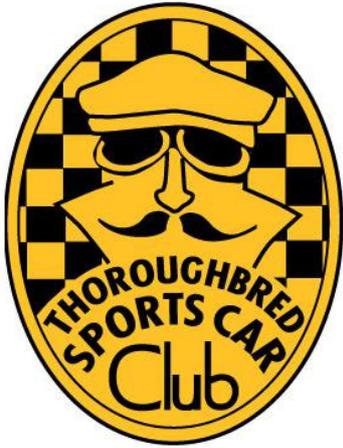


top  *gear*



Lionel Walker's Jaguar Mark 2 having its first run after being rebuilt – refer article.



2008 COMMITTEE

President	Vern Kelly	9651 2770 (H)
Vice President / Social Director	Malcolm Ireland	9416 3031 (H)
Secretary	Vicki Bell	9958 8721 (H)
Treasurer	Wendy Kelly	9651 2770 (H)
Editor / Webmaster	Ian Norman	9674 2717 (H)
Club Shop / Raffles / Club Property	Peter & Sue Smart	9630 1050 (H)
Point Score Keeper/CAMS & CMC Delegate	Lester Gough	9799 3209 (H/F)
Sporting Secretary	Malcolm Stephen	9543 2951 (H)
Club Plate Registrar	Roland Clark	9653 2866 (H)
		9653 2867 (F)
Public Officer	Graham Olliffe	9630 3971 (H)

Please note 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 at a time convenient to them.

General Meetings of the Club

Held on the second Wednesday of the month (except January and December)
at The Carlingford Bowling Club
Corner Pennant Hills Rd. & Evans Rd., Carlingford commencing at 7.30pm

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 Cars in Australia

To establish and maintain, by example, a high standard of Conduct and a Respect of the Laws of the Road

INCORPORATED AS AN ASSOCIATION

Registered No. Y15083-35

TSCC is affiliated with CAMS Limited

(formerly Confederation of Australian Motor Sport)

ALL CORRESPONDENCE TO THE SECRETARY, TSCC

77 Laurel Street

Willoughby NSW 2068

Email: secretary@thoroughbredssportscarclub.asn.au

Web: www.thoroughbredssportscarclub.asn.au

PRESIDENT VERN'S VERNACULAR



Well, here is my first column for the year 2008, and of course the year's events have already got underway with a nice Wednesday Run to Terrigal organised by Peter & Sue Smart.

Coming up next weekend, as I write this, is our second Club attendance at the popular Tea Gardens/Hawks Nest Motorfest. This is a very popular and well-run event in a nice location, and last year there were almost three hundred cars of all types represented. Last year, Norm & Pam Johnson won first prize in class for best classic car with their XK120. We have another good representation from TSCC this year, although slightly down from last year.

Then, in early April we have another wonderful four day rally to the country to which to look forward. After the popular and very successful "Back to Bingara Bash" last year wonderfully organised by Terry and Robyn Daly, the good Dalys have again stepped up to the plate this year and organised a rally around the interesting and historic Orange area of the State. This promises to be another great event, and this year we have a record thirty three people attending the rally. Should be great.

In early May, we will have something of a first – at least in my time with the Club – with a joint breakfast run with another car club - the Mercedes-Benz Club. This should provide something different to us in new people to meet and new cars to look at. More about this later.

MEMBERSHIP RENEWALS ARE NOW DUE.....

Just a reminder to all Members that your annual membership renewals are now due. Thank you to all those Members who have already paid their renewals, and I would now appreciate it if those who have not yet renewed could do so as soon as possible.

To keep Club Member information up to date as to personal contact details and cars currently owned, could you please complete the renewal form contained within the Club Newsletter, Top Gear, and return with your cheque to the Treasurer.

Your early attention to your membership renewal will be appreciated, so that we can keep the Club's modest coffers in sound order.

With very best wishes to all.

Happy Motoring,

President Vern

REBUILD OF THE JAGUAR MARK 2

After suffering the consequences of a car blowing an engine and dumping a sump full of oil entering turn one at Eastern Creek I was faced with the task of rebuilding the MKII. As can be seen from the photograph the original damage caused was extensive but the engine was undamaged with only minor damage to the extractors - even the sub frame had minor damage.

The damaged was more than I could afford to repair, so I obtained a new rolling body (it turned out to be one with no rust problems and some say too good to be used as a race car) and began the task of stripping the body down to a bare shell.

The body was then put onto a rotisserie and all the excess tar & sound deadening materials were removed and washed in spirits to remove all traces of tar.

The seams were welded in specific places to strengthen the shell (shown by the damage in the photo considering it T-boned another car at about 140m /hour) and necessary brackets added.

Engine and gear box were fitted to make the necessary adjustments to make it fit correctly. The roll bars had to be fitted so the mounting brackets could be welded in place.

All removed again, and the original paint was then rubbed back and the whole body was undercoated and I painted the colour on all inside and underside panels.

Tidied up the front & rear suspensions and took the body to be externally painted in an oven.

In the mean time the old body had to be cut off the engine to get it out, and all components and trim removed.

On return from the painters it was put on stands and the job of reassembling the car started.

The project took about two years of actual work to complete.

I believe it turned out quite well - my main concern is that will the combination of me and the car be as quick as it was three years ago. Time will tell no doubt.

The car had its first outing at Wakefield Park last November (three years to the weekend from the accident) and ran without fault all weekend. It was the only Jag to finish the weekend, even though it came off the stands on Wednesday night and first touched the road/track in the last practice session Friday afternoon.

We are running at Bathurst at the Easter meeting and hope it continues the good run.

Lionel Walker



AUSTRALIAN MOTOR RACING IN THE SEVENTIES

Readers of “Top Gear” may recall some time ago my article on motor racing at the old and long defunct Warick Farm circuit. Its golden era was the 1960’s. So I thought I would move history along to the 1970’s and try to dredge up from the memory bank some of the highlights of that era.

Firstly to open wheelers. Amongst other machinery this was the era of the “big bangers” the Formula 5000 cars which was the national Formula One. Names like John Leffler Max Stewart, Alfie Costanzo, Kevin Bartlett and Andres Miedecke spring to mind. These ground -shaking monsters with their high air intakes roared around several Australian race tracks in pursuit of the Gold Star which was the “prize” for the Australian Formula One Championship. Looking up the records for 1976 John Leffler, in the fearsome Lola T400, won the Championship with 22 points.

One of the “cheap and cheerful” open wheeler categories was the Formula Ford cars using the Ford 1600cc pushrod engines from the Cortina and Capri. The 1976 championship was dominated by one Richard Carter who, these days, dominates open wheeler racing in Historics. Drivers in Formula Ford competed for the “Driver to Europe” competition, which enabled the winner to travel to Europe in the hope of furthering his racing career. The inaugural winner was Richard Knight, but a name of a racer familiar to all who follow motor racing, one Larry Perkins, was the winner the following year. Formula Ford now is one of the popular categories in historic racing.

A really “cheap and cheerful” open wheeler category was the Formula V based around mechanical components of the 1200 cc Volkswagen. Engine, gearbox, brakes, steering and suspension all had to be sourced from the sedan. Apparently World Champions Niki Lauda and Emerson Fittipaldi got their start in motor racing via Formula V’s. Australians worthy of mention in this category included Larry Perkins and elder brother Terry, John Smith and the almost unbeatable Bernie Haehnle, whose exploits in the formula will long be remembered. Because these cars were so evenly matched driving them to win a race was like playing a game of chess – you had to be in the right position at the right time. Quite often I remember Bernie would be running second or third and then, at the final corner, he would dart out of the slipstream and make a dash for the chequered flag, winning by fractions of a second. It was a popular category and to hear the “dak-dak” of some 40 VW engines on full song was something to behold. We are occasionally reminded these days of that unique sound in historic racing.

The other classes in open wheeler racing during the 1970’s were Formula Two and Formula Three. Formula Two cars were mostly powered by the Ford twin cam engine whereas the Formula Three’s used production-based 1300 cc engines of either pushrod or single overhead cam design, the most popular choice being the Corolla engine. However, in an effort to reduce the number of open wheeler classes the Confederation of Australian Motor Sport (CAMS) scrapped Formula Three in 1978 and a newly-structured Formula Two came into being. The engine configuration was changed to a maximum engine capacity of 1.6 litres, production-based and of single overhead cam or pushrod design. Fuel injection was prohibited. Names such as John Leffler, Alfie Costanzo, Andrew Miedecke, Peter Larner, Chris Farrell, Brian Sampson and Brian Shead spring to mind as competitors in this form of open wheel racing.

Production sports car racing was dominated in this era by Porsches. Ian Geoghegan won the 1976 championship in a Carrera, followed in second place by Alan Hamilton in a Turbo model. Rusty French was third in a De Tomaso Pantera. There was an interesting mixture of cars competing that year – MGB, Bowell Nagari, E type Jaguar, Triumph TR5, Fiat 124 Spyder, and an MG Midget to name a few. Another “sporting” category was that of the Sports Sedan, a class that still exists today. Such luminaries as Allan Moffat (Capri Monza), Frank Gardner (Chev Corvair), Jim Richards (Ford Mustang), Bob Jan (Holden Monaro), Colin Bond (Holden Torana), and Ian Geoghegan (Holden Monaro) appear in the record books during this time.

There were some “big-banger” sports cars around in the 1970’s. They competed for the Tourist Trophy, the major race being held at Phillip Island. While some were one-off specials there were some notable vehicles namely the Elfin MS7, Porsche 934 and the Chev-powered McLaren M8. Basic sports car equipment was required such as 2 seats, headlamps and mudguards, but in reality they were two seater racing cars. The only other sports car category was the Clubman cars which are still popular today as road –going kit cars or out-and-out track racers.

The 1970’s of course was the era of Production sedans which were the basis for the Australian Touring Car Championship. The biggest race for this class was the Bathurst race variously known as the Hardie-Ferodo 500

and later, the James Hardie 1000. During this time the word "production" meant exactly that - one only has to look down the names of competing cars at Bathurst to realise this: one not only saw Holdens and Fords but makes such as Mazda RX3, Triumph Dolomite, Honda Civic, VW Golf, BMW 2002, Alfa GTV, Fiat 124, Fiat 850, Ford Escort, Datsun 1200, Datsun 240K, Morris Cooper S and Toyota Corolla to name but a few which competed in this decade. The cars of course were modified to meet racing safety standards but, by and large, were close to what the general public could buy off the showroom floor. "Win on Sunday, buy on Monday" (or words to that effect!) was a popular catchcry. Classes of cars were divided in different ways during this time. In 1971 it was by cost price units (a mathematical formula of price and engine size. In 1973 it changed to engine size alone. Let's recap the "first past the post" winners and their cars from this era - 70 and 71 Allan Moffat Falcon GTHO, 72 Peter Brock, Holden Torana, 73 Allan Moffat/Ian Geoghegan Falcon GT, 74 John Goss/Kevin Bartlett Falcon GT, 75 Peter Brock/Brian Sampson Holden Torana SLR, 78 and 79 Peter Brock/Jim Richards Holden Torana A9X.

There were some memorable class wins at Bathurst during this time. The Datsun 1200 won its class no less than 4 out of 6 times from 1970 to 1976, even beating a brace of Cooper S's in 1973. In that year almost half (28 cars) the field failed to finish (including one P.Brock (Phillip actually!!). That was the first year of 1000 Kilometres which may have accounted for the high attrition rate. The Datsun 1600 dominated Class B from 1968 through to 1971 - in 1968 this car filled the first five places in this class. These were rugged little cars and are still used in off-road rallies, hillclimbs and historic circuit racing today. And of course there was the legendary Morris Cooper S which won outright in 1966 with class wins in 74 and 75. The sleek Alfa GTV also fared well in its class with wins in 73, 74, 75 and 77.

During the 70's there was also a competition for 3 litre cars under the title of the Sun-7-Rothmans Series. There were a wide variety of makes competing namely the Mazda RX3, BMW 3.0SI and 2002, Ford Escort RS 2000 and Capri V6, and the Alfa GTV. Alan Grice (MazdaRX3) and Barry Seton (Capri V6) dominated this series during this time. There was also the B.F. Goodrich Challenge, run on that brand of radial tyre, for under 3 litre cars in which results were determined by performances in 3 classes - up to 1.3 litres, 2.0 litres and 3.0 litres. In 1976, as a result of consistently good results, the series was won by a Datsun 1200 driven by Bill Evans.

I hope these ramblings have given our reader either a reminder of days gone past or an insight into what racing was like 30 odd years ago.

Colin Watts

Wednesday Run February 2008

Mt. Colah to Terrigal

Organisers: Sue & Peter Smart [BMW]

Members: Chris & Joan Johnson [BMW] Paul & Jan Goddard [Holden Caprice], John & Val Dixon [BMW], Roland & Stephanie Clark [Maserati], Vern & Wendy Kelly [Mercedes], Colin Watts [MX5], Keith & Carol Reynolds [Jaguar], Graham & Marilyn Olliffe [Peugeot 407], Toni & Malcolm Ireland [Jaguar], Jack & Jennifer Jones [Mini Cooper S], John & Margaret Moody [Toyota] and Rob & Kay Finney [Porsche].

Another good turnout for our first run of 2008, 27 members enjoyed the run to Terrigal.

We met [as usual when heading north] at the McDonalds at Mount Colah for a morning coffee.

Setting off from there we enjoyed a leisurely run up the old Pacific Highway to Mooney Mooney where the Clarks and the Dixons came across a broken down Mini Cooper S belonging to Jack & Jennifer Jones. John and Margaret Moody were in attendance but we thought we would chip in with our automotive knowledge only to find that they had already discovered a broken fan belt and John M was in the process of removing the offending item. However this of course only solved half the problem and true to Australian Summer Culture not a pair of stockings, nylons, pantyhose to be had. The solution was for Jack to drive the mini to the Mooney Mooney Workers Club and park it there. Then hitch a ride with John and Margaret to Terrigal. To be followed by a search of the Gosford region after lunch for a new fan belt.

We then followed Roland in his Maserati to Terrigal following the back roads to Calga, Peats Ridge and Gosford. Most of the old Pacific Highway from Mooney Mooney to Calga is 60 Km speed limited so this gave us the chance to enjoy the scenery.

I must admit I did get a little confused between Calga and Peats Ridge with the tour notes but Roland knew exactly where to go.

Arriving in bustling Terrigal we parked behind the Crowne Plaza and enjoyed a very pleasant lunch on the outdoor terrace [after a bit of table swapping due to the wind factor]. Burgers, Ladies Steaks, Fish 'n Chips, Salmon salads, Grilled to name a few followed by desserts, lemon tarts, banana splits etc.

Keith and Carol Reynolds joined us for the lunch having spent some time at Copacobana and Rob and Kay Finney also joined us travelling down from Newcastle.

After lunch and a chat it was time for the girls to peruse the shopping delights of Terrigal and then at approximately 2.30pm we started to head for home.

John D got Keith to look at his BMW as the rear passengers door wouldn't open and Chris and Joan Johnson informed us that it had just run out of warranty at whatever time we had discovered the fault !!

Once again another great run - Thanks Sue and Peter.

John Dixon



“IF ONLY.....”

How many times dear readers, have we uttered those words with 20/20 hindsight!! If only I had bought that piece of real estate , if only I had purchased those shares, if only I had bought that CLASSIC CAR 25 years ago!! Now, I am aware that some wise thinkers in the club did buy classic cars when they were relatively cheap, by today’s standards. In the 1980’s I had my first foray into classic car buying but had to borrow two-thirds of the purchase price! I am ever so glad I did because I had heaps of fun with all my classics. However if I had known what I know now I would have borrowed heavily and bought up a whole yard full of old cars.

I am in possession of a publication which reviewed car auction prices throughout the world, called Robinson’s ”Collector Car Price Review”, for the years 1982 and 1983 and I thought that readers of Top Gear may be interested in some of the (bargain!!) prices of those years. I should point out that the cars were rated on condition from 1 (concours cars) to 5 (basket cases). Here goes!!

How about a genuine AC Cobra, condition 1/2 for 13,000 pounds? Daimler SP 250’s were going for \$7000 (condition 2) and 2 ½ litre sedans \$1800 (condition 3). In the 1982 edition of the above mentioned publication a Falcon GTHO Phase 3 (condition 2) went for \$16,000 – what a bargain!! Even considering the disparity of the wages of then compared to now, that really was a good price. Imagine if you had bought a few of those and stuck them in a garage until now! Jags were cheap – a V12 2+2 coupe (condition 3) went for \$5000 or a genuine D Type condition 1 for \$220,000? (OK that is a lot of bread for 1982 but D types are worth at least a couple of mill these days).You could have bought an XK150S convertible (Condition 1) for just \$21,000 back in 1983.

Did you ever fancy a Lotus Cortina (condition 1/2) for a mere \$7200? I could have afforded that!! Nowadays these cars are bringing in excess of \$50,000 in top condition. Or maybe your fancy might have turned to a Lotus Elite S2 (condition 2) for the bargain knock-down price of \$12,200. What about a Porsche? A 1954 Speedster went at a Pickles auction for just \$11,000 admittedly condition 2/3. These cars go for well into 6 figures now almost regardless of condition. Basket cases were almost given away A 1950 Morris Oxford (condition 5) went for the princely some of \$75 at a 1983 Sydney auction. Obviously someone bought it and lavished lots of TLC on it!! Want a Merc? A 190 SL Roadster was sold in 1983 at a Shannon’s auction for \$12,500 (Condition 2/3) and a desirable 280 SL (condition 2) for 5000 pounds in England (not exactly sure what the exchange rate was back in those days – more favourable than now as I recall).

Something British and sporting ? An 1955 MGTF in near concours condition may have been your taste at \$12,500. A Triumph TR3A in concours condition for \$11,000 sounds tempting. Or something more obscure perhaps? A 3 wheeler Morgan condition 2 for 3,000 pounds may have been your heart’s desire. Who wouldn’t like a one-owner Bristol 403 sedan for \$14,000? Perhaps something more upmarket might be your chosen wheels like a 1966 Aston Martin DB6 (condition 3/4) for just \$6,400 – maybe a little light restoration required here!





Bentleys are always an elegant way to travel - a top condition Mark VI could be had back then for \$14,000. Or why not go the whole hog and splash out on a Roller, specifically a 1934 20/25 Charlesworth Shooting Brake for 4,400 pounds - what statement this would make around the traps! Rovers have always been highly regarded as a luxury vehicle with lots of wood and leather - a 3.5 litre sedan changed hands in England for a mere 110 pounds in 1983. Something cheap and cheerful? An Austin A50 for \$700 perhaps? Speaking of Austins, a Healey (condition 2) for \$7000 sounds cheap even in 1983. (another one that passed me by!!).

Need I go on?? As I Say IF ONLY!!!!!!

Colin Watts

CALENDAR 2008

	DATE		EVENT	ORGANISER	PHONE
JAN.	Sat 26	S	NRMA Motorfest		
FEB.	Wed 13 Wed 20	M F	Monthly Meeting Wednesday Run	Vicki Bell Peter & Sue Smart	9958 8721 9630 1050
MAR	Sat 8 Wed 12 Wed 19 Sun 30	S M F R	Tea Gardens Hawkes Nest Motor Club Motorfest Monthly Meeting Wednesday Run Round 1 CAMS Supersprint	Malcolm Ireland Vicki Bell Roland & Stephanie Clark Oran Park GP - NSWRRRC	9416 3031 9958 8721 9653 2866
APRIL	Fri 4/7 Wed 9 Wed 16 Sun 27	S M F R	Orange Rally Monthly Meeting Wednesday Run Round 2 CAMS Supersprint	Terry & Robyn Daly Vicki Bell Keith & Carol Reynolds Wakefield Park – Mini Car Club	9488 9590 9958 8721 9634 6342
MAY	Sun 4 Wed 14 Sun 18 Wed 21	S M R F	Joint Breakfast Run MB Club Monthly Meeting Round 3 CAMS Supersprint Wednesday Run	Vince Thompson Vicki Bell Eastern Creek - TBA Colin Watts	9874 7745 9958 8721 9624 8202
JUNE	Sun 1 Wed 11 Wed 18	R M F	Round 4 CAMS Supersprint Monthly Meeting Wednesday Run	Oran Park GP - NSWRRRC Vicki Bell Jack & Jennifer Jones	9958 8721 9654 1129
JULY	Sun 6 Wed 9 Wed 16 Sun 20 Sun 27	S M F R S	Xmas in July Monthly Meeting Wednesday Run Round 5 CAMS Supersprint AHOC “Brass Monkey” Run & O’night Stay	TBA Vicki Bell Paul & Jan Goddard Wakefield Park – MX-5 Club TBA	9958 8721 9481 9715
AUG.	Sun 10 Wed 13 Sat 16 Wed 20 Sun 17 Sun 24	R M R F S S	Round 6 CAMS Supersprint Monthly Meeting Round 7 CAMS Supersprint Wednesday Run All British Day, Kings Schl Shannons Eastern Crk	Eastern Creek - ARDC Vicki Bell Oran Park GP – Mini Car Club John & Karma Watson Ian Norman Adrian Walker	9958 8721 9875 3080 9674 2717 9987 4299
SEP.	TBA Wed 10 Sun 14 Wed 17 Sat 20 TBA	S M R F S S	Orange Blossom Festival Monthly Meeting Round 8 CAMS Supersprint Wednesday Run Shed Crawl Thoroughbreds & Fillies Weekend	Malcolm Ireland Vicki Bell Oran Park South - NSWRRRC Brian & Barbara Marshall Roland Clark Graham & Marilyn Olliffe	9416 3031 9958 8721 9651 2821 9653 2866 9630 3971
OCT.	Wed 8 Wed 15 Sun 26	M F S	Monthly Meeting Wednesday Run (MB Club Invited) Pride Of Ownership Day	Vicki Bell Ian Norman Vern & Wendy Kelly	9958 8721 9674 2717 9651 2770
NOV.	Wed 12 Wed 19	M F	Monthly Meeting/AGM Wednesday Run	Vicki Bell John & Val Dixon	9958 8721 9403 6905
DEC.	Sat 6	S	Christmas Dinner & Presentation Night	Vern Kelly & Malcolm Ireland	9651 2770 9416 3031

NOTES:

- The events above are club sanctioned for the purposes of using club plates. Other events listed elsewhere may be sanctioned upon application at a monthly meeting of the Club.

LEGEND:

M = Club Meeting (3 Points)

S = Social Events (2 Points)

R = Racing Event (1 Point)

F = Fun Run (No Points)

CLUB MEMBER 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 either for racing or attending as a spectator. Also, you will be awarded two points for contributing an article to **Top Gear** (to a maximum of 10 points)



Thoroughbred Sports Car Club

2008 Membership Form

Membership Year: 1 March 2008 to 28 February 2009

Mail form and cheque to the Treasurer,

Mrs Wendy Kelly, 76 Ravensbourne Circuit, DURAL NSW 2158

<input type="checkbox"/>	Surname
	Given Names
Renewal	Address
	Post Code
<input type="checkbox"/>	Birth Date / DAY / MONTH (Year not required)
	Telephone (Home) (Work)
New Member	Fax (Home or Work)
	Mobile Phone
	E-Mail
FILL OUT THE FOLLOWING IF JOINING UNDER FAMILY MEMBERSHIP	
Spouse/Partners Surname	
Given Names	
Birth Date / DAY / MONTH (Year not required)	

OFFICE USE ONLY	
Date Joined	
M'ship No.	
CAMS No.	
TSCC Plate No.	
Amount Paid	
Cash / Cheque	
Receipt Number	

CAR(S)						
	MAKE	MODEL	YEAR	REGO. NO.	COLOUR	MAN./AUTO
1						
2						
3						
4						
5						
6						

I agree to abide by the rules of the Club
 MEMBER/APPLICANT'S SIGNATURE _____ x

MEMBERSHIP CATEGORY	ANNUAL FEE
<input type="checkbox"/> Single	\$50
<input type="checkbox"/> Family	\$60

ENTITLEMENTS/CONDITIONS OF MEMBERSHIP CATEGORIES
(i) Eligible to attend and/or compete in all listed TSCC calendar events (ii) Receive all printed matter issued by the Club
This category covers ONE ADDITIONAL person (ie Member plus one) Spouse / partner is eligible for (i) above

This Newsletter is published by:
THE THOROUGHBRED SPORTS CAR CLUB INC

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Disclaimer:

Any opinions published in the Newsletter should not be regarded as being the opinion of the Club, of the Committee, or of the Editor. No responsibility is accepted for the accuracy of any information in the Newsletter, which has been published in good faith as supplied to the editor.

Articles are invited and should be sent, faxed or emailed to the Editor for publication, showing the name and address of the author.