

QUARTERLY NEWSLETTER – SEPTEMBER 2000



T.S.C.C.
CLUB DISPLAY – EASTERN CREEK



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 October 2000
Subject to amendment

October Sun 08 S Twin Lakes Classic Auto Show n Shine
Wyong Race Course ... Bruce Gibbs
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
- Bruce Gibbs	(B) 02 4351 9090 (H) 02 4353 3525

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

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

Clubmember of the Year

The above points are awarded to members for participation in the events specified in the TSCC calendar as printed, and any later amendments. With racing events one point is awarded for either competing or attending as a spectator. Additionally, you also receive two points for contributing a published article in "TOP GEAR" (to a maximum of 10 points.)

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



STRAIGHT FROM THE HORSE'S MOUTH

- A) **Norm and Pam Johnson** returned from Greece only to discover that brother Les had sent half of Norm's Jaguar to New Zealand after the Eastern Creek saga.
- B) **Roland and Stephanie Clark's** Maserati has had the full head off once again and is now down to the last grind.
- C) **Vic and Judy Andrews** feel like they have killed a few "Chinamen" as they have been dealt another blow because Judy is recovering from surgery and chemotherapy. She says that she has less hair than Les now. At least hers will grow back! We hope to see you on the next Wednesday run Judy and Vic.
- D) **Chris Johnson** has been busy flying helicopters for CBN News covering the Olympic events. Joan (and the rest of us) are still waiting for our free flight over The Olympic site.
- E) **Wayne Watkins** has been a volunteer driver for the Olympics. It might be a bit scary if your were to catch a lift with Wayne, wearing his oxygen gear, behind the wheel.
- F) **Bruce Gibbs** has put his language skills to the test, as he was a Mandarin Translator at the Olympics. He did thirteen shifts!
- F) **Jim & Val Peters** Maserati is out of action because its head has been removed for a rebuild. Maybe too much classic driving from Forster to Sydney?
- G) **David & Barbara Muir** are the proud owners of a new "you beaut" barbecue because when they were entertaining recently celebrating Barbara's birthday their old barby died. (How embarrassing)
- H) **Peter Smart** has a little less meat on his nose after having a suspect piece removed.
- I) **Tony & Pauline Chapman** have been busy adding to their property list with the recent purchase of a unit in Chatswood.
- J) **A nameless couple** has offered to go naked on the ballooning weekend just so they make the weight restrictions.
- K) **Welcome to the following new members:**
 - Chris Barton** driving a Corolla and Echo 2000.
 - Sydney Davenport** driving a Maserati Khamsin and Q/Port
 - Nikolas Kokotovich** driving a Maserati Bora
 - Graeme White** driving a Maserati Khamsin and Peugeot 205 GTI
 - Paul Keating** driving a Maserati Indy Maserati 222TC and Maserati BiTurbo

Please keep the gossip flowing so that we can keep our members up to date.

PRESIDENT'S REPORT

As we head into the last three months of our club year it is a pleasure to be able to report more positive news regarding our club's win of the Best Club Display award at Shannon's Eastern Creek Classic Display Day run by the Council of Veteran Vintage & Thoroughbred Motor Clubs, August 2000.

This was a "team effort" in every sense of the term. Our sub-committee consisted of Adrian Walker (chairman/secretary), Grant Liddell, Dave Muir, Tony Chapman, Les Johnston and myself. These fellow members gave unstintingly of their time, resources and expertise, which enabled us to mount a winning display at a minimal cost to our organisation. Special thanks must also go to Roland Clark for his time and use of his truck to transport the materials for the stand. A good concept however is just not enough and to this end we must thank the owners of the Magnificent Eleven (in clockwise order) Adrian Walker - Mustang, Jim Peters - Maserati Minstral, Lionel Walker - Jaguar Mark 2, Tony Chapman - Maserati Merak, Les Johnston - Aston Martin, Roland Clark - Cobra, Norm Johnston - XKSS, Louie Eid - Triumph, Lindsay Day - Triumph Stag, Ken Parsons - Jaguar E-Type, Grant Liddell - T.V.R.

Surely a worthy collection of desirable vehicles as a display combination, then of course we had the Grey T-Shirt Brigade! Truly a sea of resplendant Thoroughbred members and I sincerely thank you all for your interest and your efforts to achieve our stated aim.

Moving onto upcoming events, we have the "Show & Shine" day run to Wyong, organised by the Twin Lakes Classic Club to support Child Flight.

This is followed by our general meeting on the 11th October which will be a cheese & biscuits night.

The 21st/22nd October is the Cowra Ballooning weekend organised by Roland & Stephanie Clark, which is fully booked.

The following event is also organised by Roland & Stephanie, our "Pride of Ownership Day" to be held on their property at Galston. A separate flyer has been sent out regarding this event. Originally the Aston Martin Club were indicating they would be interested in joining us and we therefore invited them, but at a recent club meeting they decided not to accept our invitation so it will be just us on the day. We are still proceeding on however, and the only addition to the flyer will be children under 12 charged at half price. Please book early so that we may finalise our catering numbers.

The Wednesday following is our Annual General Meeting and I remind you that almost all of our committee have indicated retirement so we will need a new crew to keep up their good work.

Here's looking at your wheels,

Ray.

EDITOR'S REPORT

With all that has been happening to my family, and me it's a wonder that the magazine has finally got to print.

I can not express my thanks enough to all those who I have pushed and shoved to gain articles for the magazine, and I make no apologies if I have had to ring you at inopportune times. During the Olympics I have been leaving home at 3 am to keep the cogs going at work, so I have had many hours to harass for articles.

I can not thank my wife, Roselee, enough for all her typing skills and my editorial requests at all times of the day and night.

The magazine regarding our Albury run is next on the agenda and I hope to have it completed prior to the Christmas function.

Once again, thank you.

Les and Roselee
Editor Sexytary

SOCIAL SECRETARY'S REPORT

Just a reminder regarding the **Christmas / Presentation** function this year to be held at **The Artarmon Motor Inn**. Final costing is still to be advised by the staff at The Artarmon Motor Inn. They have been busy with overseas guests during the Olympics. Therefore, as soon as they contact us we will send a flyer out, so just keep the date free for this major event to be held on **SATURDAY 2ND DECEMBER 2000**.

Don't forget the ANNUAL GENERAL MEETING TO BE HELD ON WEDNESDAY 8TH NOVEMBER 2000. This could be your big chance to use some of your skills to keep the club running smoothly and lead it on to bigger and better things.

Please bring your 1999 trophies along to the A.G.M and give them to Ray Ross.

Those holding trophies are:

ADRIAN WALKER		CLUB CHAMPION
LES JOHNSON		CLUBMAN OF THE YEAR
ROSELEE JOHNSON		DON MACDONALD TROPHY
NORM JOHNSON		PRIDE OF OWNERSHIP
LES JOHNSON		LADIES CHOICE
ROSELEE JOHNSON		CITIZEN KANE
BOB & JENNY SMITH		PRESIDENT / VICE PRESIDENT'S RUN
DAVID MUIR		MOTORKHANA CHAMPION

SHANNON'S 2001 RALLY

Time is running out, please contact **Ray Ross immediately** if you haven't already booked.

THOROUGHbred SPORTS CAR CLUB
MINUTES OF MEETING
12TH JULY 2000

Commenced 8.15pm

Attendance: Ray Ross, Les Johnson, Roland & Stephanie Clarke, Wayne Watkins, Elias & Sandra Eid, Chris & Joan Johnson, David & Barbara Muir, Peter & Sue Smart, John Burton, Adrian Walker, Grant Liddell, Tony & Pauline Chapman, Vic & Judy Andrews, Lionel Walker & Lester Gough

Apologies: John Dixon, Margaret Ross, Penelope Creighton, Paul & Jenny Rezek & Kevin Leggot

Minutes from previous meeting: Moved: John Burton Seconded: David Muir
Business arising from minutes: John Burton & Roland Clark purchased paint from PPC and have Highly recommended it.

Correspondence:

Cams rec'd cha \$360 being yr 2000 affiliation
Top Mill's Range of Australian
The Great Sydney Motoring Expo May 2001 Sydney Showground.
Peter & Kim Wherrett rest't invitation
Thank You card from the Eid Family.

Editor's Report:

Magazine will be out next week.

Social Secretary Report:

Saturday 12th August Super Sprint & Trade Day Eastern Creek
Adrian Walker & Lindsay Day are attending.

Birthday's

Grant Liddell & Roland Clark

General Business:

Brass Monkey Run tickets on sale.
Ray reminded us to be in uniform for Eastern Creek Display Day

David Muir brought in a brochure with discounted group prices for "Ride the Duck".

Sue Smart advised us T-shirts are available in the Club Shop for anyone wanting to purchase before Display Day. Sizes are X-Large, Medium & small.

Club Badges are going on order, we need numbers. More details in the Magazine

Meeting closed 8.45pm

Followed by John Burton & Vietnam presentation

Thoroughbred Sports Car Club
Minutes of Meeting
9th August 00

Commenced : 8.20pm

Attendance: Ray & Margaret Ross, Roland & Stephanie Clark, John & Val Dixon,
Les & Roselee Johnson, Elias & Sandra Eid, Wayne Watkins, Chris & Joan Johnson,
Peter Smart, David & Barbara Muir, Tony & Pauline Chapman, Lindsay Day, Grant Liddell,
Adrian Walker, Neville & Pam Floyd & Bob Smith

Apologies: Sue Smart, Paul Rezek, Norm Johnson, Jim Peters & Penny Creighton

Ray Ross welcomed everyone with a special welcome to Bob Smith

Minutes from previous meeting:

Moved: Peter Smart

Seconded: Adrian Walker

Correspondence:

- Central Coast British Car Club extend an invitation to our members to join their monthly runs held on the Sunday following their third Tuesday meeting each month.
- Ian Luff Motivation Australia brochure for reduced prices for advanced road & racing lessons
- CAMS confirmed receiving affiliation cheque \$360
- CAMS Magazine Winter 2000
- Action Badges Catalogue
- Le Mans series 2000 Race of a thousand years in Adelaide December 29 – 31st 2000
- Holden Owners Club sent 25 tickets for their Raffle

Treasure's Report:

Cash at Bank	\$1512.24
Term Dep.	\$ 755.88
	<u>\$2268.12 Total</u>

Editor's Report:

Les is looking for Gossip...
Next Club meeting is brought forward to Tues 5th September
Gordon & Kim Ketelby – London to Sydney Marathon

Social Secretary's Report:

Observation Run to Windsor organised by Les & Roselee Johnson Sunday 27th August
Wednesday 9.30 breakfast Mt Annan near Camden

Sporting News:

CVVTMC – Morgan Club Supersprint @ Eastern Creek
Participating is; Red Jag – Lionel walker
Black Triumph Stag Convert – Lindsay Day
Green Jag – Adrian Walker

Birthday's

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.
Any new members will be discounted to \$25
Sub-Committee meeting followed.
- Reminder Liverpool Swap Meet 20/8/00
- AMSCA released 20/7/00

Meeting closed: approx 8.50 pm

Thoroughbred Sports Car Club
Minutes of Meeting
Tues 5th September 2000

Commenced: 8.20pm

Attendance:

Roland & Stephanie Clark, John & Val Dixon, Les & Roselee Johnson, Lester Gough
Elias & Sandra Eid, Chris & Joan Johnson, Sue Smart, Gordon & Kim Ketelby

Apologies:

Ray & Margaret Ross, Peter Smart, David & Barbara Muir, Paul Rezek,
Norm & Pam Johnson, Jim Peters Tony & Pauline Chapman, Adrian Walker

**Roland opened the meeting welcoming everyone & a special welcome
to Gordon & Kim Ketelby.**

**Roland congratulated our display committee & all members for the clubs achievement
Winners of Shannon's Eastern Creek display day, August 13. Plaque was on display.**

Roland briefed members on recent committee meeting discussions held 17th August
@ Carlingford Music Centre. Roland informed us that Ray Ross is not taking on the
President role next year and Les Johnson, Editor isn't too sure, as with
Rolls Royce Rally and other commitments throughout the year, his time is spared
Les explained if he is to continue as Editor, he needs to reduce the size of the Magaz..
(See Committee Minutes 17th August 2000 – for points discussed)

Minutes from previous meeting: Sydney Motor Show vehicle display.
Members discussed the organisation involved was too much in little time.

Moved: Chris Johnson **Seconded:** Val Dixon

Correspondence:

Thankyou card from Judy Andrews
CAMS Affiliation Certificate & Motor Handbook
Brakemart Brake parts specialist brochure
2000 Alfa Romeo Owners club 6hr Classic Nov 4th & 5th
Sydney Motor Show brochures

Treasure's Report:

Cash at Bank	\$1512.24
Term Dep.	\$ 755.88
	<u>\$2268.12</u> Total

Editor's Report:

Les Johnson announced winner of the Windsor Observation run with a perfect score,
John Dixon.

Social Secretary's Report:

Wednesday 20th Sept – heading to Wiseman's Ferry

Sporting News: -

General Business -

Meeting closed approx 8.50pm

**Followed by Gordon & Kim Ketelby sharing with us their photos & experiences
of Sydney to London Rally.**



January to August 2000

Income		Expenditure		Balance		Bank Statement	
Membership Fees	1320	CAMS	360			Cash at Bank	1275.24
Advertising		Room Hire	100			Term Deposit	755.88
Events:	410	Events:	246				
Xmas Party/Cowra		Cowra/Eastern Creek					
Raffles, etc.	50	Insurance					
Interest	1.4	Newsletter	1620.5	+ 646.00			
Miscellaneous	2013	CVVTMC	25.83				
T-shirts/Fun Run							
Brass Monkey		Trophies					
Minibus							
		Bank Charges	21.18				
		Miscellaneous	1760.5				
		T-shirts					
Total	3794.4	Total	4134.01	Total	-339.61	Total	2031.12



LETTERS TO THE EDITOR

Dear Editor,

I would like to thank everyone in the TSCC involved in the running and organisation of the Shannon's Eastern Creek Display Day.

My day started when Pauline picked Barbara and me up and managed to get us to the track without getting us lost. (Women are the better navigators?)

When we arrived it was very easy to find the TSCC early starters because their stand shone above the rest. There was an air of secrecy about it, because hessian walls held up by steel poles set into concrete shrouded the cars. (All these made especially for the day.) The TSCC banner fluttered proudly over the stand, and as we entered the area we stepped onto red carpet that ushered us in. Norm's Jaguar took pride of place as the centre-fold displayed on the carpet, and even had a mirror shining up under the chassis, allowing on-lookers a good view of the underside. All the cars were spit and polished and looked great on display. Penny and Grant had made signs for each car giving all their personal (the cars) details, and there were other signs dotted around attached to the hessian walls. We had many interested people ogling over the cars and at one stage the Police Commissioner, Mr. Ryan looked genuinely interested and posed for photos with our crew all resplendent in their grey club T. Shirts. We even managed to sign up a number of new members.

Ray and Margaret had not forgotten the women on this day, so organised a bus to take us to a plant nursery for lunch where we heard the good news that our club had won the 'display of the day' trophy.

After a great lunch and many 'food points' counted we went back to the track where the men took the cars for a lap around the track. Unfortunately there was a minor incident and Les (driving the centre-fold) and the Jag came off a little worse for wear. Our day ended different than one would expect but, barring that little mishap, from a woman's point of view, it was a great day!

THEY WENT FOR GOLD AND THEY WON GOLD!

WHAT WILL THEY COME UP WITH NEXT YEAR?

CONGRATULATIONS ON A GREAT TEAM EFFORT!

Roselee Johnson





SHANNON'S 2001 NATIONAL TOUR

Accommodation Confirmation

For members attending the Shannon's Tour in Canberra, please note that we need to confirm the accommodation.

At present we have a Group Booking of 10 Rooms at Rydges Capital Hill Motel, for Thursday, Friday and Saturday (26,27 and 28th) April 2001.

The discount rate is \$165.00 per room per night, including full breakfast.

Although not cheap, this is a comfortable motel, central to Canberra and close to the restaurants etc of Manuka.

Current attendee's are:-

Tony and Pauline Chapman

Les and Roselee Johnson.

Norm and Pam Johnson.

Ricky and Mrs.

Les and Roselee Johnson.. (What's this?. Separate rooms ?)

Chris and Joan Johnson.

Roland and Stephanie Clark

Ray and Margaret Ross

Lou and Sandra Eid

Peter and Sue Smart.

confirmed

confirmed

confirmed

confirmed

confirmed

confirmed

confirmed

confirmed

Additional rooms are available, but we need a commitment. If you are considering coming along don't delay, apparently the event is attracting much attention.

Action Required :-

Contact Tony Chapman to confirm,

or to add your name to the list,

send \$100.00 deposit. (Cheques payable to TSCC)

82 B River Ave Chatswood, 2067.

Phone 94121801 (Home)

Fax 96812330

Mobile 0417 456084

Email starwheel@bigpond.com



*"Uniting all Motoring Enthusiasts in
Celebrating the Centenary of Federation"*

WINDSOR OBSERVATION RUN

(Contributed by Joan Johnson - nee Coulson)

The advent of daylight savings did not deter the foolhardy members from meeting at Mt. Wilberforce Lookout - West Pennant Hills, to partake in what could only be another of Les and Roselee's devious observation runs. Some members were early, some were late and some nearly didn't make it, namely David and Barbara who had a power failure during the night and the alarm didn't go off ---- or so they say!!!!

The intrepid travellers were:

Les and Roselee

Chris and Joan

John and Val

David, Barbara & Felicity

(A work colleague of David's)

Tony and Pauline

Adrian and Lorraine

Peter and Sue

Max and Carol (long time no see!)

Louie and Sandra

Aston Martin DB4

BMW

Dave's council Fairmont

Rolls Royce

Maserati Merak

Ford GT Special

BMW

VW (GTO)

Daimler V8 (TR1 tyre)

John collected the money; Les handed out the information and question sheets and after a quick briefing the run started. The route took us through Pennant Hills, Hornsby and on to Berowra then across the ferry. Most people stopped at Berowra Waters Café for morning coffee, a chat, and a chance to catch up and soak in the lovely sunshine. Just as we were about to leave the cafe Louie and Sandra arrived. They had a flat tyre not long into the run and after a bit of drama with the Daimler rolling backwards on the jack, they managed to get going again with Sandra memorising the answers, and in great need of a pen, before she forgot them!





The family and dogs (one whose name was 'Bight yer Bum') at 147 Arcadia Road were a bit bemused with all the cars stopping outside their house and numerous people looking over a very rusty 1963 Holden parked in the front garden. After explaining we were conducting an observation run made up by some sick member of the club we were on our way again to try and find a cemetery. It should have been really easy but someone had removed the roadside sign and the cemetery was set well back from the road and not easy to see. Everyone cried foul and blamed David for knocking off the sign as he had passed that way some time before the rest of the group. Others thought that maybe Lorraine was the culprit. Both parties vigorously denied taking it but what do you think?

We took another ride on a ferry – Sackville – passed through Glossodia and on to Windsor and handed in the papers to Les. Had David or Lorraine or someone else removed the sign? If they did, then apologies to both!

After a great lunch of various kinds (we had Fish & Chips) at the Pub, we strolled through the markets, visited the Old English Toffee Shop, where some of us bought some sweets to bring back memories of our English childhood. After saying our goodbyes in Windsor, some of us visited Norm and Pam who had just returned from holidays, looking healthy tanned and happy to be back home, to watch the grand final and have a coffee/tea etc.

I think that we were all agreed that we had had a wonderful day and driven down roads that we didn't know existed. Our thanks go to Les and Roselee for arranging yet another very successful day out.



WINDSOR OBSERVATION RUN

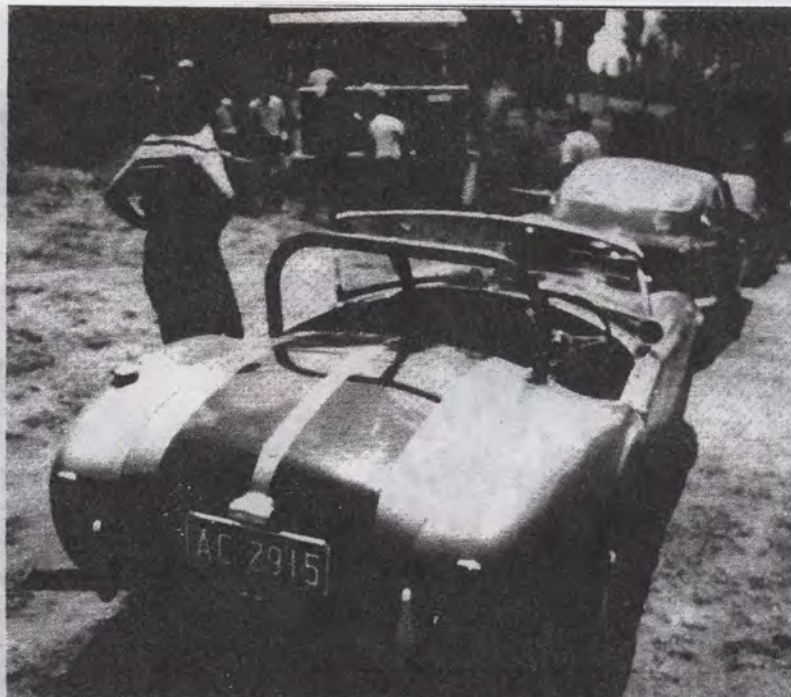


Silverdale hill climb

at 1982 Concourse

The preparation involved in getting ready TWO cars for Concourse is unbelievable. Trevor, at the request of those 'higher up' had agreed to bring both the cars to Silverdale so as to give the day a truly expanded view of the T.S.C.C. After all, how wide is the gap between Trevor's Ferrari GT4 and my gracious old lady, the XJ6 Jaguar? What the 'higher ups' did not tell him was that the last half a mile would be chalky fine dust, just the sort to permeate even the closest fitting window or door. Top this agro with my navigating skills (usually so exceptional) taking us very much the long way around so that we arrive three quarters of an hour late and you can see the day certainly needed to improve for Trevor to settle down to his usual charming self.

But settle down we did and soon found ourselves buying raffle tickets and marking off our selections for the concourse. At first the ladies felt a slur against them that they may not vote for the outright concourse winner but after trying to judge whether a car's chassis was worth zero or twenty, or if body work was worth a second look, it became clear that under these circumstances we ladies should bow to those more in the know.



While this judging was going on the hillclimb was in full swing. Trevor and I were still recovering from our differences of opinion and it was only after lunch we decided that perhaps we would take a look at what was going on down the other end. It turned out to be a lot of fun. I had not realised how much competition a board with chalk markings on it can create. The men would all crowd around waiting for their times to appear and each time it would hopefully be better than their last. Geoff Belshaw did a bit of road clearing with his latest acquisition, many gears were crunched – some by me I'm told, but do not believe it – I'm too frightened of Trevor to do anything like that to his Ferrari. Before long it was quite easy to see who had the most competitive spirits.

Judging by the time sheets the duel between Chris Gibson and Bob Cattanach stretched to 10 climbs each compared with the average climb of each entry of five.

Sue Williams and I enjoyed having someone to compete against, its a bit demoralising to compare our times with the gents but given another lady to drive against brings out the best (or worst) in us. Had it not been for Sue giving it a go I probably would have been content to sit under the trees and drink wine with all those other ladies down by the tap. It was really a day for all, I even saw some who had ventured into a bog of a dam to cool off – this in itself shows the versatility of the members of the T.S.C.C. when it comes to creating their own



entertainment. Which brings me to the giving out of the bottles of champers at the end of the day. It all looked so innocent, your name is called and you go up to be congratulated by Jim Peters and Bill Marshall – but what you don't expect is for your prize to be opened and frothing all over you. You'll notice that some enterprising person decided to get their own back. 'Bill Marshall cools off' is my title for this photograph.

Vicki Larkey

Proud Owners Show All

Only at the TSCC concourse can one see entries of such magnificent and varied marques as Scimitar, Jaguar, Corvette, Aston Martin, Porsche, Cobra, Jensen, Jensen Healey, Sprite, Ferrari, Maserati, Saab, MG, Triumph, Mercedes, Bentley, Rolls Royce, Escort, and Rover.

It was a rare treat to see such beautiful machines together, and many owners had obviously put in a lot of time preparing their cars for the event.

Judging was performed by 'non-professional' groups of men and women members, battling the flies and heat of the day, and – though 'non-professional' – arriving at the same results independently. Our thanks to them.

The results of the TSCC 1982 Concours D'Elegance were:

Outright First –

Trevor Larkey, Ferrari 308 GT4
Modern –

1st: Trevor Larkey, Ferrari 308 GT4

2nd: Chris Gibson, Porsche 911S

Pre-1972 –

1st: Roland Clark, Aston Martin DB4

2nd: Jim Peters, Scimitar GTE

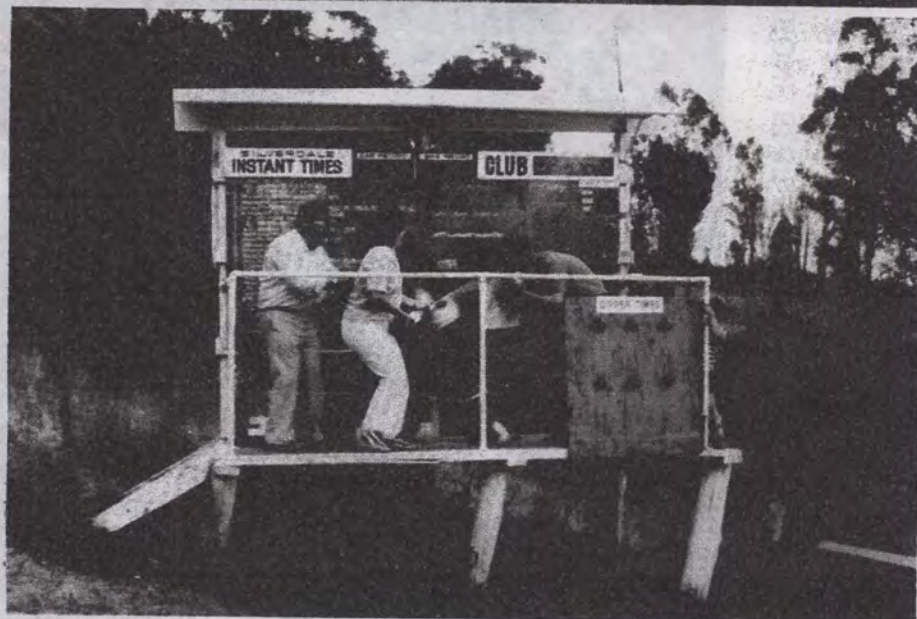
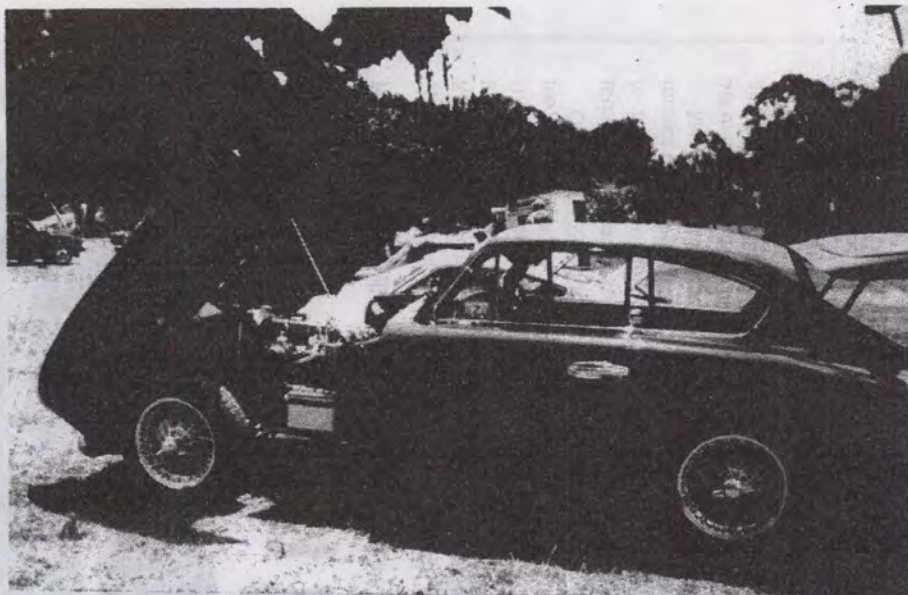
Pre-1962 –

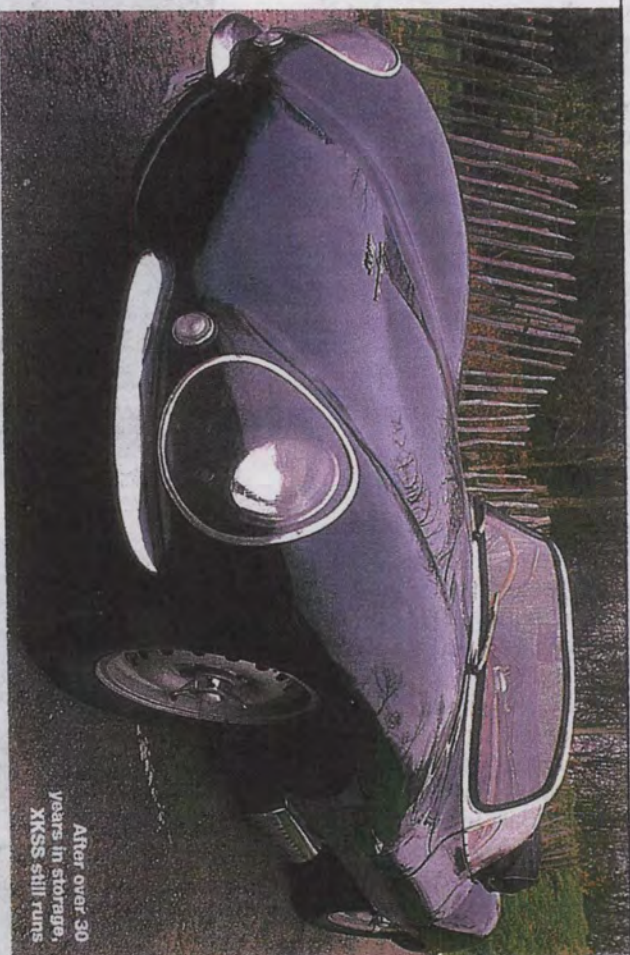
1st: Roland Boldy, Aston Martin DB 2-4

2nd: Bill Marshall, Rolls Royce Cloud II

Congratulations to all participants and I am informed that at the 1983 concourse there will be a handicap points system for older cars entered – so start polishing!

Len Madar





XKSS to run Mille Miglia

THE MOST ORIGINAL JAGUAR XKSS IN EXISTENCE WILL TAKE PART IN ITALY'S GREATEST ROAD RACE, MAY '99

THE 'TIMEWARP' 1957 Jaguar XKSS recently sold in the USA is in the UK for preparation for its first public demonstration since 1967 – the 1999 Mille Miglia.

Of the 16 XKSSs built, the car is the most original in existence. It retains its original hood, interior trim, tools and tool bag. Mechanical components too are undisturbed and operational, and its 1957 Dunlop tyres are hardly worn. The XKSS was rarely used by

either of its two previous keepers and in 1967 the car was carefully laid up and regularly exercised until it was sold

at a Christie's auction in 1998.

It is now at Jaguar specialist Lynx Motors International. John Mayston-Taylor, Lynx chairman said: 'It is simply astonishing to find a car of this age and type in such unused condition. Not only

Timewarps galore

PROPERTY CARBS ARE IMPROVING INFLATION-FIGHTING POWER THANKS TO BURNING BATTERY CHARGERS - AND MORE AND ON THE WAY TO THE 1999 MILLE MIGLIA. THE 1957 JAGUAR XKSS WAS THE FIRST OF ITS KIND TO BE BUILT IN THE USA. IT WAS THE FIRST OF ITS KIND TO BE BUILT IN THE USA. IT WAS THE FIRST OF ITS KIND TO BE BUILT IN THE USA.

is the car so complete, but the level of preservation is superb.

Last month it started in the news story 'Timewarps galore' which predicted many British cars would be coming home. It is likely to be the first of many.



SOMEONE ELSE USES TONY'S WATERING INGENUITY

AUSTIN HEALEY INVITATION BRASS MONKEY RUN

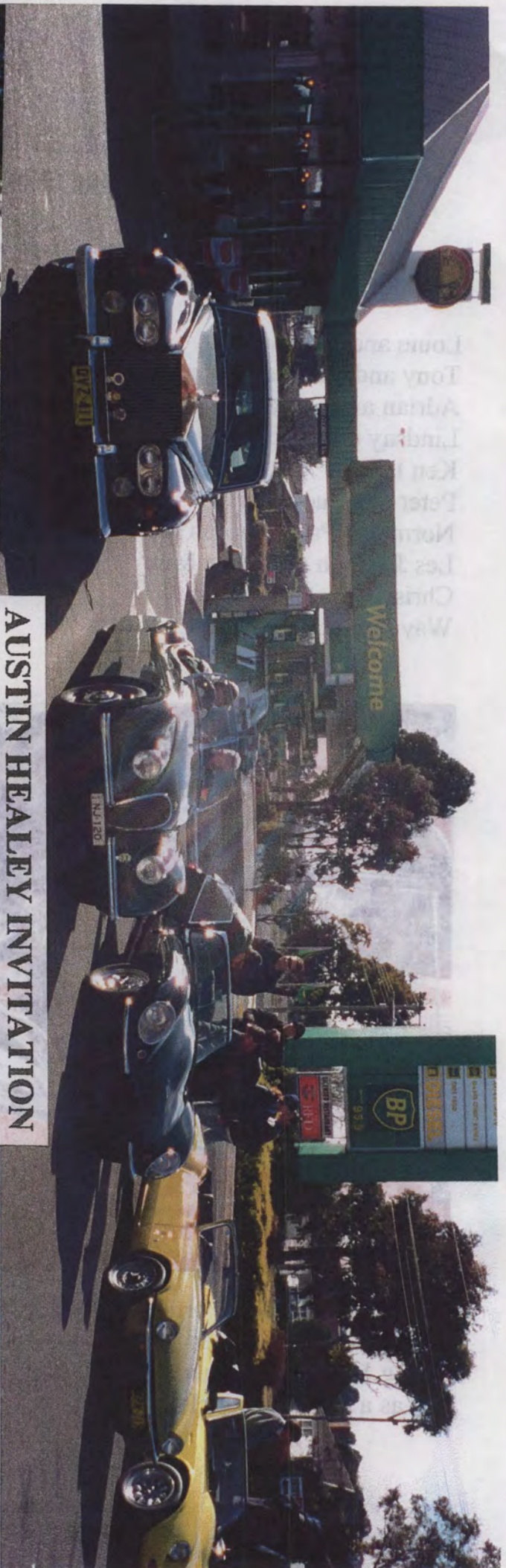
By Les Johnson
(Photos by Dave Muir and Sue Smart)

Louie and Michael Eid.
Tony and Pauline Chapman
Adrian and Lorraine Walker
Lindsay and Andrew Day
Ken Parson
Peter and Sue Smart
Norm and Pam Johnson
Les Johnson and Dave Muir
Chris and Joan Johnson
Wayne Watkins

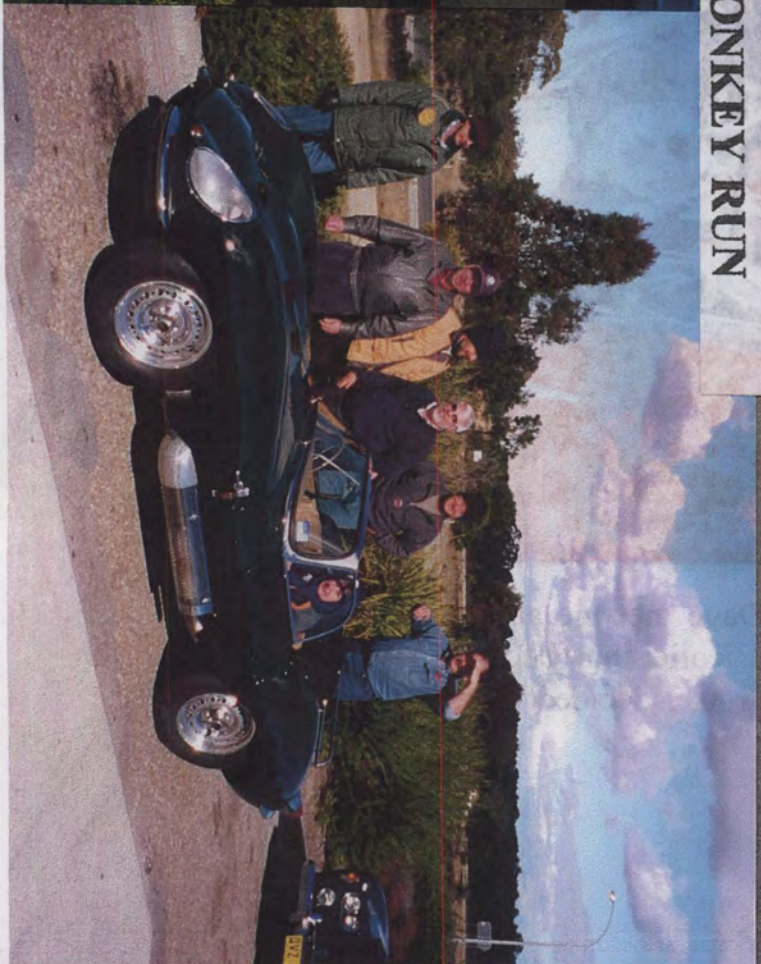
Triumph TR6 Roadster
Maserati Merak Hardtop
MGB Roadster
Triumph Stag Roadster
E Type Jaguar Roadster
BMW Roadster
XKSS Jaguar Roadster
Rolls Royce Cloud 111 Sedan
XK120 Jaguar Roadster
Nissan Silva Sedan



The morning started bright and early. Dave met me at 5 am where we originally had planned to take the old Roller but because Norm was giving his XKSS Jaguar it's first major run, I decided to take the Cloud 111 as a back up vehicle for Norm.



**AUSTIN HEALEY INVITATION
BRASS MONKEY RUN**





So, we loaded up with tools and spare petrol because we knew that the new car was a fair way out of tune and was guzzling petrol at a rapid rate (very rich in the mixture department). We drove to the meeting place at The Crossroads Hotel ready for the 6 am start. I must mention at this stage, that I was surprised to see Dave so early, because sometimes when I have visited him on a weekend, around lunch time, I have found Dave in his P.J.'s having just got out of bed. My threat the day previous, that I would cut the mattress from his back if we were late must have worked.

Everyone turned up on time. Louie and Michael was the last and unknowingly were caught by a speed camera on their way to the rendezvous.

If you haven't been to any of these early morning runs you couldn't possibly appreciate how sixty cars can be jammed into a car park and with just one word from the organiser, Terry Brancroft, it cleared within seven minutes. I believe that it has something to do with the cold!

Along the way we lost some of the cars because we took a wrong turn as we followed Chris and Joan in the XK120 along with Norm and Pam in the XKSS. All were frozen stiff! Dave peered through the window at the

poor sight and suggested we should turn up our heater another two notches. The run down through the fog was uneventful. Norm ran pretty low on petrol just prior to Goulburn and his wipers had packed it in. When we stopped Joan and Pam jumped into the Roller forcing Dave to accompany Norm in the Jaguar.

We were the last to arrive in Goulburn for breakfast which we enjoyed at the 'Big Merino.' After chatting 'car talk' in the cold we all agreed that it was absolute madness but we will probably front up again next year. (Perhaps with another layer of clothing). We arrived back into the carpark to find a large gathering of onlooker gathered around Norm's Jaguar.

Wayne and a Japanese friend (female) Emiro, had trouble with his Silva and decided he was going to head straight back to Sydney, whilst the others went on to the Goulburn Police Training Centre and skid pan. After some 2 ½ hours of looking at cars skidding and with club members taking part in a mock up Police chase around the tight circuit we moved on to lunch at the Camden Inn. I heard Tony say that he had a problem trying to get the Maserati hot on the freezing run down.

Lunch was enjoyed whilst we took in the warm, thawing sun and some good food washed down by a few drinks. We shared good stories and many jokes (politics etc.) Louie was very happy and he kept talking and laughing about how cold it was. Peter Smart managed to get his coat off but Sue and Pauline kept theirs firmly on their backs. Pauline remarked that "it's similar to Frog's Hollow." (Another name for our area down by the river.) Lorraine was feeling lenient today and decided that she wouldn't cane any of the naughty boys today because of the cold.

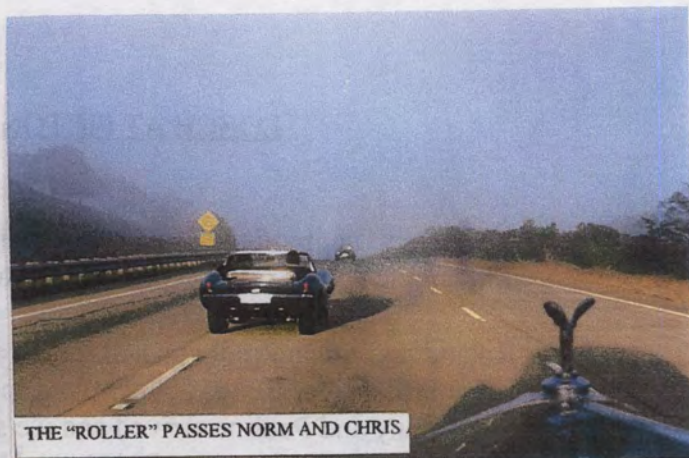
Having got away without a caning we all climbed into our cars and headed back to the comfort and warmth of our homes.

Thankyou all for a great day...BRRRRRRRRRR!





GUESS WHO IT IS? FROZEN CHRIS AND JOAN!



THE "ROLLER" PASSES NORM AND CHRIS.



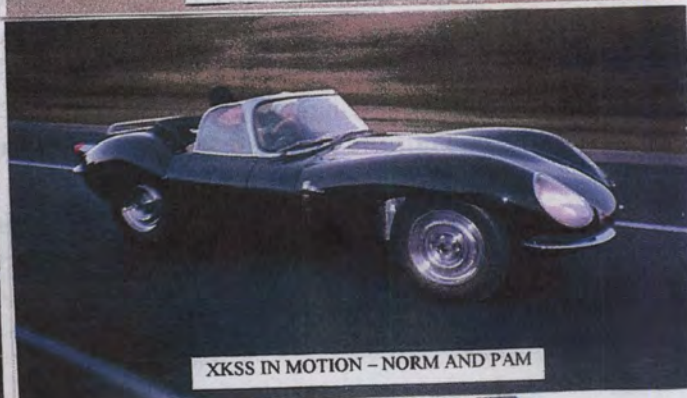
CHRIS, PAM AND DAVE ON THEIR ANTARCTIC MISSION



THE LINE UP AT THE BIG MERINO



VERY CUDDLY WEATHER!



XKSS IN MOTION - NORM AND PAM



LUNCH AT CAMDEN INN

LUNCH AT PICTON - WEDNESDAY 21ST JUNE.

This was to be my first " Wednesday Run " and even though Ray had work commitments and couldn't go, I was looking forward to it.

Roland and Steph kindly picked me up early in the Aston and we battled heavy traffic to meet at the Cross Roads Hotel at Liverpool at 10am where Vic and Judy were waiting. Soon Tony and Pauline arrived and we started on our run going through Narellan, Camden and Picton on the Old Hume Highway passing over Razorback Mountain (this time I rode in the Chapman's 4WD).

The day was absolutely magic, one of those perfect winter days that made everything look so beautiful.

Roland had organised for us to look through the " Stone Quarry Gardens " about 3kms from Picton, where they had a gift shop, convention / Wedding facilities, BBQ's, picnic area's and of course - beautiful gardens. There was also a man made canal and a train tour to ride around the property. It was a lovely peaceful place and could perhaps be a venue for one of our future club outings.

After looking through a little corner shop back in Picton we had lunch which was booked at the King George IV Hotel. It was very old and quaint and we opted to eat in the stone paved courtyard in the sunshine. Meals was all good and as always so was the company (and the wine). The had a most interesting beer still in the hotel, all in copper and beautifully polished. The men said the beer was good !

Time to leave, some went via the expressway and we had a nice drive through Narellan, Kindswood, Riverstone and back to sunny Dural (but by this time it was nearly dark).

Thank you Stephanie and Roland for organising another sucessful day.

Margaret Ross



'Beating Ferrari was never a consideration'

Walter Hayes was at the heart of the all-conquering GT40's development in the Sixties; here he pays homage to the four-times Le Mans winner and offers an inside view of Ford's era of 'Total Performance'

A NOSTALGIC GATHERING WAS held at Donington Park on June 4 in honour of Jim Clark. That most elegant of Grand Prix cars, the Lotus 49, was there – a reminder of the day 30 years ago when, on the debut of both the car and its Ford-Cosworth Formula 1 engine, Clark drove it to victory in the Dutch Grand Prix of 1967.

Ford has been quietly planning a Hall of Fame near its world headquarters, dedicated to its own motorsporting immortals, and the 30th anniversary of Zandvoort '67 seemed a good time to unveil the bronze plaque signifying Jim Clark's place of honour in the Ford pantheon. The date is not, of course, uniquely significant, since Clark's special relevance to Ford includes his commanding victory in the Indianapolis 500 in 1965, and so much more.

Indeed, pick any year in the Sixties and Ford would have some reason, somebody, some car to celebrate. For example, in 1966 Ford won the Le Mans 24-Hours race; it then repeated that achievement for the following three years, taking in a World Rally Championship along the way. No other motor manufacturer has ever enjoyed such a period of sporting triumphs – and I suspect that no company ever will.

What of the great cars of that immensely successful period? The greatest of them all, without doubt, was the GT40. It had the nicest character: friendly, warm, forgiving, trustworthy and – once it was sorted out, after some frantic months in its nursery – ever-reliable. It was as pleasant to handle as a new-born baby; it went where it was pointed and cornered flat. It never showed its temper, and it was simply beautiful. I know there are people dismissive of anybody foolish enough to be sentimental about a motor car – even occasionally – but the GT40 did bring out this kind of feeling in some otherwise very serious admirers.

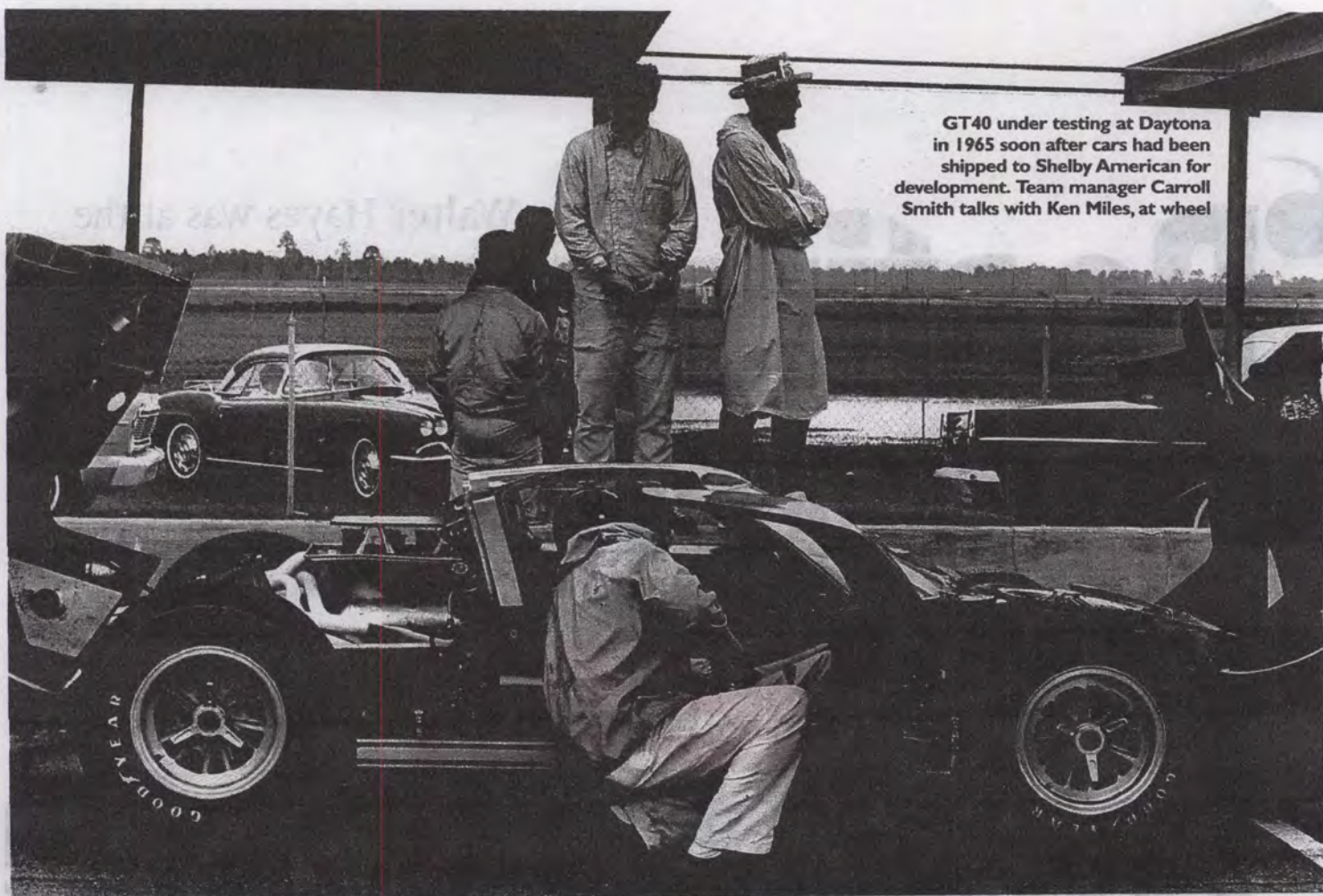
I suppose the history of the GT40's racing life is well known, although it often seems to me that it is imperfectly understood. The American motor industry has always been subject to occasional fits of madness and one occurred in 1957 when the American Automobile Manufacturers' Association adopted a 'safety' resolution that ostensibly outlawed all participation by its members in motor racing events. It was a pious

and pusillanimous document, and nobody was surprised that racing continued in various devious fashions (all OK if it was not official).

Henry Ford II hated humbug, second only to lies; Ford President Lee Iacocca was being urged by his young Turks to respond to young America (the great crop of post-war babies was just of car-owning age) – so Henry II declared that though his company had tried to live by the rules, cheating was not to his taste and as far as Ford was concerned the resolution was dead. ➤

It all came good for Ford in 1966 as three GT40s cruised home to Le Mans victory





GT40 under testing at Daytona in 1965 soon after cars had been shipped to Shelby American for development. Team manager Carroll Smith talks with Ken Miles, at wheel

Ford would embark on an open era of 'Total Performance', showing its style and resources wherever there was challenge and excitement.

Things began to happen quickly. Carroll Shelby had won Le Mans for Aston Martin in 1959, and when Ford came out of performance purdah he knocked on its door with a good idea. How about putting a Ford V8 in a British chassis? By January 30, 1962 the AC Shelby Cobra was undergoing testing at Silverstone.

On October 7 of the same year Dan Gurney drove what *Car and Driver* called 'the first true sports car to come out of Detroit' round the track at Watkins Glen and, over here, *The Sunday Times* said it was 'quite the most exciting vehicle of its class'. It was called the Mustang I and, though it was very different in design, this was the inspiration for the production Ford Mustang, which went into US dealerships on April 17, 1964 and sold 418,812 in its first year.

The Mustang I was also the inspiration for the GT40. Freed from the shackles of organised conformity, Ford decided that Total Performance meant conquering all the high peaks of the performance world. An Indianapolis programme was initiated with Colin Chapman and the company's mighty engine division, and Ford's Advanced Vehicle Studio in Dearborn produced a prototype – carrying over some hints of the Mustang I – intended for Daytona and Le Mans.

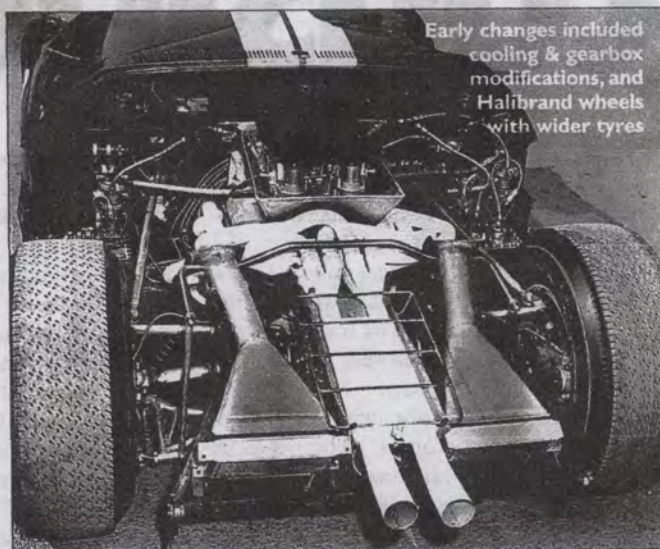
Soon a talented, opinionated and voluble transatlantic team was formed. That wisest and most disciplined racing manager, John Wyer – then General Manager of Aston Martin – was prevailed upon to direct the project – which

we called Ford Advanced Vehicles Limited – from a small, rented factory on the Slough trading estate. Eric Broadley became involved when Ford bought two of his Lola GTs to use as mechanical prototypes during the development phase, and one of these was soon running at Goodwood.

The GT40 was proudly unveiled at the Essex House Hotel in New York on April 3, 1964, the opening day of the New York Auto Show and two weeks before the Mustang went on sale. As they said, it was 'all happening'. When John Wyer saw the first full-size clay model of the car in the Dearborn studio he told me he thought it 'the most functionally beautiful car I have ever seen'.

That opinion was shared by everybody at the unveiling – although by then John was not pleased. Ford wanted to show the GT40 – taking the car out of the Slough workshop for 'only a few days' – but John had just two months to go before Le Mans and was conscious that there was much testing and development still to do.

People at Aston Martin who worked with John said he had a look that could kill at 20 paces but it had no effect on Ford. He was able to bang the table in France in June, though. Three GT40s



Early changes included cooling & gearbox modifications, and Halibrand wheels with wider tyres

were entered for the race: two fell out after four hours and the third, driven by Phil Hill and Bruce McLaren, lasted for 13 hours, which I thought remarkable in the circumstances.

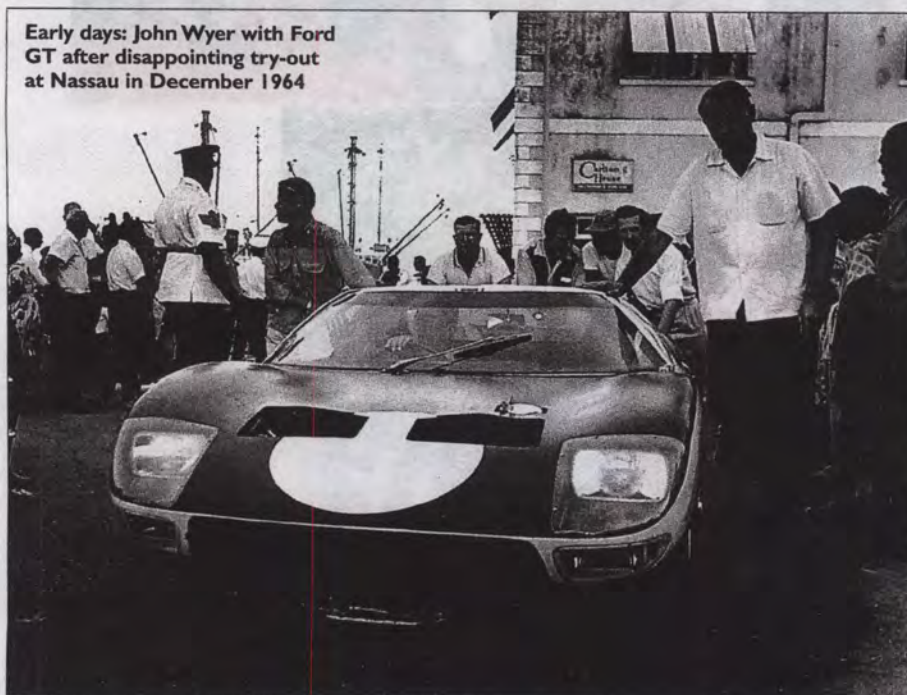
There was a fair amount of scoffing at the time. The GT40 had by now been cast – not always as the heroine – in an entirely fanciful drama called 'Ford versus Ferrari: Duel in the Sun', with upstart Ford daring to take on the scarlet emperor of sports car racing. Believe it or not, many of the people in Ford's Total Performance programme had never heard of Ferrari, despite the fact that it had been for sale and offered to Ford in 1960 (for \$18 million). This was the Sixties and Ford was intently focused on demonstrating



Ford outruns Ferrari
at Le Mans in '67:
P4 of Scarlotti/Parkes
trails race-winning
Foyt/Gurney GT40



Gurney, Foyt and team celebrate victory



Early days: John Wyer with Ford
GT after disappointing try-out
at Nassau in December 1964

its own imagination and resources worldwide; Total Performance meant just that. Beating Ferrari was never a consideration.

There was opportunity to prepare for Le Mans 1965 but that was disappointing, too, though not everybody scoffed this time. Jean Bernardet, doyen of French motoring journalists, wrote in *L'Équipe* that Ford was engaged in a 'passionate adventure' and the adventurers were as unlikely to be deterred by setbacks as John Wayne.

In 1966 the gods smiled – indeed I thought they were laughing – as Bruce McLaren (who had done so much to develop the car before he went on to build his own great team) and Chris Amon won Le Mans. Two other GT40s came second and third. They were so far ahead of the competition that, for a moment, we contemplated bringing them all home together, in line abreast. Henry Ford II was there, staying nearby with his old friend Giovanni Agnelli, later to take over Ferrari.

‘More important than its victories... the GT40 was the great catalyst’

A GT40 driven by A J Foyt and Dan Gurney won Le Mans again in 1967 and, in 1968, Pedro Rodriguez and Lucien Bianchi enjoyed victory. The GT40 won the World Championship that year. John Wyer gave me the trophy as a reward for my modest services; it still sits in my library.

By 1969 there were, inevitably, rule and regulation changes in the air; in motor racing it is so often thus. There were new, more powerful Ferraris and Porsches as well. John Wyer said: 'We can only hope to be respectable.' But Jacky Ickx and Jack Oliver produced the greatest Le Mans finish of all time – with a winning margin of just two seconds – and I left Le Mans feeling that the rest of my life would be an anti-climax.

The Sixties were almost over and there was to be plenty more to savour in the Seventies. If, though, there was ever a racing decade that belonged to one manufacturer it was surely the Sixties and the firm was certainly Ford.

Yet I think the GT40 was more important even than its victories and its impact upon the pride of the blue oval. A sport that had been dominated before the war by the Germans and the Italians and was still struggling to establish itself firmly was now an international arena, in which British authority and inventiveness began to be evident.

The Lotus-Ford successes at Indianapolis – where, apart from anything else, Colin Chapman discovered the strange new world of commercial sponsorship – and the cross-pollination of designers, drivers, mechanics and organisers opened up the world of motor racing and created a wider and deeper fraternity among all who loved the sport and lived within its boundaries. The GT40 was the great catalyst.

Everybody who was anybody drove the car: Graham Hill, Phil Hill, Bruce McLaren, Chris Amon, Jo Schlesser, Denny Hulme and Jackie Stewart, Dan Gurney, A J Foyt, John Whitmore, Jack Oliver and Jacky Ickx, Ken Miles, Frank Gardner, Guy Ligier, Innes Ireland, Mario Andretti, Mike Hailwood, Brian Redman...

When the GT40 came to what seemed the end of its serious competitive life, Jacky Ickx said to me: 'Given the time and attention, it could go on winning for ever.' In a sense, I think it has. ●

Walter Hayes was Director of Ford Advanced Vehicles Ltd from its inception; he later transferred FAV to the mainstream Ford of Britain. He is a former Vice President of Ford US; former Vice Chairman of Ford of Europe; and former Executive Chairman, and now Life President, of Aston Martin



LUNCH AT WOY WOY

Photos by Roland & Stephanie Clark



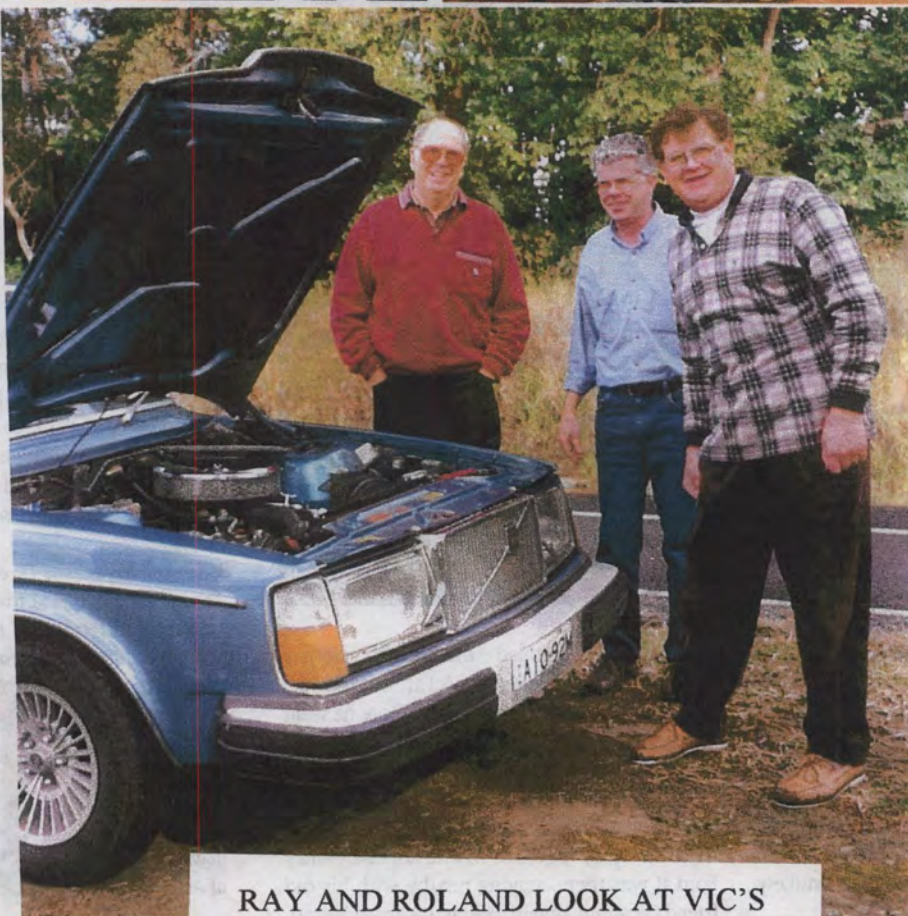
THESE PELICANS COULD GIVE A WONDERFUL SHAMPOO TO ANYONE NOT WEARING A HAT



RAY, TONY, PAULINE, MARGARET, VIC, JUDY AND ROLAND ENJOY A FEW DRINKS AT "THE WHARF"



JUDY, ROLAND, RAY, VIC AND STEPHANIE TAKE IN THE WARM WINTER SUN.



RAY AND ROLAND LOOK AT VIC'S V8 VOLVO. "YES. A VOLVO WITH AN ATTITUDE PROBLEM."

*Such a feel-in's com-in' ov-er me,
There is won-der in most ev-'ry-thing I see.
Not a cloud in the sky, got the sun in my eyes,
And I won't be sur-prised if it's a dream.*

LUNCH AT WOY WOY

VOLVO

VIC and JUDY

MASERATI

ROLAND and STEPHANIE

JAG

RAY and MARGARET

We woke on Wednesday morning to the sounds of rain on the roof, and wind through the trees. -- not a good omen we thought for a run in the car(s). As Vic and Judy (Andrews) were coming the furthest, we made a quick phone call, only to be told that it was sunshine in their neck of the woods.

So, off to the rendezvous point we went, armed with rain-coats and woolly jumpers, in convoy with Ray and Margaret (Ross) to meet up with the Andrews.

We'd had a few cancellations with work commitments, but the six hardy travellers started off on the day's adventures.

What started out as a dark and miserable morning, turned out to be a bright and sunny day.

We stopped at Terrigal for a quick cuppa, with just a few cookies to keep the wolf from the door. The sound of the sea was music to our ears, setting the scene for an enjoyable day.

Apart from a rather l-e-n-g-t-h-y stop for roadworks near the Rip Bridge, the day was un-eventful, but very, very pleasant.

Lunch at 'The Wharf' was a gourmet's delight.

When we first arrived, it was a little cold, but sitting right out on the water's edge, with the water moving underneath the floor boards, was quite a unique experience. (Clear covers were in place, so we had the best of both worlds: the ambience of the water, plus the warmth of a gas burner.

As an added bonus, we were entertained during lunch by the local Pelican community. These birds are quite majestic, resting on the poles and the restaurant's roof.

We're told that one of the locals feeds them in the late afternoon, and gives a little talk; it's become one of the area's tourist attractions.

After whiling away a few hours, we all took to our cars, and headed home; all in all, a good day, with just the occasional car-talk!!!

(Stephanie Clark)



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AMSCA

Amateur Motor Sports Clubs' Alliance

20 July 2000

Dear AMSCA Supporter Club

INFORMATION UPDATE - URGENT ACTION REQUIRED

Licensing of motor sport in NSW is conducted under the Motor Vehicle Sports (Public Safety) Act 1985, which is administered by the NSW Department of Sport & Recreation. The Act and Associated Regulations regulate the establishment and operation of motor racing grounds.

The sole body for four-wheeled motor sport (together with the Police) which is currently responsible for inspecting an Applicant's track and making "recommendations" to the Department (and thus to the Minister) is CAMS Ltd. [Please note that, under the current Act & Regulation, CAMS can only make recommendations].

The Department has invited the motor sport industry within NSW to comment on a newly released ISSUES PAPER relating to the Act (whereas the proposed changes in last year 1999 related only to the supporting Regulation).

The new review of the Act is to be conducted by a Review Group under the National Competition Policy of the Council of Australian Government, to be chaired by the NSW Department of Sport. The Review Group will comprise the Minister's existing Licensing Advisory Committee (Dept. of Sport, CAMS, ANDRA, AKA, Speedway, Motor Cycle and Police), but with additional representatives from Treasury, Cabinet and Local Government).

The Review will determine if the 15 year old Legislation is current and relevant in its application; Current V's Restrictive V's Non-Regulatory Approaches; and any broader public concerns which may be reconciled through legislation (Public Safety and Environmental Protection are core objectives).

Industry members are invited to make submissions in support of, or as a challenge to, provisions of the current Act/Legislation. The closing date for written submission is 11 August 2000. As discussed later in this Bulletin, it is extremely important that your Club makes a Submission, no matter how brief!

Co-ordinator: Les Wright

Postal Address: PO Box 56, Manly NSW 2095

Phone: 02.9997.3610 Fax: 02.9960.6001

The ISSUES PAPER proposes 5 possible reform options for the Act:
(Other options may be submitted for consideration)

Option 1 - **Maintain Status Quo** and make no, or minor reforms to the existing Act. [But if requiring Compulsory Circuit Affiliation with CAMS, would be a major departure from the Status Quo !!!!]

Option 2 - **Negative licensing**, where any person may operate a motor racing ground, with no up-front demonstration of standards.

Option 3 - **Once Only Licensing** with formal assessment; follow-up disciplinary action if unlawful activity or negligent compliance.

Option 4 - **Self Regulation** removing current legislation, placing conduct responsibility with Industry Governing/Controlling Bodies

Option 5 - **Associated Legislation & Compulsory Insurance** to regulator & enforce safety standards, with no Department overview

Stuart Littlemore QC, AMSCA's Patron and Honorary Legal Advisor, is overseas until 2 August. Following his return, we will prepare and submit a formal Submission on behalf of AMSCA.

In the meantime we specifically refer you to AMSCA's very important **"POSITION PAPER"** as presented by Stuart Littlemore to the Minister at their meeting on 17 April 2000 (Copy enclosed).

AMSCA invites and encourages **ALL** of our Supporter Clubs to make individual Letter Submissions to the Department of Sport before the closing date of 11 August -

The Hon John Watkins
Minister for Sport & Recreation
227 Elizabeth Street
SYDNEY NSW 2000

Some notes on the 5 Options, plus AMSCA's **"POSITION PAPER"**, to assist you in your thoughts on the matter -

* If the time is too short, or impractical, to gather your Committee to meaningfully consider this extremely important matter (the very future of the sport and of your Club), then somebody please write before 11 August and make a simple but forceful statement of "time limitations" your Formal Submission.

* **Question:** Should the make-up of the Review Group be more independent of the existing Licensing Advisory Committee, and truly representative of the whole of the motor sport industry ?

* AMSCA is totally opposed to the Minister handing his licensing discretion (under the present Act) to a commercial entity which does not represent participants, but its own profits.

* Circuit licensing power is, in fact, a power to control motor sport. Therein lies considerable conflict between the best interests of CAMS Ltd. and those of amateur motor sport.

* AMSCA does not support any Option where CAMS Ltd is elevated to the position of sole "controlling body".

* The finalised Option must include the representation and voice of AMSCA on the Minister's Licensing Advisory Committee.

Again we urge your Club to reply to the ISSUES PAPER by 11 Aug., if only in the form of a short Letter of Protest. PLEASE SEND US A COPY OF YOUR LETTER OR SUBMISSION AT OUR USUAL ADDRESS !!!

AMSCA notes that the existing Act & Regulation is understood and has worked successfully for years; safety in NSW (according to the ISSUES PAPER itself) has the best statistics in Australia.

We therefore ask - Why the unnecessary and potentially counter productive haste to finalise this matter by next December ? Surely all parties are striving towards the same optimum goal of competitor and public safety and environmental protection? Should we not be looking at, at least, a 12 to 18 month time frame ? Surely the most important criteria is to get it right !

The issues are complex: Motor sport is the midst of a major evolution into two distinct and incompatible groups - COMMERCIAL/ PROFESSIONAL and AMATEUR/ CLUB; Circuit Owners and Promoters are evaluating new "Circuit Hire/Permit/Insurance Package" for Clubs; Cost for amateur motor sport is becoming a major issue; these complex and difficult issues will require significant input by the whole Industry; there are potentially serious commercial and legal constraints; they will not all be resolved in a few months!

We trust the above will assist you in the preparation of some form of Formal Submission to the Minister. Any queries - 'phone Jim Madden (02) 9949 1697.

The AMSCA Constitution is currently being prepared, by courtesy of Thomas & Company, Lawyers. With many thanks to Beach Thomas. How could AMSCA progress without such enthusiastic support!

With all that is currently going on, we still hope to hold the next public meeting of AMSCA in the not too distant future. We will continue to keep you posted on developments.

Les Wright
Co-Ordinator

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).

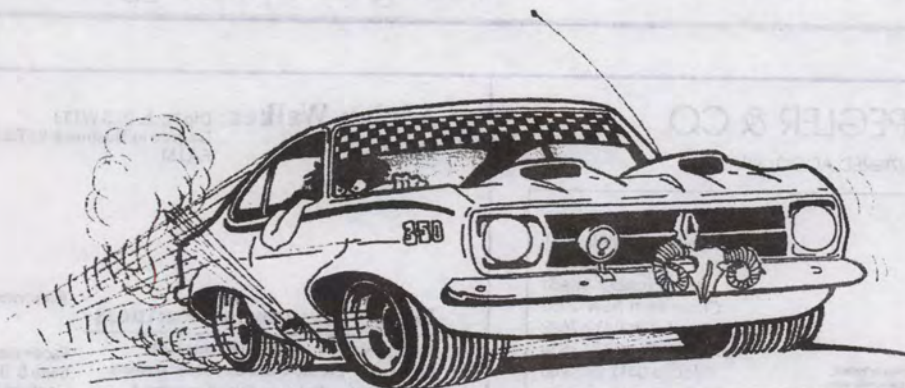
As to potential changes to the regulatory scheme:

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.





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NEWS 2

THE "EAGLE" IS LEGAL

Adelaide's famous stretch of freeway from the "Devil's Elbow" up to the "Eagle on the Hill" Hotel on the Mount Barker Road will be a special stage in this year's Classic Adelaide. Going "up" the "Down" track of this famous piece of road means any "practise" is going to be difficult. Since the Heysen Tunnel has been in operation, the old Adelaide-Melbourne Mount Barker stretch up to the Hotel has become dormant. The Special Stage will be approximately 4 kms long and where the road splits in two, spectators will have the best seat in the house. The stage will be one of eleven for the Saturday of the rally.

URGENT! SEND PHOTOS NOW!!

Competitors are urged to send photos of their rally cars NOW! To the Classic Adelaide office. The event will have a "colour" program this year and all competitors will be listed and their cars featured in a full colour section. If you do not send in a colour shot with your entry form, you will appear as a normal "classified" line-ad. Don't be the "Dummy" in a blank space in the souvenir program, SEND A PHOTO OF YOUR CAR NOW!!

ACCOMMODATION! BOOK NOW FOR YOUR BED!

Classic Adelaide is offering a "Fifth" night option at the Hilton Adelaide to make your rally more relaxed and enjoyable. Contact Kaye Quast at Hilton Adelaide on fax-no: 08 82172001 or phone: 08 82370781 and mention Classic Adelaide, the special room rate will be passed on to you. We are not the only event happening in Adelaide at the same time and we do stress that you book now rather than miss out.

SUPP REGS ON THE NET

The Supplementary Regulations for Classic Adelaide 2000 are now on the Net and all interested entrants will receive their copies in the mail. We do suggest you read them this year, as there are many changes to the format of the event requirements.

NORM BEECHEY FIRST TO ENTER

Australia's first Touring Car Series Champion and one of the legends of motorsport, Norm Beechey endorsed the Classic Adelaide 2000 Rally being one of the first to enter Adelaide's premier event.

After the first day last year, Norm was quite vocal about the Classic and within days of the event opening, posted his entry for this year. Partnered his regular navigator, wife Margaret, Norm will lead the "Touring" section of Classic Adelaide for the second year in succession.

Marg and Norm were a big hit with Rally spectators last year at the lunch breaks, both more than willing to show V8 fans under the bonnet of his 550 bhp Chev Impala. Norm raced the Chev in the sixties and after acquiring it back, restored the car for historic events. "Stormin' Norman", as he was known in his racing years, has decided to rest his original 1962 Chev Impala this year and instead will drive a 1967 Chev Camaro.

SIX TYRE RULE WELCOMED

Many competitors have welcomed the limit of six tyres for the competition. This brings the Classic in line with Targa Tasmania and the recommendation came from many of you. A list of banned tyres (extreme performance tyres) has been produced and for those of you, who push the fine print, tyres will also need 2.0mm of tread at the start of each day's competition. For further information, refer Section 304 in this year's Supplementary Regulations. Jeremy Browne has also indicated that a driver survey will be in place after this year's event to obtain some general feed-back from you about eligibility, pace notes and the scoring system. Though way entries are going this year, there can't be too much wrong with the format so far, but we would like to hear your views.



Level 8, 50 Grenfell Street, Adelaide. GPO Box 1972, Adelaide, South Australia, 5001.
Telephone: (08) 8463 4630. Facsimile: (08) 8463 4718. www.classicadelaide.com.au



DINNER BOOKINGS WILL BE LIMITED

The Hilton Ballroom can only seat a maximum of 520 people, which means that this year there will be limitations on "extra guests" for the presentation dinner on Sunday night. Drivers, co-drivers and sponsors will have priority seating and we will then devise an arrangement so that all crews have access to tickets. We do not know at this stage what the ticket limit will be. If you would like extra tickets to the dinner, please fax your details and the number of tickets you would like and we will keep this on file. Please remember that we may not be able to cater for extras over and above the rally entrants.

AVGAS

We have arranged for AVGAS availability during this year's event. Details will be provided at a later date.

HILLCLIMB IS BACK

The Collingrove Hillclimb will again be a special event for Touring entrants who want to go for a "fang" up one of the country's best Hillclimbs. The hillclimb has been resurfaced and the down road improved since last year. Touring section participants need only to ensure they have a suitable helmet to have a go. Fire-Proof suits are not required.

PROGRAM: DON'T MISS THE LIST

Yes! Again we are pushing all competitors in every category to send your colour photos of your car to the office ASAP. Classic Adelaide is producing an event program and an important feature will be a full entrant list with photographs. Rally competitors are the worse for sending photos of their own car but those who forget will end up a dull grey square in the program where your photo should have been. Get your act together and send snaps of your car Now! Remember your sponsors will be especially pleased.

CLASSIC ADELAIDE CLASSIFIEDS



Ford Escort Mark 1 **Classic Rally Car.**

1970 Genuine Twin Cam "narrow" shell fully prepared with round headlights, seam welding, cage, wired, plumbed turreted etc. correct bilsteins, 4 wheel discs, close ratio 5 speed, high ratio rack, w/cup Xmember, alloy radiator, thermo fan simply needs choice and installation of engine (BDA, Twin Cam and Xflow available). Photos available. Offers invited.

1973 RS 1600 Rally Car **All original body tags.**

2nd Outright 1999 Classic Adelaide Rally, 1st Outright 2000 Lactos Heritage Rally, 1st Historic 1999 Arthur's Seat Hillclimb. The car is a genuine AVO built RS 1600 customer "club spec" car that underwent a bare metal rebuild in January 1998. It is eligible to compete in Classic Rallies as a model run on in this specification which includes close ratio 5 speed and 200bhp BDA, Atlas axle, forest flairs in original "works" colours. Offers invited.

For both details on both vehicles please phone:
Peter Kyriakidis (0412 563 149) for info.

Co-Driver Available

Stella Plenderleith is a regular Australian Rally Championship co-driver and rode with Jeremy Browne in the 2000 Lactos Rally and Targa Tasmania and is available for Classic Adelaide. Contact Stella 02 6337 5200 or 0418 481 834

Ex WORKS Safari 1973 Ford Escort RS1600 **"XPU 217L"**

The only car of the five car team to finish the 1973 event driven by Vic Preston Jnr. Then sold to Ford NZ & run in the 1973 Heatway Rally finishing second to Mikkola with Mike Marshall driving. Now restored to mint condition with original works Safari fittings, colours & signs available with choice of engines to suit various applications. Includes ZF, Atlas, etc. detailed unbroken history & Original Chassis Plate. Offers/Enquiries to Peter on 0412 563 149. Full detailed photos available.

Looking For A Winning Driver?

Experienced driver available to take your car and sponsor to outright victory at Classic Adelaide in 2000. This driver has had 15 years rally driving experience. He has won three state rally championships and has had good results in Targa Tasmania and the recent East Coast Classic. This man is a respected master behind the wheel. Do you want to win at Classic Adelaide this year? We have the driver. Call Gary Foster Motorsport Marketing in Sydney - Ph (02) 9971 7621.

Wanting to lease or purchase a vehicle

Two entrants in the Touring Section are looking to lease two vehicles or purchase one and lease one for the event. Suggestions include Austin Healey 3000 Mk11, E type convertible, Aston Martin DB6 Volante or similar. If you can help please contact Debra Bratton on 08 8232 2866.

Thoroughbred preparations for Shannons Eastern Creek Classic started early this year. At our April meeting, President Ray called for volunteers for a sub-committee to organise our club display. Ray was very confident that we could mount a winning display.

The subcommittee comprised Adrian Walker (Chairman) David Muir, Tony Chapman, Ray Ross, Les Johnson, and Grant Liddell. Over the next 3 months they met several times and spent many hours preparing for the event. Club members were asked to be there on the day in their club shirts to support the committee. At our June meeting, President Ray promised that our display would be 'something special' - we would find out just how special on the day.



The morning of Sunday 13th August 2000 was foggy and cool, but the rain of the previous night had stopped. It was an early start for our club members whose cars were to form the display - Roland was the first to arrive at Eastern Creek shortly after 7 a.m. The others arrived soon after and the work began. The cars had to be in place and ready for judging by 10 a.m.

As club members arrived, and headed for the black and gold Thoroughbred Sports Car Club banner, they were full of anticipation, eager to see the display our committee had created - and they were not disappointed.

A high barricade covered with hessian surrounded the cars, with entry from one end. The club banner was mounted high above the entrance, and a plush red carpet led to the centrepiece of the display. Norm Johnson's magnificent dark green Jaguar XKSS. Grouped around it were ten immaculately prepared cars - the clear bright reds of the TR6, TVR, Jaguar MK II and Cobra, the yellows of the V12 Jaguar and Maserati Merak, contrasting dramatically with the dark colours of the Maserati Mistrale, Triumph Stag, Aston Martin and GT Mustang. All had a description printed on a gold laminated card with full history etc. (the work of our member, Penny Creighton).



The Club cars which formed the display were:

Dark Green Jaguar XKSS	Norm Johnson
Red Triumph TR6 Convertible	Louie Eid
Black Triumph Stag Convertible	Lindsay Day
Yellow Jaguar E Type V12	Ken Parsons
Red TVR Coupe	Grant Liddell
Dark Blue Maserati Mistrale Coupe	Jim Peters
Dark Green Mustang GT Mach 1 Coupe	Adrian Walker
Red Jaguar MKII Sports Saloon	Lionel Walker
Yellow Maserati Merak 3000	Tony Chapman
Dark Blue Aston Martin DB4	Les Johnson
Red AC Cobra Convertible	Roland Clark



This was a very special display - an amazing group of sports cars from the same era, all of them true 'Thoroughbreds'.

At 9.30 a.m. our Club Display was already creating a lot of interest. Groups of people were standing at the entrance, admiring the cars, and others ventured in to take a closer look.

As more club members arrived, in their club shirts, all was in readiness for the judging by Commissioner Peter Ryan. He had arrived in his black Holden Statesman, and was noticed viewing the displays from an upstairs balcony. Chairman of the committee, Adrian, was quietly confident that they had a prize winning display.



After visiting several other car clubs Commissioner Ryan approached our display escorted by David Marshall-Martin, National Director of the A.H.M.F. The Commissioner spent a lot of time with us, speaking to the owners of our cars, and was quite happy to pose for photographs. After a photo session with our lady members, I asked him, "Are you enjoying looking at our cars?" to which he replied, "Very much so. As you can see, my car, parked there outside your fence, is not as exciting as these!" He continued on to judge other displays, and we were then free to wander and admire all the other vehicles on show.



Over 100 car clubs were represented on the day - some 1500 vehicles. Rolls Royce, Morgan, Jaguar, Austin Healey, Volvo, Mercedes, Buick, Packard, to name a few, were there as well as clubs such as ours with various marques on display. It was a very impressive display of vintage, veteran and classic automobiles. There were also a section for trade displays, and TSCC member Bruce Gibbs was there. He won Best Trade Display with a very impressive show of various motor trimming products.



A great many people showed interest in the Thoroughbred display, took photographs, asked questions, and several enquired about membership. Some new members joined on the day.

A demonstration of racing was given by the HSRCA. Our member, Lionel Walker took his Jaguar Sports Saloon out, and gave a great performance to watch. Throughout the day, club cars paraded around the circuit behind a pace car, and historic double decker buses gave rides.

Lunch at a nearby nursery had been organised for the ladies, so at 12.30 p.m. the mini bus collected us and we enjoyed a delicious meal in the Teahouse whilst awaiting word of the judge's decision. At last the phone rang, Ray spoke to Margaret, and as she repeated the news that TSCC had won the trophy, a loud "hooray" echoed around the room.

It was a very successful day for the Club and all agreed it was worth the effort. The trophy is ours until August 2001, and we have shown the other clubs what can be achieved with some imagination, planning and hard work.

Congratulations to all involved.





WHAT HAPPENED?

(By Les Johnson)

THAT'S ANYONE'S GUESS, BUT MY STORY IS...

We were invited to follow behind the pace car for a circuit of the track. So, down the straight we went and nothing out of the ordinary happened as I took the Jaguar up to about 80 mph, making sure to back off as I eased it around the next two corners.

I remember asking Peter Smart to hold down the roof because it was not folded down properly and my vision through the rear view mirror was obscured. (I knew Dave Muir was behind me in the DB4 Aston.) At this stage we were probably travelling at around 35-40 mph, and it was now that I decided to pull over to the left side of the track because of the rear vision problem.

Whether the track is wet or oily or has rubber marbles it still the driver's responsibility to overcome such problems. All of the above were evident on that fateful day! You guessed it ... I tried, but unsuccessfully, to gain control and ended up into the wall.

I felt very embarrassed because the club had had an excellent day, which was well deserved, after all the work that had gone into it. I felt that I had let the team down at the end. I also felt that I might have caused emotional pain to my brother, Norm, because of all the work he had put into the car, which was the car of his dreams for so many years. Upon his return from his holidays I had to inform him that half (the good bit) of his car was here and the other half (the bent bit) was on it's way to New Zealand for repairs. It reminded me of that song... 'He ain't heavy, he's my brother.'



DAMAGED FRONT WISH BONE (MINOR)



DAMAGED BONNET (MAJOR)

16. 8.00



ROSELEE THREATENS ME (ONCE AGAIN)

I would like to thank all those club members who rang to check up on my condition. The end result was.... Two black eyes and the floor of the eye socket was fractured resulting in tenderness and numbness on the right side of my face, which may take up to seven months to heal. So girls, please refrain from kissing me on that side or I will have to 'turn the other cheek.' Thanks to everyone involved in storing the slightly bent Jaguar away until I had time to send it on it's return journey to New Zealand.

Once again, thank you, from a very sore but grateful club member.



LESTER'S LURCHING - AGAIN!



Council of Veteran Vintage & Thoroughbred Motor Clubs

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GPO Box 3954 Sydney NSW 2001 Australia

SHANNONS EASTERN CREEK CLASSIC DISPLAY DAY 2000

AUTOGLYM CONCOURS d'ELEGANCE RESULTS

Best Club Display

Thoroughbred Sports Car Club

Best Trade Display

Bruce Gibbs Upholstery

Motorcycles

Veteran	1914	AKD	Mike Bendeich
Vintage	1927	Norton	Clive Weiss
1931-1945	1938	Brough Superior	Robert Garcia
1946-1960	1954	Norton	Brian Daniels
1961-Modern	1969	Yamaha TR2	Alan Gaffney

Grand Champion

1969 Yamaha TR2

Alan Gaffney

Cars

Veteran	1 st	1908	McIntyre	C & D Perry
Vintage	1 st	1926	Vauxhall 30/98	L Ogle
	2 nd	1927	Chevrolet Capitol	G & C Graham
	3 rd	1925	MG 14/28 Morris	J Craig
1931-1945	1 st	1941	Packard "1901"	M Hood
	2 nd	1933	BSA 3 wheeler	W Feinberg
1946-1960	1 st	1949	Holden 48/215	G Starkey
	2 nd	1949	Buick Roadmaster	P Green
	3 rd	1960	Rolls-Royce Silver Cloud	A & B Simpson
1961-70	1 st	1970	Mini Cooper S	K Wright
	2 nd	1961	Renault Gordini	J Bridgen
	3 rd	1963	MG B	G Kelly
1971-Modern	1 st	1998	Jaguar	L Dowle
	2 nd	1971	Holden Premier	M Sullivan
	3 rd	1973	Holden Monaro	B & J Bruyn
Most Original		1971	Holden Premier	M Sullivan
Grand Champion		1970	Mini Cooper S	K Wright

SHANNONS AUCTIONS

4TH SEPTEMBER 2000



Lot No.	Year	Make / Model	Sold
1	1950	Jaguar Mk1 Saloon	\$4,000
2	1974	Mercedes Benz 280SE Sedan	\$10,500
3	1928	Dodge Roadster	P/I
4	1973	Volvo 1800ES Estate Wagon	\$14,000
5	1928	Nash Advanced Six 4 Door Sedan	P/I
6	1923	Ford Model T 3 Door Tourer	P/I
A		"Shell Spirit for Motors" & Gargoyle Mobil Oil enamel signs	\$400
7	1937	Chevrolet Businessman's 2 Door Sedan	P/I
8	1964	Bacchus Clubman Sports Car	P/I
9	1952	MG TD Roadster	\$23,000
10	1963	Bentley S3 Saloon	P/I
11	1969	Rover 2000TC Sedan	\$2,000
B		"Wakefield Castrol Motor Oil" and "Atlantic Power Kerosene" enamel sign	\$400
12		Victorian Licence Plate Number: "142"	\$28,000
13	1973	Alfa Romeo GT 1600 Junior Coupe	P/I
14	1951	Bentley MkVI Saloon	\$15,000
15	1959	Jaguar XK150 Fixed Head Coupe	P/I
C		40th Anniversary (1956 - 1996) Stirling Moss in his Maserati Enamel Sign	\$725
16		Victorian Licence Plate Number: "342"	P/I
17	1969	Ford XW GT Sedan	\$21,000
18	1970	Fiat Dino V6 Coupe (LHD)	P/I
19	1980	Porsche 356B Cabriolet	P/I
20	1956	MG Magnette ZB Sedan	P/I
D		1956 Victorian Olympic Number Plate: 236	\$2,550
21	1975	Leyland Mini Clubman Coupe	\$8,000
22	1965	VW Karmann Ghia Type III Coupe	\$14,500
23	1954	MG TF 1250 Roadster	P/I
24		Victorian Licence Plate Number: "428"	\$15,000
25	1922	Vauxhall M Type 14/40 Tourer	P/I
26	1929	Packard 7th Series 733 Roadster	P/I
E		1988 Castrol World Rally: badge, souvenir t-shirt, M111 commemorative number plates and poster.	\$200
27	1980	Holden FB Special Sedan	\$2,750
28	1966	Holden HR Premier Sedan	\$3,500
29	1912	Talbot 4 CT Tray Body Truck	\$8,500
30	1934	Nash Lafayette 2 Door Sedan	P/I
31	1963	Bentley S3 Saloon	P/I
32	1986	Pontiac Fiero V6 Coupe	P/I
33	1993	Honda Beat Convertible	P/I
F		Victorian Licence Plate: "LADYZX"	\$325
34	1976	Mercedes Benz 350 SLC Coupe	P/I
35	1983	Mercedes Benz 380SL Convertible	P/I
36	1936	Wolseley 25 HP Series 2 Saloon	P/I
37	1970	Holden GTR Torana 2 Door Sedan	P/I
38	1938	Willys 4 Door Sedan	P/I
G		"Champion 5-RIB Spark Plugs" Display Dispenser & Thermometer Tin sign	\$375
39	1967	Ford Mustang Coupe (LHD)	P/I
40	1929	Packard 626 Sedan	P/I
41		Victorian Licence Plate Number: "915"	P/I
42	1968	Morris Mini Matic Sedan	\$4,300
43	1976	Chrysler Lancer Sedan	P/I
44	1954	Jaguar XK120 Roadster	P/I
H		40th Anniversary Albert Park Lake Enamel Sign No. 45 of 100	\$600
45	1989	17 1/2 FT Half Cabin Cruiser & Trailer	\$2,800
46	1986	Pontiac Trans-Am GTA Coupe	P/I
47	1974	Rolls-Royce Silver Shadow Saloon	P/I
48	1969	Aston Martin DBS Coupe	P/I
49	1973	Jaguar E-Type Series 3 V12 Roadster	P/I
I		Two large "Lubricate with Shell Motor Oil" enamel signs and one large "Plume" enamel sign	\$750
50	1965	Jaguar MkII 3.8 Litre Saloon	\$8,500
51	1963	Mercedes Benz 190C Sedan	\$2,250



Council of Veteran Vintage & Thoroughbred Motor Clubs

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KNOWN MAJOR EVENTS FOR 2000/2001

Issued Sept. 2000

2000

2-3/9/00	M & C C SPRING RALLY	NOWRA- NARELLAN
9-10/9/00	NORTHWEST SWAP	GUNNEDAH
10/9/00	MINIS IN THE PARK	GANNONS PARK -LUGARNO
10/9/00	BROKE VILLAGE FAIR & CAR DISPLAY	McNAMARA PARK BROKE
30/9-1/10/00	CANOBOLAS COUNTRY RALLY	ORANGE DISTRICT
1/10/00	GOSFORD GOLD RALLY	GOSFORD
7-8/10/00	C.R.C.2000 ALPINE CLASSIC RALLY	LITHGOW - ORANGE
8/10/00	SHOW&SHINE + SWAP MEET	WYONG RACE COURSE
15/10/00	M & C C ANNUAL CONCOURS	TBA
15/10/00	RILEY CONCOURS	FAGAN PARK- GALSTON
21-22/10/00	THUNDERBIRD ANNUAL CONCOURS	SINGLETON
22/10/00	ALL BRITISH DAY	LIVERPOOL CATHOLIC CLUB
4-5/11/00	ALFA CLUB 6hr RELAY RACE	EASTERN CREEK RACEWAY
11-12/11/00	SHOALHAVEN HVC 30 TH ANNIVERSARY	NOWRA
12/11/00	ALL CHRYSLER DAY	FAIRFIELD SHOWGROUND
25-26/11/00	HSRCA HISTORIC RACING	WAKEFIELD PARK - GOULBURN

2001

26/1/2001	NRMA MOTORFEST	SYDNEY
27-28/1/2001	HISTORIC RACING	ORAN PARK
25/2/2001	CVVTMC PRESIDENTS RUN	TBA
15-18/3/2001	EAST COAST CLASSIC RALLY	PENRITH-BATHURST
1/4/2001	FORD DISPLAY	BANKSTOWN
13-15/4/2001	CCAMC EASTER RALLY	PARKES
13-15/4/2001	AUSTINS OVER AUSTRALIA	QUEANBEYAN
26-29/4/2001	SHANNONS 2001 CENTENARY TOUR	FROM ALL STATES TO CANBERRA
6/5/2001	VOLVO CAR CLUB SWAP MEET	NURSERY CENTRE -ROUSE HILL
26-27/5/2001	MOTOREX-01	SYDNEY SHOWGROUND
18-19/8/2001	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK

DATES TO NOTE

SCHOOL HOLIDAYS
SCHOOL HOLIDAYS

9 SEPT-2 OCT 2000
20 DEC 2000-28JAN 2001

OLYMPIC GAMES 15 SEPT-4 OCT 2000,
BAY TO BIRDWOOD ADELAIDE 8 OCT 2000
INDYCAR, SURFERS PARADISE 12-15 OCT 2000
V8 BATHURST 1000 16-19 NOV 2000

BREAKFAST AT WISEMAN'S FERRY

Contributed by Tony and Pauline Chapman

8.30am on another perfect spring morning saw us meeting at the Vicar of Wakefield Hotel for the run to Wiseman's.

Those fortunate to be able to make the run were; Tony and Pauline in the Maserati, Ray and Margaret in the Mk11 Jaguar, Norm and Pam in the XK120 Jaguar, Roland and Stephanie in another Maserati, (the Cobra was crook) and late acceptees Les and Roselee in the purple Aston.

Stephanie turned up waving an Aussie flag and singing "Go Aussie Go". Pam assured us all that since she and Norm had put on so much weight in Greece, they would only have coffee for breakfast. Roselee at this time was still half-asleep, apparently she had other plans for the day until Les came home from work at 7.30 am. They still made it on time.

The run itself was uneventful driving through a very beautiful part of Sydney, wide-open spaces with magnificent homes and wonderful views to the Mountains. Our arrival at The Coffee House Café in the assorted cars caused a bit of a stir, particularly with our waitress, who turned out to be a little on the crusty side. She had especially called in the chef to cook breakfast, and was extremely happy when we all (Pam too) ordered the full breakfast, with eggs, bacon, sausages, etc. along with fresh damper, juice and coffee. When someone asked for tomato sauce, her day was destroyed.

The breakfast was terrific, fine company, and a beautiful location overlooking the Hawkesbury. Whilst unwrapping the raffle prize (provided by Stephanie) Margaret was heard to remark that she hoped that she hadn't given the mug to Stephanie in the first place!

Around 11 00 am we departed for home. Ray and Margaret, Roland and Stephanie and Norm and Pam motored on to St. Albans, while Les and Roselee and us had to reluctantly head for home.

Our best wishes to Judy for a full recovery, and to Les waiting test results.





1975 TVR 3000M

Owners

Grant Liddell and Penny Creighton

History

Vehicle purchased by present owners from John Thompson Performance Cars in 1980. It was then British racing green with a tan interior. A devastating fire in 1987 saw the beginning of the current rebuild. This rebuild has seen involvement by Albert Johnson, Harold Takach, Barry Thew and lastly Robert McLachlan of Crabtree and McLachlan. Special thanks must go to Grant Moiler and Kevin Brown who give so unselfishly their knowledge and time.

Details

- Chassis No: 3471 FM
- Price new: \$A14,000
- Length: 154"
- Width: 64"
- Height: 48"
- Wheelbase: 90"
- Track (f/r): 53³/₄"
- Gross weight: 2473 lb
- Suspension (f/r): Independent with upper and lower wishbones, coil springs and telescopic direct acting dampers
- Engine: Ford "Essex" V6, 2994 cc
Standard output: Power 138 bhp (NET) @ 5000 rpm
Torque 174 ft lbs (NET) @ 3000 rpm
- Transmission: Ford 4 speed with Laycock OD on 3rd & 4th
- Final drive: Salisbury 4HU, 3.53 LSD
- Brakes: Front: 10⁷/₈" discs
Rear: 9" drum
- Standard performance:
 - Maximum speed: 121 mph
 - 0 - 60 mph: 7.7 sec
 - Standing 1/4 mile: 16 sec
 - Fuel economy: 24 mpg

Features

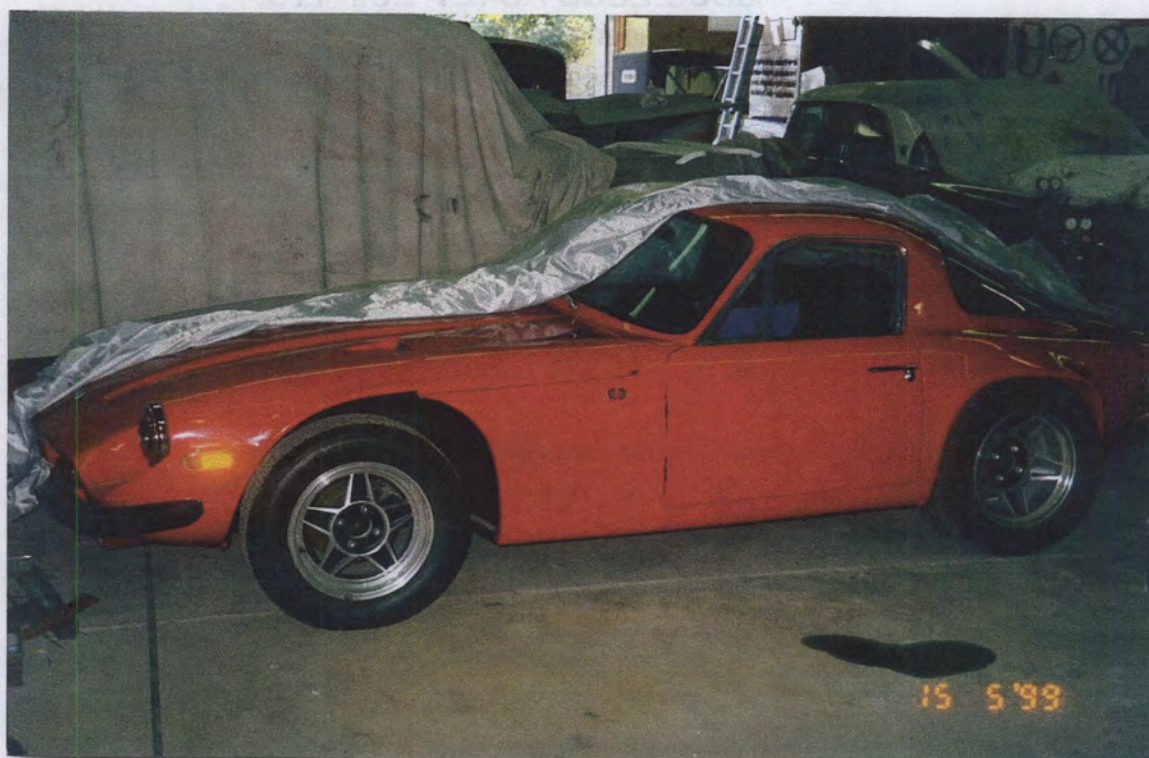
- Modified motor: Swaymar 390 cfm Holley carburettor conversion with plenum manifold, modified D port heads, extractors, +40 bore with Hepolite high compression pistons, 30/70 cam, blue printed and balanced
- Wheels: 15" x 7" & 8" with Yokohama 215 & 235/60 VR15 A008 tyres or 14" x 6" with Pirelli 185/65 R14 P3000 tyres



Our TVR (affectionately known as Trev) is one of eleven 3000m's known to be in Australia. It is one of 694 produced by TVR in Blackpool, England between 1972 and 1979. The car is one of four consecutive cars delivered to and sold by Museum Motors (Calder Sports Cars) in Victoria. Those cars being chassis no.'s 3471FM (green), 3472FM (white), 3473FM (silver) and 3474FM (yellow). Which is ours? (you ask). It is the green one, now red.

The yellow car along with an earlier white car being featured on the cover of the May-July 1977 issue of Australian Sports Car World. It was after reading this article to be four years before ours was purchased.

Hopefully after a long hiatus, the few remaining parts to be sourced can be found and we will see the car back on the road soon.



PRIDE OF OWNERSHIP DAY



Date: Sunday, 5th November 2000

Place: 'ASTON GRANGE'

395 Galston Road,
GALSTON.

9653.2866 / 0427 201 113

*** Adjacent to Galston High School,
Opposite Galston Swimming Centre ***

Time:
10:30am: Display of Cars.
11:00am: Judging of Cars
12:30pm: Lunch

Lunch: Sit-down / two-course buffet lunch,
with aperitifs beforehand.

Cost: **\$32 per person**
*** paid prior to 27th October ***
\$ 5 entry fee, per display car
*** paid on the day ***
B.Y.O drinks (in esky preferably)

Contact: **ROLAND CLARK**

9653 2866

*** Cheques made payable to:
Thoroughbred Sports Car Club

This Newsletter is published by:

THE THOROUGHBRED SPORTS CAR CLUB

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**Engage brain in gear and start writing - Exposures, Scandals & Blackmail
all considered as long as the Editor gets his percentage. Saucy pictures,
naked cars - please forward for the editor's perusal.**

BACK-PAGE HUMOUR

A farmer goes out one day and buys a brand new stud rooster to copulate with his chickens. The farmer puts the rooster straight in the pen so he can get down to business.

The young rooster walks over to the old rooster and says "OK, old fellow, time to retire."

The old rooster says, "You can't handle all these chickens....look at what it did to me!"

The young rooster replies, "Now, don't give me a hassle about this. Time for the old to step aside and the young to take over, so take a hike!"

The old rooster says, "Aw, c'mon.....just let me have the two old hens in the corner. I won't bother you."

The young rooster says, "Scram! Beat it! You're washed up! I'm taking over!"

So, the old rooster thinks for a minute and then says to the young rooster, "I'll tell you what, young fellow, I'll have a race with you around the farmhouse. Whoever wins the race gets domain of the chicken coop. And if I'm so feeble, why not give me a little head start?"

The young rooster says, "Sure, why not, you know I'll still beat you,"

They line up in back of the farmhouse, get a chicken to cluck "Go!" and the old rooster takes off running. About 15 seconds later the young rooster takes off after him. They round the front of the farmhouse and the young rooster is only about 5 inches behind the old rooster and gaining fast.

The farmer, sitting on the porch, looks up, sees what's going on, grabs his shotgun and BOOM!, he blows the young rooster to KFC heaven.

He shakes his head gloomily and says "Son of a b.!!!.itch...third gay rooster I bought this week!"

