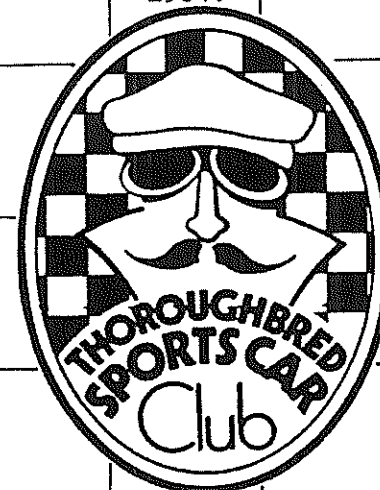


MEMBERSHIP FORM

THOROUGHbred SPORTS CAR CLUB

G.P.O., BOX 1963

SYDNEY NSW 2001



I WISH TO APPLY FOR MEMBERSHIP OF THE THOROUGHbred SPORTS
CAR CLUB.

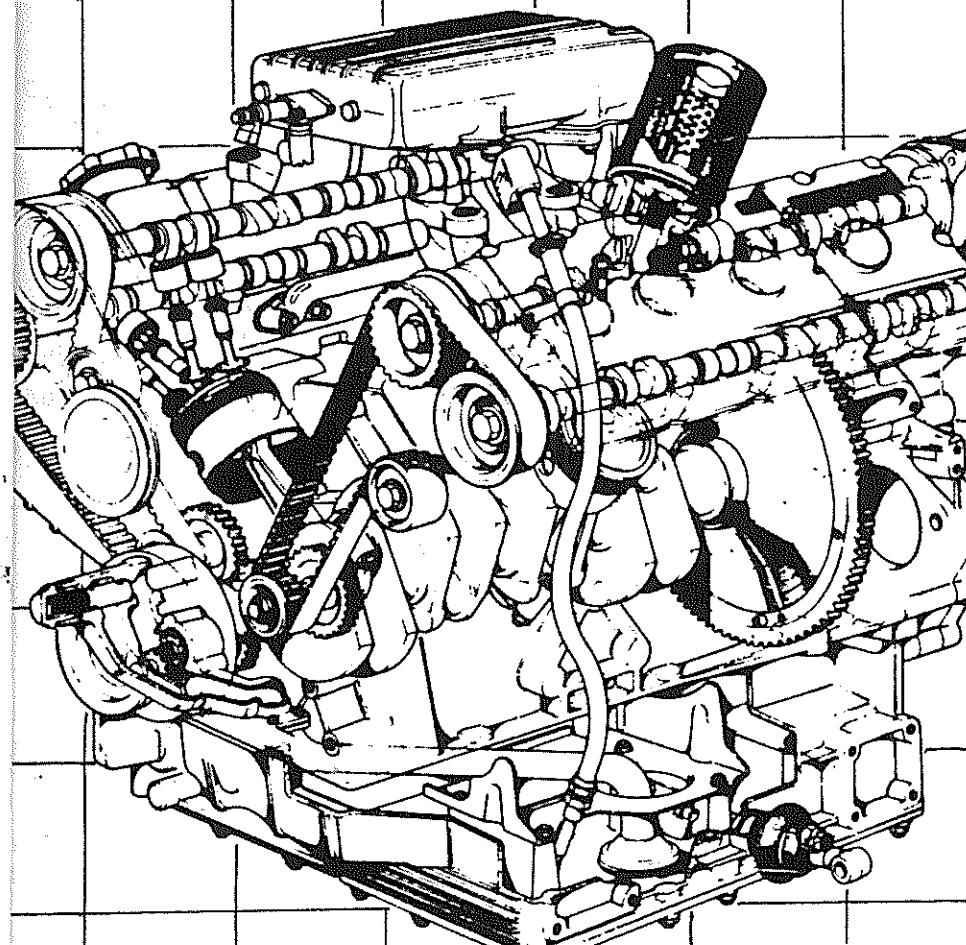
NAME.....

ADDRESS.....

PHONE.....

CARS.....

SIGNED..... DATED.....



OBJECTS OF THE CLUB

"Fostering better acquaintance and social spirit between the various owners of thoroughbred sports cars in Australia."

"To help and advance T.S. car owners and ownership."

"To establish and maintain by example a high standard of conduct and a respect of the laws of the road."

GENERAL MEETINGS OF THE CLUB

The general meetings of the club are held on the second Wednesday of each month, commencing at 8.00 p.m. at the Sydney Rowing Club, Great North Rd., Abbotsford. 7137891.

EDITOR

Leonard Madar,
Lot 3 Old Northern Rd.,
Glenorie. 2157.
6522061 - H.
6511812 - W.

PRODUCER & DISTRIBUTOR

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G.P.O. Box 1963,
Sydney. N.S.W. 2001.
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6695311 - W.

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DISCLAIMER

Any opinions published in this journal should not be regarded as being the opinion of the club or the committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor. Articles and or photographs are invited and should be forwarded to the editor for publication bearing the name and address of the writer

- 2 -
COMMITTEE

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Vice President: Trevor Larkey, 13 Grace St., Lane Cove.2066.
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928029 - W.

Secretary: David Muir, 361 Penshurst St., Chatswood.
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Treasurer: John Williams, 16 English Ave., Castle Hill.2154.
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Board Member: Chris Johnson, 22 Queens Rd., Hurstville.2220.
5704095 - H.
8870426 - B.
Bruce Macbryde, 11 York St., Condell Park.2200.
7081648 - H.
7273311 - B.

BOARD MEETINGS

Board meeting

The May meeting will be held on 30th May at Trevor Larkey's 13 Grace St., Lane Cove, commencing 8 p.m. sharp. Apologies and inclusions must be made no later than the day before the meeting to the host - ordinary members are cordially invited.

ADVERTISING POLICY & COST

Advertisements are accepted subject at all times to the discretion of the committee.

Display and Advertising:- Full page \$30 per issue, half page \$20/issue. 1/4 page \$11/issue. Advertisements are on a monthly continuing basis unless the advertiser otherwise notifies the Editor.
1/8 page \$5/issue.

Classified Advertising:- Financial members of the club receive the first four lines at no charge. Rates are \$1 per line for ten words with a minimum charge of five lines (\$5.00). Non-members should send payment when lodging their advertisements with the editor.

EDITORIAL

Hello, I volunteered for the job as editor as Bruce Macbryde is busy studying and unable to attend meetings. Bruce, Sandra and Jim have had the task of bringing this magazine to you and all the members thank them for a job well done. Jim continues as publisher distributor with the additional task of printing by Roland Clark who has volunteered as back up in these capacities and in fact has done that for this issue.

Geoff Belshaw will not be publishing our glossy magazine as time will not permit. All those beautiful issues are now collectors items and all TSCC members thank Geoff for his past efforts.

The magazine now has display ads. and this will enable the magazine to be self supporting should we have to print it without free assistance. Time has been limited so if you want to place an ad. please contact me. Advertisers have responded enthusiastically to the magazine and we still have another 1/4 ads. on pages booked but didn't make the deadline.

GLOSSARY OF TERMS

CLUBMANSHIP TROPHIES: Trophies competed for by all members of the club, except the committee, with points allocated for attendance at club nights, events, articles in Amatori Alfa and introduction of new members. One trophy is for Sydney organised events and one for Canberra organised events.

CONCOURS D'ELEGANCE: A showing of cars which are judged on presentation and cleanliness.

MOTOCROSS: A group of 4 events being a hillclimb, motorkana, dirt circuit event and a lap dash all held on the same weekend to determine the top club motor sportsman of N.S.W.

C.A.M.S.: Confederation of Australian Motor Sport which is the governing body of motor sport in Australia.

DRIVERS CHAMPIONSHIP: The competition between drivers in the sporting events with points being allocated in each class and there being various class winners.

LAP DASH: Competition event on a tarred circuit (Amaroo park or Oram Park) with two or occasionally three cars on the circuit at the same time but with considerable distance between each car and no overtaking allowed, with the winner of the event being the person who achieves the best time during the day.

DIRT CIRCUIT: Similar to a lap dash only on an oiled dirt surface in the form of a circuit at Amaroo Park with only one car on the circuit at a time and again the winner being the car recording the best time of the day.

HILLCLIMB: An event at a designated hillclimb, usually at Amaroo Park or Silverdale with the winner being the car recording the best time for going up the hill which is a tarred surface with several hairpin bends in it.

MOTORKANA: An event usually held on the dirt and usually requiring the use of first or reverse gears as a test of the drivers ability to manoeuvre a car over a marked course.

SUPERSPRINT: Similar to a lap dash except that two cars start simultaneously and overtaking is allowed so that this gives some of the attributes of racing.

6 HOUR RELAY RACE: An event held once a year where there are 2 or more cars on the circuit at a time representing that number of teams where each team of cars aims to carry a sash around the circuit for the most number of times during the period of 6 hours.

SUPPLEMENTARY REGULATIONS: The rules governing each event which are circulated to all entrants.

TSCC 1984 Concourse 15th April.

This year the concourse was held as a separate event to our hillclimb day and this resulted in a record number of entrants. 21 cars entered and another 6 spectators. Due to a booking misunderstanding we went to a quieter patch of Parramatta Park away from the Bi-Centenary festival and this proved a popular error as the number of general public prodding and rubbing against our pride and joys was almost too much anyway. Trevor is to be congratulated on organising a guest family picnic day - he also got the sun to shine. Congratulations to the 1984 winners - our thanks to our judge Richard Nathan. The biggest thanks go to the entrants right down the bottom of the points scale who knew they had no chance of winning but helped make a great day. Parramatta council waived their usual fee and this enabled the club to make a profit of \$94 for the day.

1984 results:-

Outright Championship:-

1st Ray Ross. 88 points. Jaguar E type coupe
 2nd Trevor Larkey. 83" Ferrari 308 GT4
 3rd Frank Gretch. 82" MGTA

Pre 1960:-

1st Frank Gretch MGTA 82 points.
 2nd Mike DuCross Jaguar XK120 74 "
 3rd Roland Boldy AstonMartinDB2/4 69 "

1960-1969

1st Ray Ross Jaguar E type 88 "
 2nd Roland Clark Aston Martin DB4 78 "
 3rd John Hall " " DB4GT 72 "

1970-1979

1st Trevor Larkey Ferrari 308 GT4 83 "
 2nd Leonard Madar Alfa Romeo 2000GTV 74 "
 3rd James Peters Scimitar GTE 62 "

1980-1984

1st Vicki Larkey BMW323 i 66 "
 2nd Simon Foster-Spink BMW 318 i 66 "
 (Gentleman Simon gave Vicki her first win).

For your interest we publish the scores in order of merit:-

Ray Ross	Jaguar E-type	88 pts.
Trevor Larkey	Ferrari 308 GT4	83 "
Frank Gretch	MGTA	82 "
Roland Clark	Aston Martin DB4	78 "
Leonard Madar	Alfa Romeo 2000GTV	74 "
Mike DuCross	Jaguar XK120	74 "
John Hall	Aston Martin DB4 GT	72 "
Roland Boldy	" " DB2/4	69 "
Ziggy Kyzelis	Morgan	67 "
Vicki Larkey	BMW 323 i	66 "
Simon	BMW 318 i	66 "
Foster Spink		
Jim Peters	Scimitar GTE	62 "
Sue Williams	Lotus Elan S4	62 "
Brian Love	Lancia Beta Coupe	60 "
David Muir	Scimitar GTE	59 "
Lester Gough	Triumph P.L. Saloon	58 "
Bruce Macbryde	Ferrari Dino 246	57 "
John Williams	Aston Martin DB6	57 "
Bill Greton	Jaguar E type conv.	54 "
Geoff Sara	" " " coup-e	34 "
Rick Van Den Bosch	Austin Healey Sprite	34 "

The average mark for the cars entered was 64.5 - room for improvement. L.P.M.

Ferry Boat Race - Jan. 15 - Sydney Harbour.

7 a.m. at Fairlight, I could hear the long blast of ferry sirens as one of the hopefuls alerted Manly of its departure for the starting line.

We arrived at Birkenhead, everyone with banquets in hand and piled into the luxury crafts owned by the Halls and Clarks. Early to arrive was our newly sold Scimitar (is it still going Rob?) followed by the Larkeys in a battered util.

We went up the Parramatta river and got so involved in the real estate selection we missed the start. Back we raced to Balls head which was packed and took up a position in Lavendar Bay. What a sight the water was - boats by the thousand - the Lady Cutler flying a spinnaker. We stopped near Milsons Point and marvelled at the opera house

the crowds thronging the shores and the assortment of water craft. Chris Johnson was flying overhead in his green helicopter and we attracted his attention with our TSCC sign

Back raced the ferries led by the beautiful yacht Condor. We followed and checked out Kirribilli Pt. and Careening Cove and back for the finish - which was really exciting. Grog supplies were running low so a foraging party was sent out for more supplies and when they returned we proceeded past Kirribilli house and managed a stately wave from Bob Hawk.

Obelisk was packed so we moved on to Camp Cove. The skipper had a frustrating time mooring and he deserved some R & R after that. A post lunch dip was irresistible until someone reminded me that the salad dressings and tit bits of 50,000 Sunday picnics might turn me into a main course for ja. Lester had the right idea on his surf ski. What a splendid day - and the pleasure of a cool ride along the southern shore of Pt. Jackson past John & Sue's pile of rubbish (new building site) at Mort Bay.

We packed up reluctantly and were later shocked to hear that the ferry Kirrabee had sunk at the quay. Everyone had a magnificent day and our thanks go to the Halls and Clar for the use of their luxury boats.

Tessa Madar.

Secretary's Section.

A warm welcome is extended to the following recent new members:-

Linda Ellem	TR 7	Toongabbie	6316119
Geoff Sara	Jaguar E type	Cronulla	5235864
Bill Gretton	" " "	Conv.	
	" Saloon MKII	Ryde	8873428
Graham Gibson	TR4, Mustang	Castle Hill	6342915
Ziggy & Lorna	Jaguar XK140,		
Kyzelis	Morgan 4/4, MGT	Lakemba	7581438

Barbra and I are going overseas on the 18th June for three months, holidaying in U.K., Europe, and the Greek Isles so we bid you farewell for now. An acting Secretary will be appointed at the next meeting.

David Muir.

CONCOURSE JUDGING

It was with great pleasure that I attended the Concourse at Parramatta Park last Sunday. I was pleased to be asked to perform duty as Judge and found it quite a challenge due to the variety of vehicles displayed.

The concept of Concourse is to obtain excellence in a vehicle's originality, appearance and mechanical perfection. Owners of such vehicles must strive to achieve these aims.

It was disappointing to see a vehicle with an outwardly good appearance lose points because of lack of enthusiasm when it came to engine bay suspension and general under carriage care and cleanliness.

To obtain the maximum enjoyment and value out of "Concourse" members must strive for perfection.

I would like to thank all persons involved for making me most welcome and look forward to seeing you again.

Richard Nathan.

CANBERRA RUN - PAR EXCELLENCE

After a late night on a Saturday, who wants to get up at 5 a.m. and drive to Canberra and back in one day?

Canberra - my mind went back to good old Air Force days at Fairburn. Imagine a grey, cold winter, everything frozen, ice an inch thick. Chipping ice off the "slave" starter plug on a "Mustang" (not those awful Ford types). Levering open a frozen cockpit canopy and trying to threaten a 27 ltr. Rolls Royce "Merlin" into firing up before the batteries went flat. Watching the 12 exhaust stacks cough out black and blue smoke, first one, then after a few seconds all 12 stacks spitting out stabs of blue flame, careful not to over prime else she may backfire and blow the supercharger to pieces. Finally settling down at 1500 r.p.m., watching chunks of ice flying off the 11 ft. prop. -- I can at least see through the screen now as the ice is blown off. 80°C. coolant temp., 40°C. oil temp., fine pitch, full rich mixture

up to 2000 r.p.m., check the mags., all 24 plugs OK. Slowly up to 3000 r.p.m., 77 inches of blower pressure (23.5 p.s.i.) which makes these modern piddly turbochargers look sick. The Merlin giving off its beautiful crackle as 2000 h.p. strain the chocks and tiedown bar, ease back on the throttle to a steady 650 r.p.m., mixture control to idle cutoff, mag. switch off, and the only thing warm at Fairburn in winter is a Musta ready to fly. That was Winter 1954, cold as a mother-in-law kiss, and just a s exciting!

Almost 30 years later and early autumn, beautiful cri weather, 6 a.m. and a cleaned and checked D.B.4 fires up immediately with a couple of protesting "spits" from the weber. Follow the Windsor Road through Parramatta and on to the Hume Highway. Oil and water temp. settled nicely. Oil pressure at 95 p.s.i., the Z.F. box warmed up, through Liverpool and pick up the Southern Expressway, a final check of temps. and pressure, up to 4500 in 5th, with the beautiful baritone note out of the twin 2½" pipes harmonizing with the "prattle" of the six weber chokes, a beautiful clear road, motoring was on again a joy. Mittagong came up rather quickly, then Goulburn on to the Federal Highway, then Fairburn - three hours to the ute from Kellyville. Found the "Hill" eventually (actually I've seen bigger bare boobs on Balmoral Beach).

Lionel was ready to go with the Jag. looking and sounding great. Roly Clark found the ground clearance a little low with the "Cobra" coming off the trailer. Jim Peters was ready with that deceptive red Scimitar, Garry's "Big Mack" looking "schmick". Trevor's immaculate Ferrari 308 representing the Italian Connection. Derek Smith's "Cooper S" was down on oil pressure which must have been a great disappointment to him, and John Williams' Elan sounding like a good Lotus should. Graham's Bolwell let go in the timing department and had to be rescued on the way to the Hill and was a non-starter. Bruce Macbryde's Dino was tucked away pity it did not run, also noted were some rather sneaky local jobs.

Lionel, Roly, John, Jim and I walked around the circuit to familiarise ourselves, not steep by any means, but tight as a bank vault. "Try and understeer through the four tight corners" was Lionel's advice. He wasn't wrong as his times were excellent. The Hill definitely suited Jim's Scimitar and no doubt a Mini's delight. (Derek was probably in tears by now.) Trev.'s 308 had a beautiful balance of power and

traction. Roly Clark found the Cobra a bit light in the tail and went bush, thankfully with no damage. Garry's "Big Mack" found the tight bits too tight, maybe that big hunk of Detroit iron under the bonnet gave too much understeer, however, for an auto. with stereotape playing, he must have had a ball. John Williams must have sunk a boat load of Chinamen, with the Elan, in my opinion, the most suited to the Hill, the timing chain gave way after only two runs (one each for John and Sue). Minimum damage was done however, a couple of new valves fitted with new chain, and the "Hot Canary" was soon mobile after a trailer ride home. The Aston behaved quite well, that short straight after the start was too long for first and too short for second, so I had to put up with first. It loved the rest of the Hill but I swear I saw my tail lights on that top right-hander when taken at 4 grand in second, however to quote John Williams "Horses for Courses" was definitely the order for the day. All in all, I had a great day, a good run home, and looking forward to some good class competition - "Come on John, bring out that Blood Red G.T. !!!"

The "Wet Sock" handling award must go to that Volvo from Liverpool Club. By the way, did anybody notice Jack Brabham at Fairburn? He still can't keep away from motor car sport - I hope he never will. He eyed the Aston over and commented, "That brings back good memories." (He co-drove an Aston in the 1000 km. at Nurburg Ring with Stirling Moss. First place, of course!)

There are so many good competitive cars in our Club - but there must be a heck of a lot of spiders comparing horse power and speed notes - come on Club Members, make life interesting, our cars love getting rid of spiders! Let's look forward to Amaroo, Oran Park and Bathurst.

Frank Gretch.

My Red E-Type, by Ray Ross.

We came together on the January long weekend 1976 after many months of searching, scouring, Wednesdays and Saturdays Herald feverishly looking for the seemingly impossible - a fairly straight honest E with not too much rust. I couldn't find many that didn't have the appearance of being dragged over from good ole England at the end of rope on the bottom of the ocean floor. Having found the odd exception I would then ring my friend and E-type expert Mike du bios now a fellow member to come and inspect my latest find. To my surprise he didn't do his usual -"No, not this one Rossy" - this particular weekend. It was more like "Well its got some rust bubbles in the doors" "It makes too much noise" "It leaks a bit of water in back but basically its very straight and seems to be fairly honest." So back I raced with the money. Well, over the next few years the rust bubbles grew and popped so we had our own air conditioning and because of its ability to hang onto the track and its appearance it was written up in the Jaguar journals as TRUSTY small T & LARGE RUSTY. So after a motor rebuild and more penny saving we decided to eliminate the air conditioning and sent it over to Stuart Ratcliffe at Sportserv for the old 1.2. The car was completely stripped of glass most of the trim and all of the paint. The doors were repaired cut and stretched to overcome the faulty mould the sills replaced (thats the metal part under the door between the mudguards ladies) and all hidden parts were rust treated before being replaced. So nearly 18 months later after much work much money and a new bank manager there she sat on new wires new tyres and without air conditioning. Unbelievable. Still she must have got a bit lazy during the rebuild even Vicki Larkey beat me down Conrod as did Mike du bios. It might be time for a tune. I did have those spark plug specs three years ago.

Ray Ross.

New Post

New Members Officer.

Roland Clark has accepted this new position. His job will be to welcome new members and acquaint them with the club. This post was created to give new members a focal person. So, sponsors, please introduce your potential new members to him.
L.P.M.

Competition Secretary's Comment:-

The last circuit event was the Uni.C.C. lap dash at Amaroo Park. As yet I still don't have the results but will read them at the next meeting. The day was a competitors dre with only about 30 cars entered. Frank Gretch brought out the Aston DB4 for a series of fine runs. Mike DuCross aired the E type and was obviously enjoying the drive with some spirited exits from Winfield corner.

Also competing was Linda Ellem, our first lady competitor in a lap dash for some time. Linda enjoyed the day and drove the TR7 very well. Bill Gretton in his E type was our fastest competitor. Also attending the event in an Aston Martin V8 was Bill Griffith, a visitor from Tasmania.

The next event is the motorkana at the Fiat grounds at Windsor - Ansel Park. Gregories Map B4C 10a.m. Sunday 20th May. I also have the entry forms for the N.S.W.R.R.C. super sprint on June 10 at Oran Park and will be handing them out at the next meeting. If you won't be there please contact me for the forms.

The points score will be up to date at the next meeting together with the points allocation chart and will be published in the next newsletter.

Lionel Walker.

Observation Run/Picnic - May 27th:-

Meet at 10 a.m. at Belmore Park in Bellevue Rd., corner of Pennant Hills Rd., North Parramatta. The run is for 2 hours driving then lunch under cover with electric bar-B-ques provided. There will be a need to collect articles, trap questions, and a grid to go through. If you are lost in the grid you may open a sealed envelope but you loose points and enable you to further participate. If you are lost at other times you may open

another envelope to find the bar-B-que destination, but your entry will be then nullified. See you all there for a fun day.

Bruce Macbryde.

President's Page

President Jim is away on holidays at the time of going to press - unfortunately he has taken his many concourse photographs with him. L.P.M.

OUR CARS

Derek Smith - has just doubled the H.P. on his Cooper and tricked the suspension. He was doing good times but now he will be hard to catch.

Jim Peters is putting a new lower diff in his Sc - going to get out of 1st gear at last!

Ray Ross is developing his Torana sports sedan with a new 300 H.P. (at the rear wheels) Leyland motor but is meeting development problems. He might slip a Torana motor back in as he is missing the competition.

Roland Clark is going to give his Jaguar S.S. and A.C. Cobra the body beautiful by Richard Nathan.

The Halls have sold their Dino and bought a Ford Laser - some people will do anything to win the motorkan Trevor Larkey has got new mags and tyres for his Ferrari - now for some track work Trev.?

Bill Marshall joins one of five drivers sponsored by Richard Nathan. His Elfin ME5 is being looked after by Peter Simms and is wearing the livery of western blue and white.

Rob Anderson who bought my Scimitar is fiddling with the suspension and is looking forward to a competitive run.

Geoff Belshaw and Mark Anthony are looking for a lightweight Torana to race, replacing their wrecked Clubman.

Myself, after giving the Alfa the body beautiful and a new motor, I am still running it in and will be o.k. for the June super sprint.

Simon Foster Spink had the front end out of his M.G.B. and was unable to enter it in the concourse - tender mercies.

Members keep me informed of your cars.

L.P.M.

Simon Foster Spink is arranging the breakfast run for June 15th.

STOP PRESS

Bill Marshall has just washed his Elfin in practice (again). Harry Galloway of Surtees F1 team fame is doing the aluminium fabrication and they hope to have it ready for the Amaroo Park televised race event on 20th May.

L.P.M.

OUR CARS

Contratulations! Ilmar and Rita Tooming have bought John Williams Aston DB6 Vantage. Hear John's now looking for a V8.

Letters to the Editor...any mail members? Ditto for Technical Topics.

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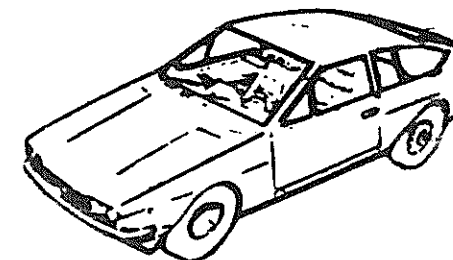
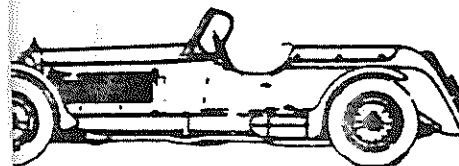
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