

Les Wright

-

Co-ordinator AMSCA

- At beginning of meeting there were 17 clubs already committed to AMSCA (3,000 members)
- Freedom for historic drive days and other club level motor sport
- AMSCA NOT anti CAMS
- Self regulation and a say in what effects club level racing. Are main aims

Stuart Littlemore QC

Legal Situation of AMSCA and overview of The Act

- Stuart explained AMSCA legal situation and the act governing motor sport.
- All circuits and venues licensed - renew annually
- CAMS is currently an advisory body only to Dept & Minister - 'no power' advisory only.
- Clause 6 C of the proposed Act would have conferred power on CAMS.
- Objective of Alliance is to maintain plurality.

Geoff Arnold

-

CAMS reply to above & other concerns.

- Said how hurt he was by complaints against CAMS. (Austin 7 Club interjected with statement that Mr Arnold should not take it personally as he is a representative of CAMS and as such should behave accordingly).
- CAMS have no intention to confer a monopoly.
- CVVTMC letter. Stressed he did not initiate discussions with Govt.; said Mr Thompson didn't have his facts right. (Letter said "he was negotiating" did *not* say "he initiated negotiations").
- Not assumed CAMS would be controlling body
- No intention to keep details of 'Advisory' meetings a secret. Clubs welcome to ring him any time.
- Clubs should be more diligent in attending State Council meetings
- Track safety discussed. Inspection process explained.

From the floor & panel:

- Track safety not the only issue.
- Regulations should be built around the needs of the movement.

Geoff Arnold then fielded questions from the floor.

Terry Thompson said the car clubs should have delegates at CAMS state council meetings and to work hand in hand with CAMS to advise and inform them of the concerns and needs of the movement. Keeping costs down must be a priority.

Phillip Smiles answered some of the concerns from the floor, referring people to the submission made to the Department last year.

VOTE ON RESOLUTION

Vote was unanimous by all 18 clubs represented

From the floor:

- Should be a fee to join AMSCA to ensure commitment.
- Bob Cutler raised objection ie. 1) Strong regulation – CAMS monopoly not acceptable
2) 'No regulation' is not an option.

Terry Thompson - advised about the incorporation of AMSCA and that next meeting possibly 2-3 months away. Fees for membership of AMSCA would be resolved and advised at next meeting.

Meeting closed 10PM

MEMORANDUM

To: Jim Madden
Les Wright
AMSCA

From: Stuart Littlemore QC

Re: Meeting on behalf of AMSCA with the Minister for Sport & Recreation, the Hon John Watkins

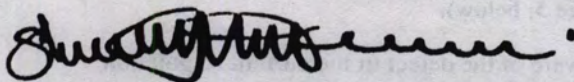
This afternoon, I had a very agreeable meeting with the Minister, and two of his Ministerial staff.

I think I can summarise the position thus:

1. The Minister is impressed with the broad representation of "many thousands" of motor sport participants by AMSCA. Thus it is important we continue to maximise the number of members of the Alliance.
2. He is strongly supportive of the principle of a voice for participants, through bodies such as AMSCA, on his advisory committee. He is very much open to giving us a seat at the table, as he put it. That will not happen immediately (see 5, below).
3. I do not think the Minister or his officers were aware of the defect in the current Regulation whereby CAMS Limited occupies a seat on the committee without authority.
4. There will be no further amendment to the Regulation in the foreseeable future.
5. The reason for there being no immediate change is that the National Competition Commission ("competition" in the sense of Fair Trading, etc) has instituted a Review of all legislation and delegated legislation - such as the Motor Vehicle Sports (Public Safety) Act Regulation - for compliance with competition principles. All interested parties will be contacted and given the opportunity to make submissions on the competition (and anti-competitive) implications of the present scheme and any proposed amendments. As the Minister put it, the competition Review "will be the key that unlocks the whole scheme". In other words, although the Review has as its purpose an examination of certain commercial considerations, it will be the occasion for a wholesale review of the system of motor sport regulation - nationally, I would assume. I cannot imagine that that will be a speedy process.
6. The Minister has considerable interest in the amateur motor sports movement's attitude to CAMS Limited, and was obviously interested in the cost implications of handing his licensing discretion to a commercial entity which does not represent participants, but its own profits. I informed him of the implications with respect to competition licences, circuit licensee fees, capitulation fees, fees for approving supplementary regulations, etc. I have no doubt he accepted that the circuit licensing power is, in fact, a power to control motor racing; and that there is considerable conflict between the best interests of CAMS Limited and those of amateur motor sport participants. I certainly did not see the Minister as having any tendency to favour CAMS Limited in the current debate. Far from it.
7. We spent some time on the matter of standardised safety rules, and I explained that these represent no problem: they are presently enforced by Clubs at all circuits already.
8. In parting, I left the Minister's staff with copies of the attached paper, "AMSCA's Position".

Overall, I consider it a friendly and constructive meeting. The Minister strongly favours including participants in the regulatory regime. He is aware of the broad nature of the problems that would be created by handing CAMS Limited the power it seeks. There will obviously be no further amendments to the Regulation in the foreseeable future, and there will certainly be nothing done before the completion of the competition Review and what flows from it. As I understand it, that process begins in June, and we simply must make a comprehensive submission at that time – but we shall be contacted by the Department.

On this matter of such a submission: no doubt all our constituent member Clubs will also be invited to make submissions. I suggest you circulate copies of this memorandum to them, and invite any comments. We could then coordinate all such comments into a single submission. You should also update the Minister as further Clubs join the Alliance (say on a monthly basis).



Stuart Littlemore QC
17 April 2000

AMSCA'S POSITION

1. We accept the imperative to devolve (in all but the ultimate sense) the Ministerial discretion to experts.
2. We assert the expertise of the Clubs, demonstrated by their record in controlling their area of motor sport safely, and enforcing the relevant standardised safety requirements.
3. We ask that the amateur motor sport movement – the Clubs – have a voice in the Ministerial advisory committee (as presently enacted).

As to potential changes to the regulatory scheme:

4. We challenge the appropriateness of CAMS Limited being handed the de facto Ministerial discretion.
 - (a) CAMS Limited is a commercial entity since its privatisation.
 - (b) CAMS Limited's first duty is to its commercial interests.
 - (c) CAMS Limited's commercial interests are, in some areas, inimical to those of motor sport participants, and particularly amateur participants.
 - (d) The perception of motor sport participants (including the Club members) is that CAMS Limited is antipathetic to them and their interests.
 - (e) CAMS Limited has shown itself to be defensive, combative and unco-operative in the present debate.
5. To elevate CAMS Limited to the position of the sole "controlling body" in relation to four-wheeled motor sport would have unforeseen and destructive effects:
 - (a) The CAMS Limited licence regime is already far too expensive, but is presently not exclusive.
 - (b) The objective should be to preserve all the participant benefits of the present system, and enhance access to the sport.
 - (c) Control of circuit licensing is the key to control of all participation in motor sport: and to its costs – circuit licences (hence circuit hire), competition licences, supplementary regulation approval, club capitation, and club affiliation/approval.
 - (d) Motor sport participants are overwhelmingly lower- and middle-income people with (in the case of the very substantial Historic movement) an abiding interest in conservation of motoring/industrial history. They are by no means all owners of competition vehicles. The big money in motor sport is solely in the Holden vs Ford corporate identity manifestation – whose appeal is at odds with the fundamentals of the amateur sport.

- (e) The arbitrary decision-making of CAMS Limited in certain areas demonstrates its conflict of interests.
 - (f) To hand CAMS Limited the extraordinary power implicit in the suggested regulatory change would be to create a permanent and unrelenting war between that commercial entity and the vast body of motor sport participants.
6. In administrative law terms, shifting Ministerial discretion (de facto) to a commercial entity promises a litigation minefield:
- (a) Where governments have a duty to procedural fairness, that standard cannot be imposed on a commercial entity. (How is a person arbitrarily denied the "approval" of CAMS Limited to have that decision set aside? What criteria can a Court apply to a commercial entity's "approval"?)
 - (b) Participants with a valid grievance, who would have a remedy against unfair conduct as against a Government decision-maker, would have the administrative law remedies denied them. (No mandamus against CAMS Limited)
 - (c) Trade Practices/Fair Trade considerations would apply, but in a setting where the commercial entity decision-maker was the Ministerial agent. Such would represent a discrete conflict of interests.
7. Safe regulation of motor sport will best be achieved by utilising the experience and expertise of the amateur movement. CAMS Limited cannot provide the scrutineers, marshalls and course controllers without which the sport cannot take place – they all come from the Clubs. Without the volunteers, no meetings can take place.

AMSCA readily acknowledges the expertise and experience of CAMS Limited. But CAMS Limited cannot be the representative of motor sport participants – least of all the amateur movement. The whole trend in supervisory and self-regulatory schemes (particularly from enlightened governments) is inclusive: that is, it includes the participants – whether they be employee/union members, consumers, or the like.

What AMSC asks is in no way inconsistent with the Government's objective of safety and standardisation. It seems a voice for the Club movement, and definition of the appropriate Club peak organisation as a "controlling body", if the Regulation is to be amended to empower such bodies in relation to licensing decisions:

SUNDAY 30TH APRIL 00 – YARRAMALONG MANOR

Those attending:

Ken Parsons	...	E-Type V12 Roadster
Tony & Pauline Chapman	...	Maserati Merak
Les & Roselee Johnson	...	DB4 Aston Martin
Wayne Watkins	...	Datsun Silva 2 door Coupe
Adrian & Lorraine Walker	...	MGB Roadster
Lindsay Day	...	Triumph Stag
Peter & Sue Smart	...	BMW Roadster
John & Val Dixon	...	Rolls Royce Cloud 111
David & Barbara Muir	...	Rolls Royce Cloud 111
Vic & Judy Andrews	...	Mitsubishi Magna (non Volvo)
Bruce Gibbs	...	WRX Subaru
John & Robyn Francis	...	DBSV8 Aston Martin (Guests for the day)

A good roll up of T.S.C.C members gathered at the old tollgates – Berowra. The only member to turn up a little late was the organiser – Wayne who managed to get caught up in the Olympic Host City Marathon and had all sorts of difficulties getting from his place across the harbour bridge.

Although it was not an official club T-shirt day quite a number of us turned up sporting our new shirts and I must say that they looked good.

After a slightly later start than anticipated and catching up with some Aston Martin members who were doing the same run we finally set off up the expressway to an early lunch. Some members were seen to be exceeding the speed limit just a little when they couldn't resist putting their foot down a little further on the accelerator. Wayne stopped a couple of times with car problems but still managed to get to lunch on time.

We travelled through Central Mangrove where we waved goodbye to Ken because he was not joining us for lunch. (*I think he just wanted to give the E-Type a good burn without Gay being in the passenger's seat.*) Then we turned off toward our lunch stop but first had to stop at the amazing Bumble Hill craft shop and gardens.

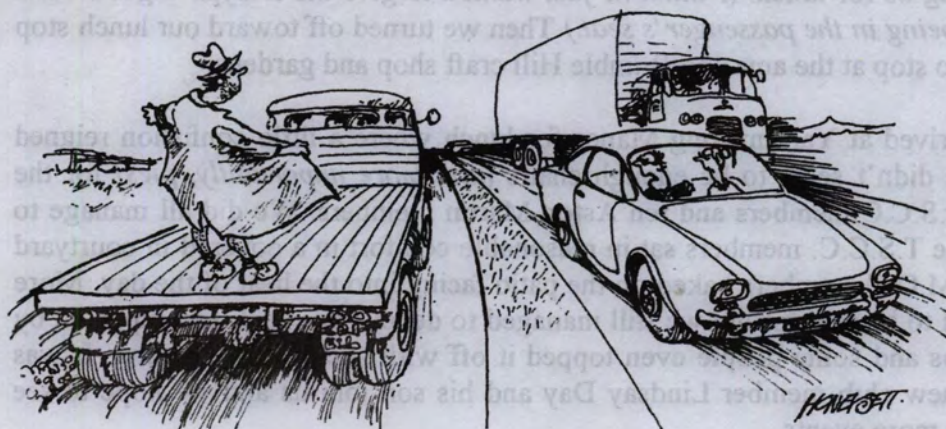
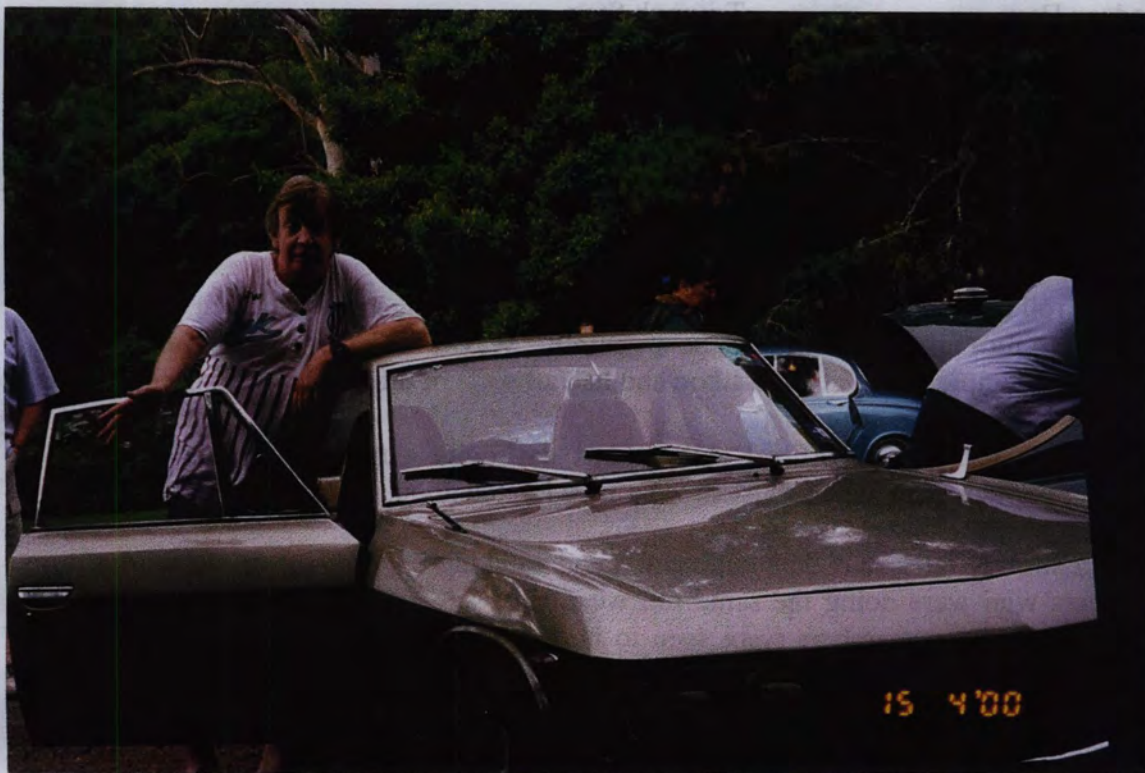
Finally we arrived at Yarramalong Manor for lunch where a little confusion reigned because there didn't seem to be enough chairs (*and more importantly, pies*) for the twenty-two T.S.C.C members and ten Aston Martin members. We did all manage to get a seat. The T.S.C.C. members sat in reasonable comfort in a covered courtyard whilst the A.M.O.C members baked on the patio facing into the heat of the day. More steak pies had to be sent for but we still managed to devour one each accompanied by peas and chips and some people even topped it off with sticky date pudding. It was good to see new club member Lindsay Day and his son join us and we hope to see them at many more events.

We finally managed to catch up with our long time friends Robyn and John Francis who live at Bateau Bay so they only had a return trip of twenty minutes to home.

We were thrown out of the restaurant at around 1.30 p.m. and decided to go back up the hill for another look at the Bumble Hill craft shop where some very interesting purchases were made. Barbara even managed to get a very early birthday present.

From there it was just a short run back over the same territory where we joined the expressway for our trip home.

Thankyou Wayne for organising this event.



"Who's he flashing at?"



YARRALONG MANOR - PHOTOS BY SUE SMART





BUONGIORNO ITALIA.

RESTAURANT NIGHT

SATURDAY 3 JUNE 2000.

Signora Valeria Dixioni

For those who came to this club night who have traveled in Europe, particularly in Italy, we hope this venue brought back some very pleasant memories. The big Piazzas, the ornate fountains, the music, lots of people (especially family groups) out for dinner, the coffee, and of course the *Gelato* (weather permitting). Our Reconnoitre of the Italian Forum in Leichhardt for this Dinning Out night was particularly pleasurable, and took us the best part of a day after checking out the Italian wine, the coffee and of course the wonderful food.

Our decision to go to Mancinis Supper Club in the Italian Forum was made after the great wrap up it was given on The Sydney Weekender. We were looking for something central for club members to access in Sydney, a little bit different with a bit of music. The Supper Club seemed to offer all of this complete with Jazz and a Tony Bennett impersonator.

If success can be measured by numbers, and sounds of people enjoying themselves then the night was a great success. 26 members attended in their best Italian outfits, were wooed by the strains of the band and ate their fill of fine Italian cuisine without any pasta!!! When it all got too much in the Super Club and the food, wine and music started to tell the tale, some were seen to be retreating to the Piazza for a taste of the very refreshing night air, the traditional Italian music, the odd dance steps, and some great coffee under the strategically placed gas heaters near the cafes (well some of us got the benefits of the heaters, the others will know where to sit if they go back in winter).

For those who were not able to join us and intend to have this great Italian experience, from those of us who got caught in the closedown traffic jam in the Car Park.....go early to get a car park (around 6.00pm) and leave by midnight(the car park closes at 1.00am).

It is a very popular place, and Im' sure all those that attended this night would



BUONGIORNO ITALIA.

RESTAURANT NIGHT

SATURDAY 3 JUNE 2000.



VOLVO AMAZON SERIES

(Vic Andrews)

Designed by one man Jan Wilsgaard who at the age of 25, presented his piece of resistance to the Volvo management and got the go-ahead. It was introduced as a four-door saloon in 1956, gained a two-door derivative (130) in 1961 and an estate, called 220, in 1962.

The name Amazon was used only in Sweden as it was prevented from being used elsewhere at the instigation of the West German motorcycle firm Kreidler, and hence model identification by numbers has been used by the company ever since.

The Amazon proved more expensive to build than its older PV sister did, it shared the PV444's B16 engine which was displaced 1583cc with a single and twin carburettors, distinguished by either 121 or 122s badging.

To confuse the picture further there was a 123GT derivative which used the powerful B18 1780cc 11bhp engine the same engine used P1800 sports car introduced in 1959, itself a development of the Amazon, sharing engine and driveline.

The 123GT was built in response to some of the Amazon's sporting successes this model was equipped with the British Laycock overdrive, additional body strengthening, interior differences and extra lights.

The Amazon was the car which put Volvo on the world sales map – it lasted well with 667,323 of different types were produced up to its demise in 1970 from 1956 and was the first production car in the world to be equipped with seat belts. In their day, Amazons were well equipped with front seat belts, laminated windscreen, front disc brakes with anti locking device, panhard rod, coil springs all around and good body protection.

The Body shell: It's unusual to find a badly corroded Amazon bodyshell. The factory fastidiously maintained strict stock control on the quality of the steel it used to press bodyshells. There are many galvanised parts, and this has helped keep these 20 years plus old cars on the road.

Sporting History: Amazons have been raced and rallied in many countries with a great deal of success and now very popular with classic car rallies in Europe due to their very robust construction and reliable mechanicals.

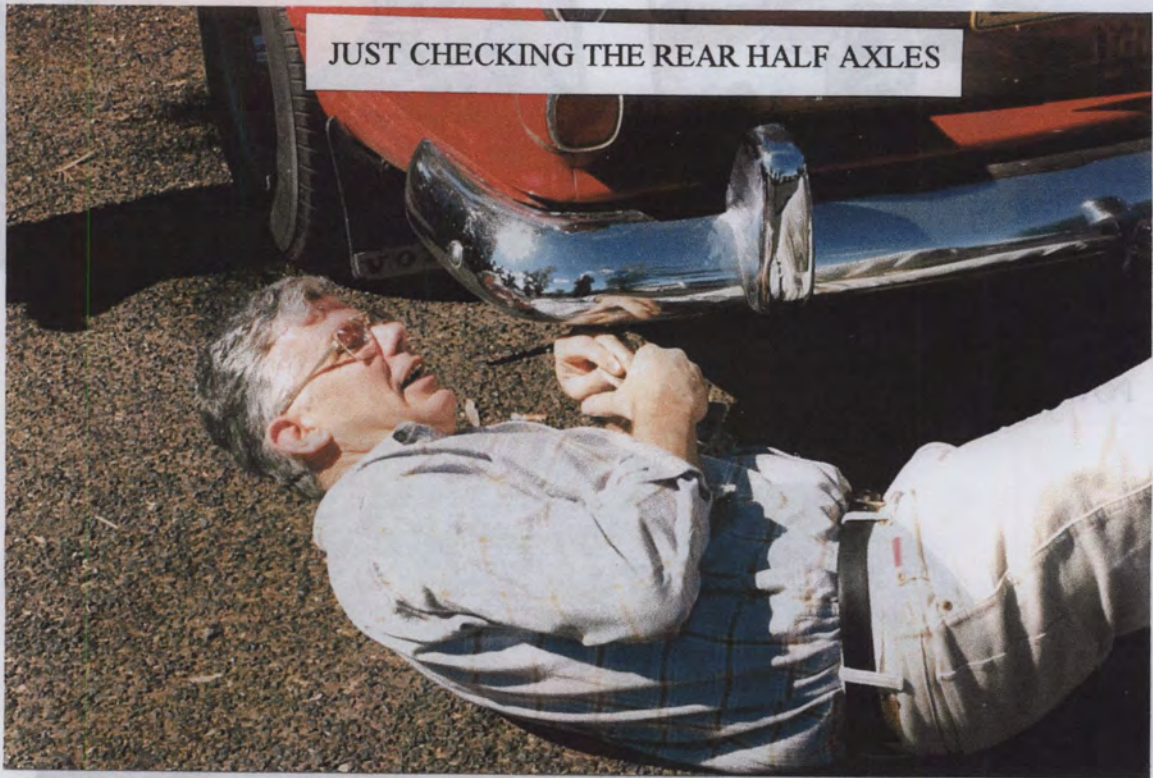
The attitude to motor sport changed in Sweden as a whole during 1965 – 1966 when suddenly safety had become an issue after a tragic accident on the Acropolis Rally, two members of the Volvo service crews were killed and the works team withdrew from competition but continued to support private entrants.

The 123GT FIA homologation papers state Volvo planned to produce 5000 units but only 1500 were built and approximately 40 came to Australia.

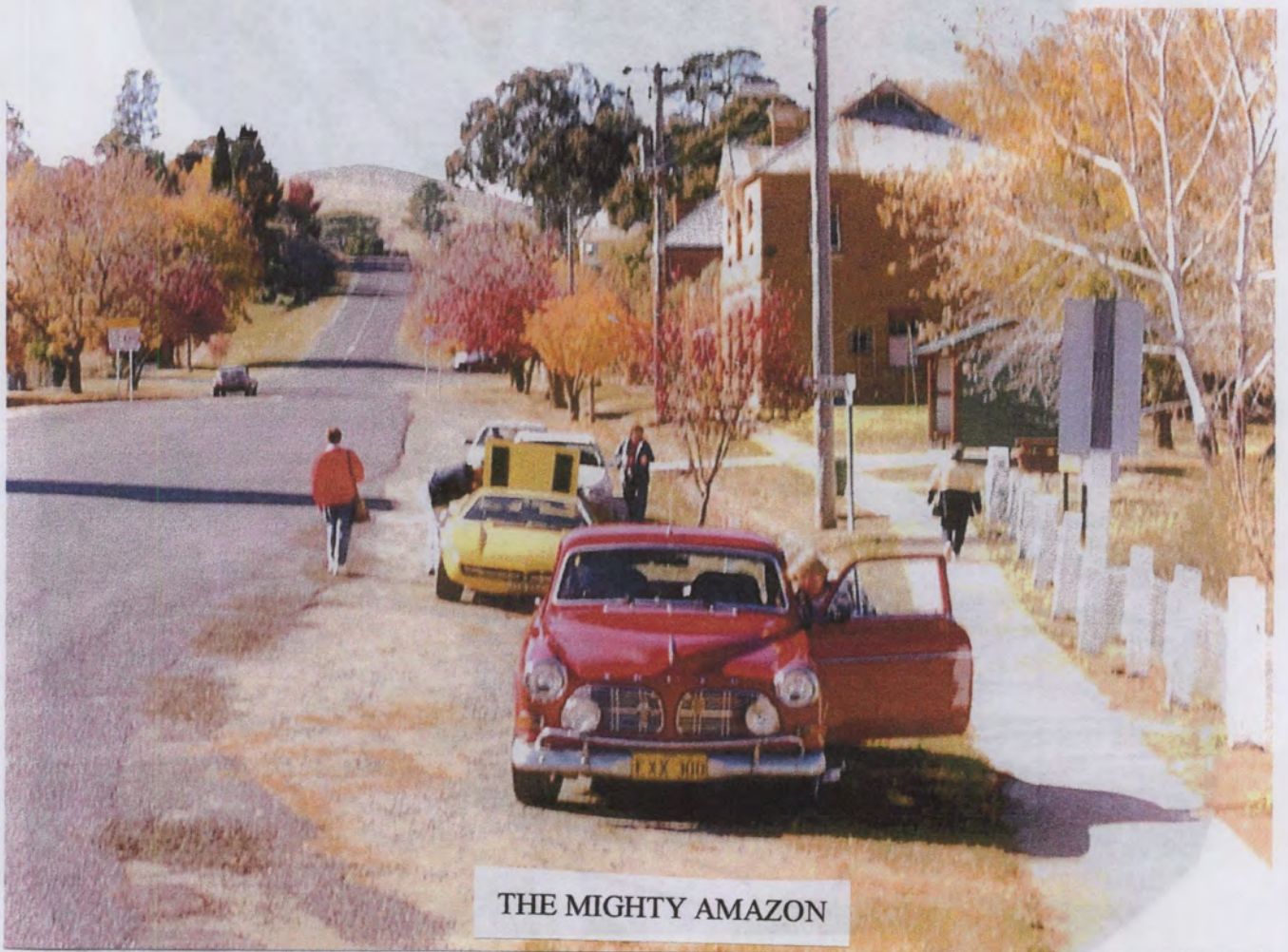
Engine Tuning kits were available to increase power up to 150 bhp as the engine can easily handle a compression ration of 11:1 and the 8 port head could be modified for better breathing with twin webers added.

The main weakness of this car is the rear half axles which can break and shear off at the backing plate under stress that racing can put on these components so converting to a disc rear end is not a bad idea!

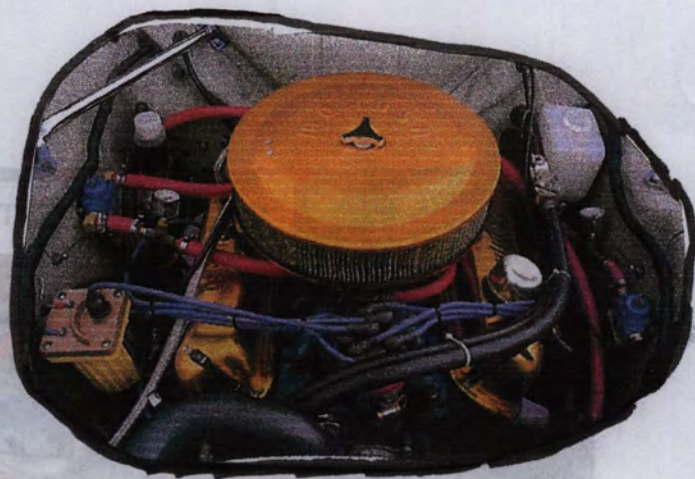
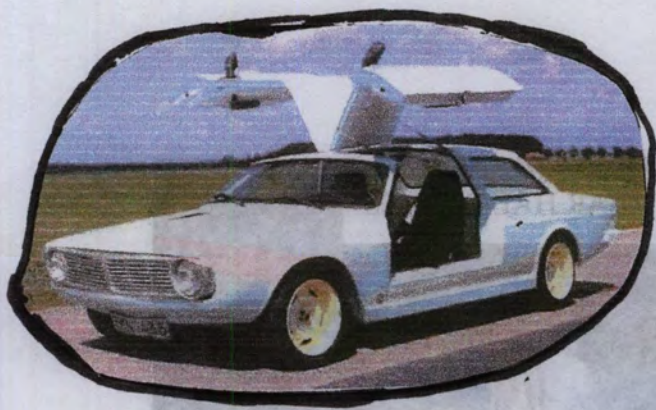
For me, this car is affordable classic that I can use nearly every day and simple and easy to repair until I can obtain something more exotic but I still don't think I could part with my Amazon, it must be something to do with those curves.



JUST CHECKING THE REAR HALF AXLES



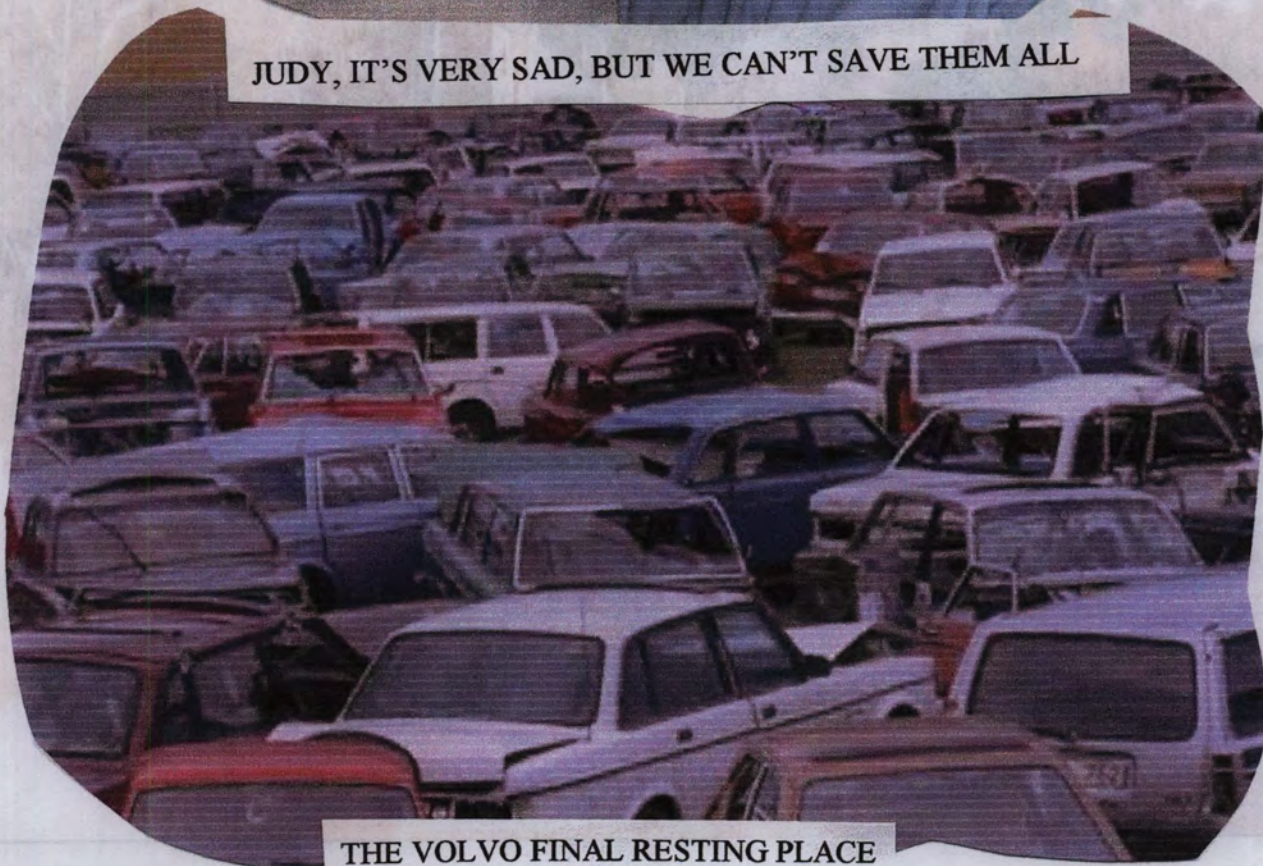
THE MIGHTY AMAZON



A VOLVO GULLWING WITH V8
POWER. NOW THAT'S AN IDEA!



JUDY, IT'S VERY SAD, BUT WE CAN'T SAVE THEM ALL



THE VOLVO FINAL RESTING PLACE



Thoroughbred Sports Car Club

ORGANISING A DAY EVENT FOR THE T.S.C.C. FLYER INFORMATION REQUIRED.....

NAME OF THE EVENT:

DATE:

TIME:

MEETING PLACE:

APPROX. KLMS:

ORGANISER'S NAME:

ORGANISER'S PHONE NO.

ORGANISER'S MOBILE PHONE NO.

MAPS REQUIRED: YES or NO

APPROX. NUMBER OF MEMBERS ATTENDING:

DOES THE VENUE NEED TO BE BOOKED?

IF YES, HAS THE VENUE BEEN BOOKED? YES or NO

WHAT DATE WAS THE BOOKING MADE?

APPROX. COST PER PERSON:

DETAILS OF THE RUN: (A copy of this information should be passed on to the Social Director – Roland Clark – fax 9653 2867)



"Any news on the model's dispute yet, Frank?"

Soar with the eagles in Sparrow



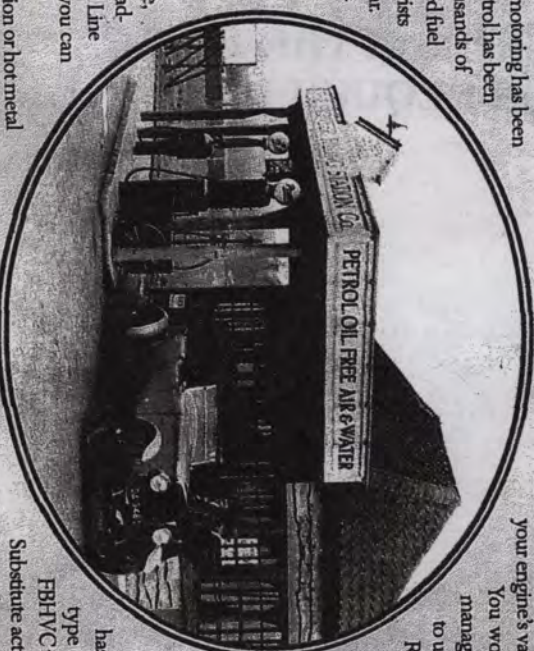
INTO THE MILLENNIUM WITHOUT LEAD

As the new millennium dawns, the world of classic motoring has been thrown into crisis. Since January 1st 2000, leaded petrol has been banned from the forecourts of Britain. Many thousands of classics simply can't run on the new-fangled unleaded fuel without expensive conversion work, leaving motorists to choose between a hefty bill or no more classic car.

It seems Johnny Foreigner and those bowler hat wearing chaps in Whitehall have conspired together to force thousands of classic cars off the road. Motorists of Britain, do not despair! Those clever boffins at Redline Synthetic Oil have found the solution. Their revolutionary Lead Substitute is the answer to every motorist's prayer.

The next time you visit your friendly local garage, ask the forecourt attendant to fill her up with unleaded. Foolhardy? Not a bit of it. Simply add 8ml of Red Line Lead Substitute for every 10 litres of petrol, and you can continue your journey in confidence.

There's no need to worry about valve seat recession or hot metal corrosion. Red Line Lead Substitute takes care of all that, and lubricates



your engine's valve guides and upper cylinder, too.

You won't need to pay any unpleasant visits to the bank manager, either. While the cost of fully converting an engine to use unleaded may run into many hundreds of pounds, Red Line Lead Substitute won't leave a chap short of spare change. Indeed, Lead Substitute is extremely cost effective at a mere 3p per litre, just one 355ml bottle of Lead Substitute treats 450 litres of fuel.

Other products may claim to offer similar benefits, but few have been so thoroughly tested and proven as Red Line. Automobile enthusiasts on the other side of the pond have been enjoying the benefits of Red Line Lead Substitute for 15 years, whether on the road, green-laning, or on the racing circuit. Since reaching these shores Red Line Lead Substitute has been through five years of arduous testing in every type of engine. Not only did Red Line pass the stage 1 FBHVC tests at MIRA with flying colours, but Red Line Lead Substitute actually outperformed leaded petrol in stage 2. Red Line, the motorists of Britain salute you!

Eldon House Automotive Ltd, 8-9 Warsop Trading Estate, Hever road, Edenbridge, Kent, TN8 5LD Tel: 01732 866885 Fax: 01732 866773



HERE'S a solution to traffic

problems. Think about how many cars have only one person aboard and how much fuel they use and space they occupy.

If drivers were in smaller cars, even one-seaters like the tiny Sparrow (pictured above), the mayhem on Sydney's roads would practically disappear. But the trick is to get drivers into Sparrows.

Don't laugh, in the not too distant future we could be and should be commuting in similar vehicles.

The Sparrow, brainchild of Mitchell Williams of Phoenix

Arizona is an elect powered three-wheeler device classified as motorcycle by US vehicle regulators.

If you watch the BTV show, Hearthe you have possibly noticed a similarity between the Sparrow and a two seater, it's the 1950s. Though concept is not new Sparrow is more compact and environmentally friendly compared the two-stroke powered, heavily polluting and unsafe 1950s vehicle. US government grant will soon be made owners of alternative fuel car. The grant return about 30 per cent of the vehicle cost to the owner.

Thoroughbred Sports Car Club

REGISTRATION

DETAILS

2000

'001'

ROLAND CLARK

[Jaguar Mach 11]

28.4.2001

'003'

RAY ROSS

[Ford Cortina]

24.12.2000

'006'

ADRIAN WALKER

[Jaguar Mach 11]

30.12.2000

'007'

ROLAND CLARK

[Aston Martin DB4]

28. 4.2001

'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]

February 2001

The appearance of the AC 428 cabriolet at the Earls Court show of 1965 was significant in two respects: first, the connection between the tradition-rich AC works in Thames Ditton and Carroll Shelby, which had resulted in the Cobra, was practically at an end. Second, the management wished to resume its "Ace period" practice of building a vehicle combining the comfort of a saloon with the performance of a fast sports car, happily recalling the dictum that AC cars were the "Rolls-Royces of Light Cars". For the chassis, that of the Cobra 427, suitably modified, was a logical choice. The simple tubular structure was easily lengthened to provide a 150 mm longer wheelbase, and the suspension, with coil springs and telescopes, could provide more travel, and therefore more comfort, than the leaf springs of previous AC generations. As for the engine, it was decided to opt for the civilised 7014 cc V8 Ford Galaxie engine rather than the highly tuned seven-litre of the last Cobra model. Since Derek Hurlock, the company's chief executive, could not see a way of manufacturing bodywork of the necessary quality, he placed a contract outside of the company – for the first time in the firm's history. Frua it was who got the job to design and build the body, and the result very much recalled an earlier creation by the same coachbuilder, the Maserati Mistral of 1963. Although the skin of the prototype shown at Earls Court was of aluminium, a steel body was used for the production models, light-alloy doors and bonnet being available on special order. At Geneva in 1967 a fastback model was shown to the public, and the journalists were very impressed, praising the technical concept and particularly the timeless balanced elegance of the design. A would-be poet described the 428 as "high-speed adrenalin-pump, with excellent roadholding," and "Autocar" in 1968 summarized their impressions as follows: extremely fast, not too heavy on fuel, good roadholding, hardly any roll and no pitching, comfortable seats, excellent steering. A top speed of 141 mph was recorded, together with a 0-60 time of 6.2 seconds. The automatic gearbox was operated by a sizeable U-shaped lever, and a four-speed manual 'box was optionally available. The price of this hand-built vehicle from a small manufacturer was fairly high, concluded the magazine. Frua had taken great care with the car's interior, and the dashboard, with its many round instruments and rocker switches, abounded in sporting flair. The AC 428 was a pleasant means of locomotion on fast roads, particularly because of its almost neutral behaviour when cornering on the limit.

Photo	1969 AC 428 Coupe
Engine	V8 Ford
Capacity	7014 cc
Bore and stroke	104.9 x 101.2 mm
Compression	10.5 : 1
Carburettors	1 quadruple downdraught Ford
Output	345 bhp
Max. speed	134 mph (rear axle ratio 2.88 : 1)
Acceleration 0-60 mph	6.2 secs
Acceleration 0-100 mph	15.7 secs
1/4 mile standing start	14.2 secs
Weight	1482 kg (tank half-full)
Overall dimensions	4420 x 1700 x 1300 mm



MIDWEEK RUN - MT. VICTORIA – WEDNESDAY 17TH MAY 2000

I awoke (after a sleep in) to a glorious day of bright sunshine and not a cloud to be seen. Because I very seldom have an R.D.O (Roland's Day Off) and in retrospect, I now know what I've been missing, I decided to take the purple Aston, even though the fuel gauge and speedo were in non-function mode.

So, after a quick wash and chamois and a drive to the garage to fuel up (just in case I ran out on the M2 Motorway), I was almost ready to go. But first, it was back home for my "Weeties" and coffee hit. Roselee had organised me for the day's outing, and after making a quick phone call to Tony & Pauline Chapman to see if they were ready we met up outside their house.

Then it was on to the M2 and Richmond Air Base where we rendezvoused with the other lucky members. Upon arrival, I saw Roland and Adrian deep in conversation with a young man who had recently purchased an historic speedboat. It was a hydroplane with a Rolls Royce Merlin engine. He said that he had fired it up some time ago and it would make your hair (those lucky enough to have some) stand on ends. He very kindly offered any interested members to go and see the boat and listen to the engine roar. Any takers please contact me.

By the time Norm and Pam had arrived in their Jaguar XK120, Roland agreed that this was our full compliment and the only thing left to do was ... gentlemen start your engines! Roland and Stephanie were travelling in their magnificent Aston Martin DB4, Adrian in his Mustang GT, Norm and Pam in their Jaguar, Tony and Pauline in the yellow Maserati Merak and Roselee & myself in the DB4.

We travelled up Bells Line of Road to Mount Tomah gardens for a delicious Devonshire morning tea eaten on the verandah as we soaked up the sun and surrounding gardens. It was here that Stephanie made the statement "I like mine long and black with a bit of white on the side." I had to confirm that she was talking about coffee. The view from the verandah was breathtaking as we looked back over the Bilpin area, which we had just driven through. After a stroll through the Botanical Gardens, which were a picture of spectacular autumn colours, we puffed and panted as we wound our way back to the top. It was here that Adrian explained in great detail the angles of the sun on the ground and how to navigate your way by the sun, a circle and a stick on the ground that led onto the sundial. A very accurate device.

Lunch was at the Mt. Victoria hotel. It was a perfect setting and we sat outside in the garden as organised by Roland. After a long, lazy, sun soaked lunch we cruised down to Leura and a toys, dolls and train museum set in an old mansion. The timber features of this mansion were incredible and the displays of WW1 soldiers and working model trains were excellent. Opposite the museum was an amphitheatre that overlooked the Jamieson valley.

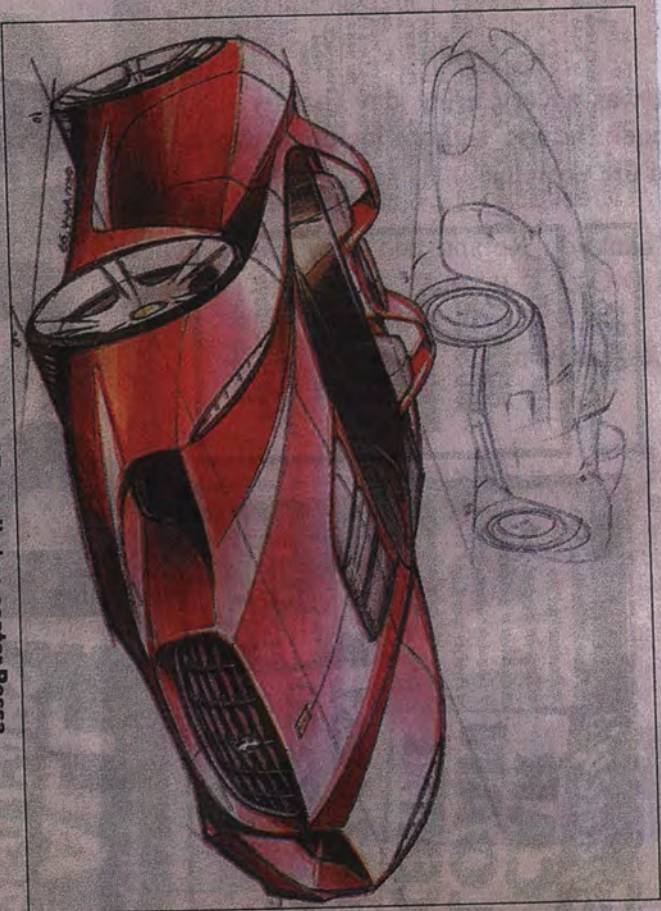
Norm ran out of petrol as he started up the hill to Leura shops so Pam not wanting to miss out on a shopping expedition chose to walk up the hill. After perusing some of the antique shops and watching the Chapmans spend up big we bought an ice cream and prepared for our return journey. We came home via Springwood, Windermere, Angus Banks and Windsor before getting onto that god sent M2 Motorway.

It was a very tiring day (harder than work) but a very enjoyable day. The cars all made the trip without incident, which is unusual, when you consider the age of some of the vehicles.

Thankyou Roland and Stephanie and I know Roselee and I look forward to more R.D.O's.

Les Johnson.





Retro sleek... an artist's drawing of Ferrari's two-seater Rossa

TEST OF ROSSA

By JAMES STANFORD

A wild retro Ferrari roadster has set hearts racing at the Turin Motor Show.

The hot two-seater, called the Rossa, shares its heart and soul with the V12 500 Maranello.

But it's much more and a little bit less than the Ferrari flagship, which tips the sales scales at \$490,767 in Australia.

The Rossa is built over the same basic mechanical package as the Maranello, which means it has 357 kW to fry its tyres.

Ferrari admits the Rossa is a running prototype—even if it has no plans to put the front-engined beauty into even limited production, for now, anyway.

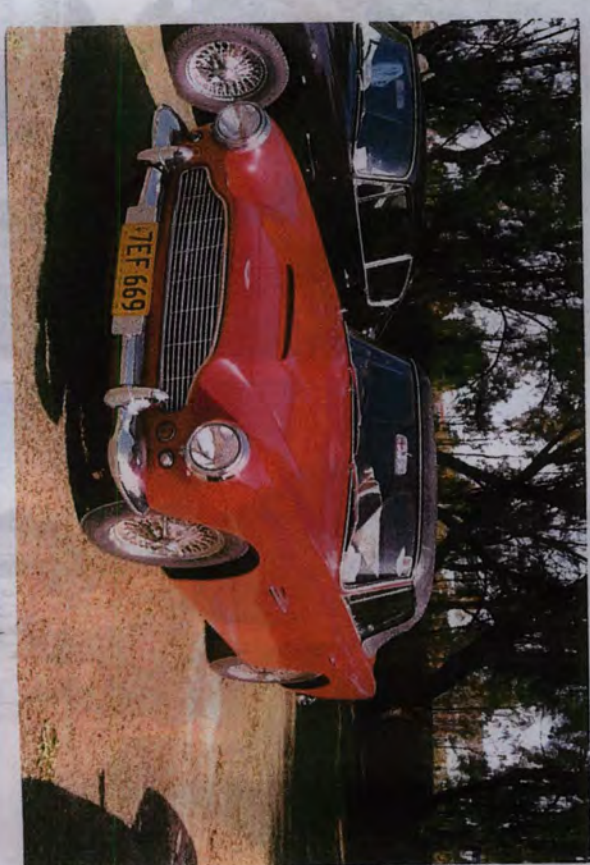
The Rossa was designed by former General Motors stylist Ken Okuyama, who says he took his cues from Ferrari's 1988 Testa Rossa and the 1989 Mythos concept, as well as some bold modern lines of his own.

Ferrari says the Rossa is not a preview of the drop-top 550 Maranello, which will be unveiled this year, possibly at the Paris Motor Show in October.

The Rossa led a crazy range of concept cars at the Turin show—which is traditionally a showcase for boutique design houses rather than big manufacturers.

The radical metal on display ranged from a Mad Max-inspired ItalDesign off-roader to a tiny Tris hatch, which uses three identical doors to cut production costs.

Ford's Ghia design house also unveiled a funky two-door drop-top. Ka, with chunky alloy wheels and lairy red interior. Any link to the top-selling Audi TT was apparently only a coincidence.



CHRIS JOHNSON'S EX

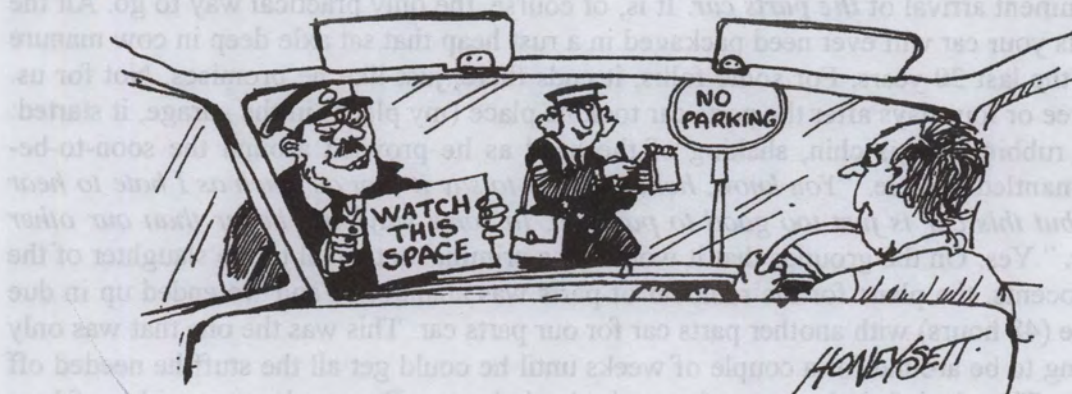
CAR CLUB METAL CAR BADGES

We are considering making another quantity of our club badges.

Members who may want to purchase one or more of these attractive badges, please contact **RAY ROSS** on 9651 2013 to place tentative orders.

We need numbers to calculate the costing feasibility.

Ray Ross



FOR WOMEN ONLY?

Contributed by Gordon Lennox

(Courtesy of The 1937/38 Buick Club of America – By Stephanie Regan)

I have some observations I would like to share with wives who are new to the hobby of car collecting. To those of you who say *"Oh we're not actually collecting, we're just going to have this one car."* I respond with those perceptive words of the younger generation. *"Yeah, right."* That's what I thought too, but there's this little word that's going to change all that **parts.**

There are parts that your car needs and parts that it might need some day. There are parts that it doesn't need, would be good for trading for parts that it already has, but needs better – looking ones.

At this point you might say, *"We're not going to show this car. We just want to drive it."* I have found that to a man, every car is a show car. You probably don't care if the left rear ashtray is missing. (*How often are you likely going to have a left-rear passenger who smokes?*), but he cares.

And he cares if all the hubcaps don't match, or the radio doesn't work or the rear view mirror is incorrect (another word you're going to hear a lot). *"I know it has a perfectly good one, but it's incorrect for a '38."* Even if your pride and joy is not going into competition, his buddies are going to be looking it over. In fact, it's going to be shown and it's got to be (at least) presentable. Imagine his embarrassment if some total stranger at a car meet – glances casually under the hood – were to remark, *"Hey, you know you got the wrong dipstick in that year?"*

There is the never-ending need (lust?) for parts and they are frequently expensive and often hard to come by. You will find this out the first time you're sent out into a mile-long flea market to turn up a "what's it" exactly like the one weighing twelve pounds and covered with grunge which you have been given to carry around in your purse for easy reference.

If it hasn't already materialised, I would suggest that you prepare yourself for the imminent arrival of *the parts car*. It is, of course, the only practical way to go. All the parts your car will ever need packaged in a rust heap that sat axle deep in cow manure for the last 20 years. For some folks, it ends there, just like he promises. Not for us. Three or four days after the parts car took its place (my place) in the garage, it started: the rubbing of his chin, shaking of the head as he prowled around the soon-to-be-dismantled vehicle. *"You know, honey, I hate to say it (not as much as I hate to hear it) but this car is just too good to part out. In some ways it's better than our other one."* Yes. On the grounds that it would be a criminal act equal to the slaughter of the innocents, the plans for the removal of parts was abandoned and we ended up in due time (48 hours) with another parts car for our parts car. This was the one that was only going to be around for a couple of weeks until he could get all the stuff he needed off of it. Then it definitely was going to be hauled away. Do you have any idea of how much of a parts car is going to be salvaged? I don't.

The doors came off, the hood (*it's better than either of the others*), the back seat (*for springs*), the rotten piece of smelly carpet in the trunk (*for the pattern*), anything that could be sold or traded was leaned against the tree.

There was so much of the car still around after it was hauled away 16 months later that I didn't even know it was gone. Our thoughtful neighbour lady actually came over one day to inquire if we knew that heavy metal trash pickup day was coming. My husband was highly insulted.

By the way, you don't really want to know what lives in parts cars, especially in the depths of the scruffy seats. I will just mention that my husband once tried to convince me that the reason the entire floor of a certain car was rusted away was because of mouse urine. Yeah, right. He thinks I'll believe anything. We did find enough tiny mice skeletons to construct a family tree going back countless generations and in one of our parts cars, we even found a large family alive and thriving with new babies and a well-stocked larder of nuts and seeds.

We also found a very long shedded snakeskin, which is why I'm not going to sit in that car no matter what he does to it! The back seat containing the rodent home was taken outside and left near the woodpile to encourage relocation.

Here's something else you need to know about parts. As a species, they may start out in the garage but they don't stay there. Some parts are too valuable. You never know when someone might break in and steal that set of NOS head gaskets or the really cherry tail light assembly. Besides, he just plain likes to look at them during TV commercials.

That's why the rebuilt water pump is on the coffee table and the crankshaft is resting across the arms of the newly upholstered chair. There has been an item sitting on the side of the sink in our bathroom for the last six months. A recent inquiry brought the following information. It's a '37 Buick slyfon, (and that is not a typing error). Just before Easter I finally came to terms with it. I found an artificial Zinnia of a coppery colour that just matched and stuck it in the middle where there is a little hole (possibly for just such a purpose). My husband approved and seemed pleased that I was finally appreciating the ornamental value of these things.

You should also know about the new library that you might have already started to acquire. The books will include everything that has ever been written about your particular brand of car, including histories of the company, every collection of photographs of all cars of the same vintage as your car, and railroad timetables that happened to have been printed in (get this) the exact same year your car came off the assembly line!

There will be new magazine subscriptions. Some of them costing more than your midwinter heating bill and for God's sake don't set a glass down on the cover of one. Of course, there is **Hemmings** (cross yourself). It's the one in the plain brown wrapper that replaces your husband's face for the first several days after its arrival. It will often be found by the telephone with little pieces of paper sticking out of it.

That's another thing. Your phone bill is definitely going up. The phone rings one evening and your husband (*who never answers the phone once he is settled in front of the television*) makes a dash for it explaining "*That will be the guy in Kalamazoo I called earlier about a '38 clutch disc*" or Alberquerque or Australia. Antique car buffs are not bound by traditional mores regarding an appropriate hour to call one

another. When you grope for the phone ringing beside your bed at half-past midnight, the guy in New Jersey is not really going to understand why you sound so testy, when he knows your husband has been waiting anxiously for the information on whether the rocker panels he has for sale are the correct ones for your car.

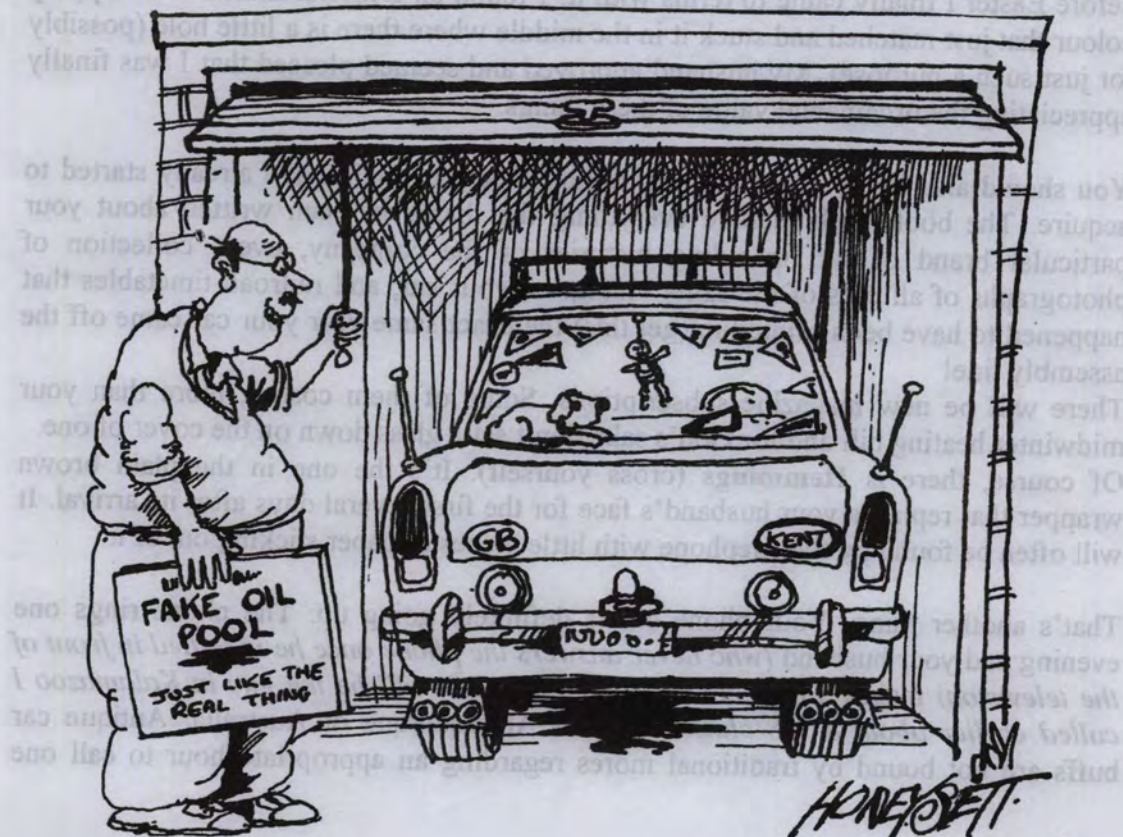
Lastly, I'd like to mention money. You are about to get your priorities straightened out for you. Any money spent on old cars is not money gone. It is an investment, unlike what you squander on food, clothing, trips (unless to a car show) and the beauty salon. You are constantly reminded of *"What these cars are going for at the big shows"*. You will be asked to read ads from **Hemmings** and you had better not say anything smart like ... *"That's what they're asking, but do you know if that's what they're getting?"*

Be prepared when you come home with a terrific bargain of which you are justly proud. Something frivolous, like say, a second-hand vacuum cleaner, to have your news greeted with a look of sad reproach and something like *"What you paid for that would have bought us an authentic license plate holder so we could have had the car on the road by Christmas"*.

I hope all this forewarning doesn't sound too negative because the hobby is really a lot of fun. You meet nice people and your husband will have more friends that he ever had before, especially when he is parting out a particular model or lucked into a deal for an outhouse full of the remaining mildewed (but original) boxes from a car dealership that went bust in the '40s.

You'll go on neat tours and really thrill to the sight of a long line of these old automobiles slowly pulling out on the road, chrome gleaming in the sun. That's when it's all worth it.

So, just keep your mind open, your sense of humour finely honed and your money in a secret Swiss bank account. You're going to love the world of antique cars.





Report on Barbecue Day at Warragamba Dam on Sunday 2nd August, 1981

Well, Sunday was a bright winter's day and a good congregation of Club members congregated at the Prospect Hotel for the pilgrimage to Warragamba Dam.

Great to see new member Geoff Belshaw in his very nicely prepared Scimitar. Bill Marshall in his Ferrari, volunteered to drag any of the Aston Martins along the Freeway to Warragamba.

After a pleasant run to the Dam, lunches were set up and car talk got down to earnest on the arrival of Tony Lehnert's Maserati.

It was really great to see Bernie Leimeister and his wife Jeannie who made the trip from Dapto in their immaculately restored DB4.

Laurie and Sylvana Perin were offering a fine vintage of white wine to any alcoholics who were wandering in their direction.

Gordon Monk deserted his Aston Martin and MG to bring along a new V8 Rover.

Late arrival Norm Owens and wife Marg. in the 300 SL Sports with the new baby snugly nestling in the tiny space behind the seats.

Noticeable Absentee:-

Bill Rankin who furiously rang, encouraging everyone to attend was reported to be vulcanized to the sheets after two very heavy evenings consuming his favourite beverage and dancing the Scottish Reel.

Frank Grech was a late arrival and was piloting a late model 280Z.

Good to see Patrick and Suzannah Brown who had been invited along by the Williams. Hope to see Patrick as a member in the future.

Geoff Belshaw brought along some very imaginative logos for the Club. His professional talents will no doubt be a great asset to the Club.

Many of those present inspected the Dam after a most enjoyable day with family participation the key note. Everyone had a very happy day.

New Members

The following new members are welcome to the club:

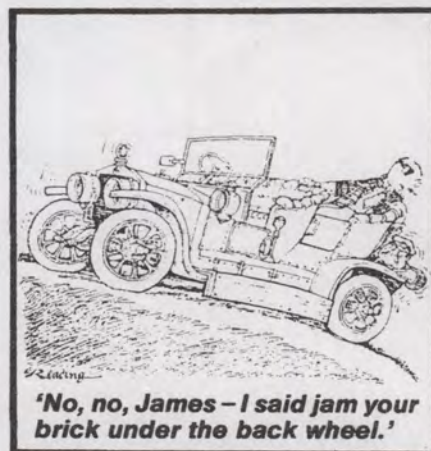
Margaret Mobbs, Associate Member, from Parramatta, driving a Honda Accord.

Les Johnson, from Chatswood, who drives a Lamborghini, two Aston Martins, and a Bugatti.

Bruce McBride, from Cabramatta, who drives a Ferrari Dino.

Geoff Belshaw, from Chatswood, who drives a Scimitar.

We hope they participate in and enjoy all the activities available.



Report on Barbican Day at Warrington Dam on Sunday 2nd August 1981

Well, Sunday was a bright winter's day and a good congregation of Club members congregated at the Prospect Hotel for the pilgrimage to Warrington's Dam.

Great to see new member Geoff Belsaw in his very nicely prepared Salina. Bill Marshall in his former volunteered to drag any of the Aston Martins along the Freeway to Warrington.

After a pleasant run to the Dam, lunches were set up and car talk got down to earnest on the arrival of Tony Lehnert's Massati.

It was really great to see Brian Leinster and his wife Jeanne who made the trip from Dagen in their immaculately restored DB4.

Laurie and Sylvia Peira were offering a fine vintage of white wine to any alcoholics who were wandering in their direction.

Gordon Monk desecrated his Aston Martin and MG to bring along a new V8 Rover.

Late arrival Norm Owens and wife Mary in the 800 SL Sports with the new baby snugly nestled in the tiny space behind the seats.

Notable Absentee - Bill Rankin who tardily came, encouraging everyone to attend was reported to be victimized to the sheets after two very heavy evenings counting his favourite beverage and dancing the Scottish Reel.

Frank Grech was a late arrival and was piloting a late model 200X.

Good to see Patrick and Suzanne Brown who had been invited along by the Williams. Hope to see Patrick as a member in the future.

Geoff Belsaw brought along some very imaginative jokes for the Club. His professional talents will no doubt be a great asset to the Club.

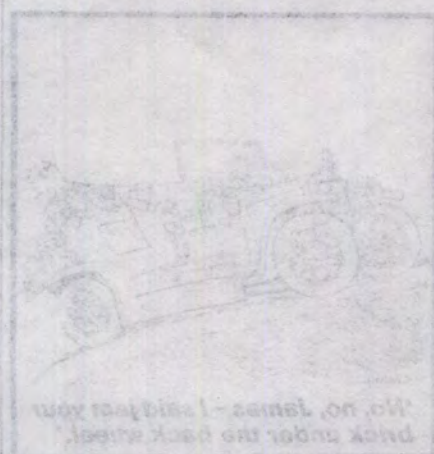
Many of those present enjoyed the Dam after a most enjoyable day with fairly participation in the day. Everyone had a very happy day.

New Members

The following new members are welcome to the club: Margaret Mable, Associate Member from Portsmouth, driving a Honda Accord, Les Johnson, from Chatswood, who drives a Land Rover, two Aston Martins, and a Dodge, Bruce McBride, from Chatswood, who drives a Ferrari Dino.

Geoff Belsaw, from Chatswood, who drives a Salina.

We hope they participate in and enjoy all the activities available.



'No, no, James - I said just your back under the back wheel.'



LONDON-SYDNEY MARATHON 2000



PRESS INFORMATION BULLETIN DAY 32 - 4 JULY 2000

CANBERRA, AUSTRALIA to SYDNEY, AUSTRALIA

Stage 57 : 12 kms Stage 58 : 9 kms

Total Distance : 408 kms

[Bulletin Menu](#)

[Previous Bulletin](#)

[Today's Results](#)

BLOWOUT SCARE FOR WINNER STIG

After 32 days of racing some of the world's toughest terrain across 14 countries between London and Sydney, the 2000 London Sydney Marathon rally victory almost slipped through winners **Stig Blomqvist** and **Ben Rainsford's** hands, just 4 kilometres from the finish of the final special stage.

Of the 16 nationalities competing it was the second placed Porsche 911 of French rally star **Michele Mouton** with British co-driver **Fran Tuthill** that were lying just six minutes behind into the final day. The Swedish ex- World Rally Champion took no chances in stopping to change the punctured wheel; he finished the rest of the stage with the big Parana V8 Capri running on the rim and was only 29th fastest.

It was a gamble that paid off, for he lost only a minute to the stage winner and ensured his overall victory for the event by an eventual 5m 26secs from the fast French femme in the 911 and co-driver Tuthill, who drove the same car to victory in the 1993 London Sydney Marathon.

"It wasn't a real drama, but not something you need in the final four kilometres of the event," said Ben Rainsford, whose self-prepared car has run faultlessly throughout the event. I have only changed brake pads, brake discs, tyres and added fuel and oil," said Ben, the two punctures suffered during the rally being the only surprises along the way.

The Porsche 911 of the first all-Australian crew of **Rick Bates /Jenny Brittan** retained third place in the overall standings, the Canberra based Bates still battling for

seconds in the final two stages out of the ACT, third fastest on the first, one second behind **Olly Clark/Damon Harvey**, and second place on the second.

He was just four seconds behind former Rally World Champion **Hannu Mikkola** who, despite losing all hopes of overall victory with an electrical short a few days out of Sydney, has been delighting spectators with the sort of driving that gave him victory in both the stages today. He made it through the arrival arch in front of the Sydney Opera House only to stop a few yards from the finish with a dead alternator and flat battery. "Better now than earlier," quipped Hannu, delighted to have finished the event even if it wasn't as well up the results as he had hoped, despite winning more special stages than overall winner Blomqvist.

Mikkola did the event with his 19 year-old son **Juha** in the co-driver's seat, the boy getting a lesson from dad and an introduction to rallying that he will never forget. "It was very long and sometimes very tough. We had some good times and some bad times, but already you start to remember only the good times and overall it was a great time," said Juha, who has caught the bug and already thinking about his own rally career after this event.

Michele Mouton might have brought a feminine touch to the night stops, but on the road she proved tougher than most of the men. But for a lost 4 minutes, when she spun into a ditch in the early days of the event, she would have been right up there giving Blomqvist a tougher run for his money. Rick Bates finished the 1304 kms of racing stages just 4 mins 18 secs behind her, and with a new found respect for his female adversary, who also beat him home for the class win.

With the Mikkola Ford Escort out of the overall honors (he finally took 27th place) it was the Aussie pair of **Simon Lingford/Simon Moir** who took fourth overall with their Datsun 240Z. With a 51 minute gap to the leading trio, Lingford had his eyes firmly glued to his rear view mirror for the past few days as the Ford Escort of **Andrew Haddon/Mark Solloway** charged from the back end of the field after early event clutch problems to take a class win and fifth place overall, just 2m 26 secs behind. Just to keep them on their toes, they had to change the clutch again on their car on the final run home to Sydney, the well-practiced duo accomplishing the job by the side of the road in just 28 minutes!

The smallest car in the event, the Czechoslovak Skoda 1100MB of **Jiri Sedivy/Jiri Kotek** finished an amazing 26th overall out of the 78 classified finishers, only two hours behind the big-banger V8 Capri of Blomqvist with a car that can barely reach 120 kph flat out and which seriously

struggled up the mountainous terrain of France and Turkey and every one of a thousand other hills on the 16,800 kms route from London.

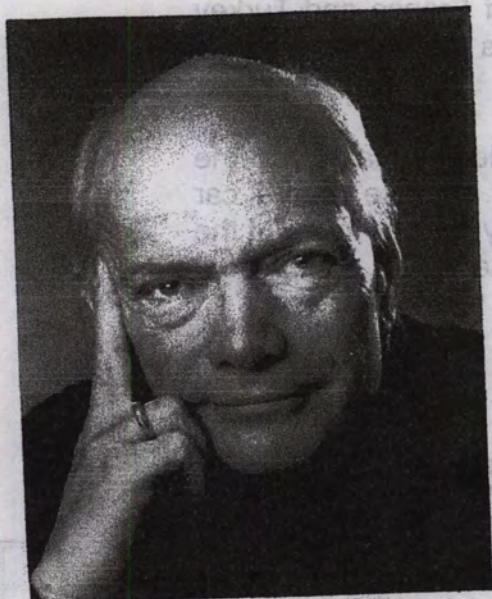
Only 17 cars out of the 95 starters failed to make it to the finish at Sydney's famous Opera House. Despite several car behind accidents along the way, the only serious injury of the event was a broken arm for one of the Dutch competitors after a fall from the back of the baggage truck in Turkey!

ends ***

AWARD WINNERS

General Classification			
Postion	Number	Crew	Car
1	3	Stig Blomqvist/Ben Rainsford	Ford Capri Perana V8
2	6	Michele Mouton/Francis Tuthill	Porsche 911
3	4	Rick Bates/Jenny Brittan	Porsche 911
4	54	Simon Lingford/David Moir	Datsun 240Z
5	27	Andrew Haddon/Mark Solloway	Ford Escort RS 1600
6	5	Willi Polesznig/Wolfgang Viakowsky	Porsche 911
7	7	Pat Cole/David Callaghan	Mercedes 280SL
8	15	Ray Bellm/Pasquale Lanzante	Porsche 911
9	10	Josef Pointinger/Wolfgang Nolscher	Ford Escort
10	2	Terry Daly/Robert Brill	Ford Mustang





"The Quest for the Perfect Car"

Special Offer

Peter Wherrett's autobiographical account of his personal involvement with the car from 1958 until the present, effectively the second half of the first century of the automobile, is available by direct mail order to car club members at a special discount rate.

Usually \$29.95, "The Quest for the Perfect Car" is for sale to car club members for \$15.00 including postage with 10% going to your club and a further 10% going to The Robert Shannon Memorial Trust.

Place your order and pay for the book with your car club treasurer now. The treasurer will then withhold the 10% for the club and remit the balance to Peter Wherrett with names and postal addresses and a signed copy of the book will be on it's way within ten days.

Ray Ross

(W) 9873 2333

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BACK-PAGE HUMOUR

Contributed by Jim & Val Peters

A Grizzly Bear Story

A Russian scientist and a Czechoslovakian scientist had spent their lives studying the grizzly bear. Each year they petitioned their respective governments to allow them to go to Yellowstone to study the bears.

Finally their request was granted, and they immediately flew to Yellowstone. They reported to the ranger station and were told that it was the grizzly mating season and it was too dangerous to go out and study the animals. They pleaded that this was their only chance, and finally the ranger relented. The Russian and the Czech were given portable phones and told to report in every day. For several days they called in, and then nothing was heard from the two scientists. The rangers mounted a search party & found the camp completely ravaged, with no sign of the missing men. Following the trails of a male and a female bear, they finally caught up with the female. Fearing an international incident, they decided they must kill the animal to find out if she had eaten the scientist. They killed the female and opened the stomach to find the remains of the Russian scientist. One ranger turned to the other and said, "You know what this means, don't you?" The other ranger nodded and responded.....

"I guess it means the Czech is in the male."

Subj: **One for the ladies only !!**
Date: 1/07/00 12:18:34 AUS Eastern Standard Time

Take heed!!

Subject: A man & a woman

A man is driving up a steep, narrow mountain road.
A woman is driving down the road at the same time.
As they pass each other, the woman leans out the window and yells "PIG!" The man immediately leans out his window and shouts back "BI%@\$!"

They continue on their way. As the man rounds the next corner, he crashes into a pig in the middle of the road.

If only men would listen.

Cheers

Val>



BACK-PAGE HUMOUR
This Newsletter is published by:

THE THOROUGHBRED SPORTS CAR CLUB

All articles and advertising to:

LES JOHNSON
94 RIVER AVENUE
CHATSWOOD NSW 2067
PH: (02) 9412 1838
FX: (02) 9410 2647

• KEN BARNARD (02) 47878387.

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all considered as long as the Editor gets his percentage. Saucy pictures,
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