

# PISTON SLAP

**MONTHLY MAGAZINE  
OF THE THORNLEIGH  
CAR CLUB INC  
ESTABLISHED 1954**



*Andrew Chinner*

**August 2018**

**Bits from Boston  
A Look Back  
Bugeye's First Khanacross  
A Drive Down Memory Lane... Re-Run Edition  
Event Results  
And more....**



[www.tcc.org.au](http://www.tcc.org.au)



**Thornleigh Car Club Inc**



# PISTON SLAP

THORNLEIGH CAR CLUB INC – OFFICE BEARERS 2015/2016

P.O. Box 276, Pennant Hills NSW 1715

ABN 71673140384

[www.tcc.org.au](http://www.tcc.org.au)

[www.cams.com.au](http://www.cams.com.au)

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	Phil Coffey	0408 230 836	
<b>Secretary:</b>	Geoff Horler	0408 118 087	
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*When calling an Office Bearer, please remember that this is a voluntary position. It would be greatly appreciated if calls were made outside of business hours (after 5pm) and a voicemail message is left where the call is not taken.*

Executive Committee	Competition Advisors		Editorial Committee	Social Committee
Matt Rath	Motorkhana	Ernie Boston & Dave Masing	Nicole Crowley	Nicole Crowley
Jim Richardson			Andrew Crowley	Janelle Lansley
Phil Coffey	Khanacross	Aron Elliott	John Crowley	Stephen Lansley
John Crowley	Speed Events	Glenn Inkster	Geoff Horler	Dominic Connolly
Geoff Horler	Rallies	Trevor Parsonage	Glenn Inkster	
Glenn Inkster	Touring Events	Jim Richardson & Greg Yates		
Andrew Crowley				
Nicole Crowley				
Brett Manewell				
Dominic Connolly				

**Monthly Meetings:**

Second Thursday of each month except January  
 Pennant Hills Leisure & Learning Centre, 8 Warne Street, Pennant Hills  
 Video starts at 7:30pm, Meeting starts at 8:00pm

**Magazine Articles to:**

Email: editor@thornleighcarclub.org  
**Appreciated 2 weeks BEFORE the monthly meeting**

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# PRESIDENTS PAGE

## AUGUST 2018

Greetings members,

Keep 64 years of motorsport tradition and excellence alive. August brings nominations for the executive roles of the club to then be voted on in the September meeting. A number of the Executive have been in their current roles for 4 or more years. As it is not written in our Constitution that we must change positions after a set term, some of the executive roles are uncontested from year to year. Even if you have held a position before, or would like to step up and upskill yourself, please consider standing for a position for 2018/19 and keep Thornleigh Car Club motoring on.

2 weeks from now is probably the most fun, laid back, enjoyable day on the calendar, Ernie’s Revenge Motorkhana, being held on the 19th August. Make a family day of the event or bring your friends down for a passenger ride and show what real grass roots motorsport is about. All major officials are filled for the day though we are seeking a few time keepers. If you are available please let Phil Coffey or myself know.

Fast approaching is the TCC vs HDCC social Go Kart Challenge on the 8th September. Nicole Crowley is taking entries for this event and it will go ahead rain, hail or shine....very heavy rain only made things more interesting last year. Please contact Nicole if you wish to rise to the challenge and represent TCC. Entries for this event close BEFORE the September meeting.

I know it is a fair way off, however we are seeking assistance for our State Khanacross to be held at Hampton on Sunday 21st October. I have previously directed this event, however will not be able to attend on the day due to being in Cooma for a rally that weekend. I am happy to help a budding Director and Secretary with the paperwork. Jim Richardson and John Grist have offered to be Scrutineers on the day and cook a fantastic BBQ lunch, so that is one less thing to worry about.

Look forward to seeing you at one of our upcoming events for a fantastic day of motorsport and social interaction.

Stay safe and see you at the meeting.

Matt Rath



### August Meeting:

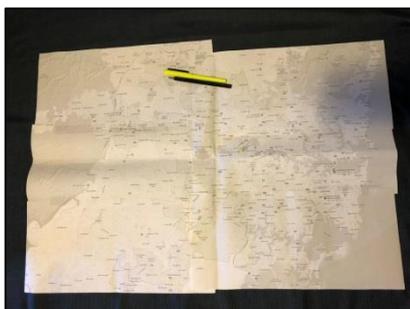
	<b>Supper:</b> Matt Rath		<b>Raffle:</b> Jim Richardson
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Cover Photo – Andrew Chinner’s Galant turned a few heads at the start of the Drive Down Memory Lane – Past Race Tracks on the 7<sup>th</sup> July at Parramatta Park.

## EDITOR'S REPORT

Can you believe it is already August? These months are absolutely flying by and I wasn't quite ready for it to be magazine time again!

This last month has been pretty much all about the Drive Down Memory Lane events for me. We ran the re-run of the Drive Down Memory Lane – Past Tracks on Saturday, 7th July. We had 23 cars along for this trip and 39 people stayed for dinner. It was another good event, with almost all participants looking forward to the speedway version in October. A video of this will be available shortly. So once this event was out of the way, it was all systems go for the next Drive Down Memory Lane – Speedway Edition event to be run



*Marking out all of the past speedway venues to start plotting which ones to include in the tour.*

on Saturday 13th October. I mentioned at the last club meeting that there were 27 odd speedway sites in the Sydney basin area alone. Some of these didn't run for very long at all, but it's still incredible the number of sites for motorsport in NSW over the last 80 to 100 years. As there was no way we could visit all 27 speedway sites, I have managed to cull this down to 10-12 sites. The final number will be dependent on our first drive of the proposed route. We have a good mix of the more famous speedway sites as well as some that you may have never known existed and possibly right near your own doorstep! I have included an entry form with this magazine, to cater for various entry possibilities and therefore should allow more people to come along.

I also managed to get away down to Narooma for the Narooma Rally run by BMSC a couple of weekends ago. Andrew was navigating for Kelly Caruana from HDCC as well as Matt and Alana and Tim Woods from TCC were also down there competing. I didn't get any photos of the cars due to wrangling two young kids, but it's certainly a beautiful place to have a small holiday and to watch some rally cars! The majority of the locals really love having the rally there, so it's a really great environment to be in. And while the kids were asleep, I managed to start planning the proposed route for the next Drive Down Memory Lane event whilst enjoying the beautiful view!



Last month I wrote about the new CAMS online permit applications making it easier for event organisers to get their pre-event paperwork sorted. I received a couple of calls about trying to find the normal forms as well as the online applications for the non-speed events. The only problem with launching this new online application system was that this was a little difficult to find in the list of event forms! There was no section purely for online applications nor were the new online applications included under the paperwork relating to non-speed events! We eventually found it and I've had a quick look through it. You essentially enter a lot of the same information from the permit application and supp regs into a webpage. You can also upload a logo for the club running the event and any sponsor logos as well. I have briefly seen supp regs that have been done through the new online system, and they look fairly good, but it does appear to be better for completely straight forward events... and let's not mention those pesky passenger rides!!!

We are desperately seeking more TCC licenced officials. Currently our State khanacross does not have any major officials to run the event. On a separate note, as CAMS closes in on the milestone mark of 10,000 licenced officials in its ranks, those who sign up to become an official are being given the chance to win a very special prize. Thanks to RallySchool, any new official who successfully joins before 10 August will go in the draw to win a RallySchool Half Day Ultimate Experience, while CAMS Shop vouchers will also be offered as second and third place prizes to new officials, so now there is even more reason to become a licenced official! All existing CAMS licence holders will also go in the draw to win a CAMS Shop voucher valued at \$300. To register to become an official and complete the Introductory online course between 10 July and 10 August and go in the draw to win great prizes, including the RallySchool Ultimate Experience go to [www.cams.com.au/get-involved/officials/become-an-official](http://www.cams.com.au/get-involved/officials/become-an-official).

Now onto coming events! August also means its nominations month! This is the time when everyone really needs to think about what they can do for their club. Many hands really do make light work however a number of the current Exec who have been there for quite some time, are also predominantly the major event officials for TCC run events, which means that there really isn't enough hands helping the club at the moment. At the time of writing, I'm still not aware that we have found officials to run our state khanacross in

October. I know people are busy, I know that incredibly well with two young kids, working 4 days a week and holding 2 positions on the Executive along with running a number of events, but we really do need more help. The list of TCC Office Bearer positions and a general overview of the position has been included later on in the magazine. If you think you can help out in any of these positions, we really recommend putting up your hand and having a go. If you don't think you can do any of these positions (I also never thought I would or could do any of the positions I have held!) then have a think about how you can contribute further with the organisation and running of our competition and/or social events.

As always, I need more articles!! There have been a number of great events that our members have been to, both on our competition calendar and many more that weren't, so please put pen to paper, or fingers to a keyboard and write about your experience. Have you been servicing for a mate at an event? Have you organised or officiated at an event and can let us know how you went and what you saw? Have you been on a great social event recently that you could tell us about? Maybe you have competed on either side of the car and can tell us more about the event, how you went and give us a rundown of the results? Did you take some photos whilst you were there that you could include? An original article submitted for publication in Piston Slap is required each year (along with officiating at a TCC run event) in order to be eligible for a championship trophy. In previous years, we have had people come 6th receive the championship trophy as all other members were not eligible. The championship eligibility may seem difficult, but it's really not, and it ensures our members are giving back to our club. I believe this is why our magazine is going so well (though could still be better) and why we have a good roll up of timekeepers at our events (though a few more scrutineers, event directors and secretaries wouldn't go astray!!).

The second of the social events is the TCC vs HDCC Social Challenge – Go Karts on Saturday, 8<sup>th</sup> September at 2pm. TCC won last year based on having more supporters turn up, so we are hoping to get as many turn up this year as well as I believe HDCC will be hungry for a win and to give us the Losers Spoon! It costs \$110 per person and includes a Go Kart Race licence, Balaclava, 1 x 5 Minute Warm Up Heat, 2 x 10 Minute Race Heats and 1 x 10 Minute Grand Final (Total of 35 minutes track time). Go-Karting will be followed by dinner and drinks at 6pm at the Blue Cattle Dog Hotel. To reserve your spot contact Nicole Crowley on 0409 987 210 or via email at niknax84@optusnet.com.au. Advise whether you will be competing at the Go-Karts, whether you'll have any supporters come along with you and whether you and your supporters will be coming along to dinner. All Go-Karting spots **must be fully paid for by Friday, 17th August** as Luddenham Raceway require final numbers and payment in full 3 weeks out from the event.

**WE NEED YOU!**



Nicole Crowley



### Important Editorial Dates To Remember

<b>Next Piston Slap Edition:</b>	September 2018
<b>Reports and articles required by:</b>	Friday 31 <sup>st</sup> August 2018
<b>Collation Night:</b>	Thursday 6 <sup>th</sup> September 2018

### A note from your Vice Captain Andrew Crowley

A pointscore has been included with this magazine. Please check this to make sure you have points for all events you have competed/participated in.

If you have officiated at an event that is not run by TCC, please let us know so that we can award officiating points. Please note however, that if you have also competed at the same event, then you will have to choose either competition or officiating points.

To be eligible for a championship trophy, you need to have officiated at a TCC run event, along with submitting an original article for publication in Piston Slap each year. It's always best to get these requirements out of the way early on regardless of whether you are actively chasing a championship or not. With over 4 months of competition and point scoring events left on the calendar, so much can still change!

## CLUB CAPTAINS REPORT



Wow, that month flew by and here I am again trying to write the Club Captains Report at the last minute. So, before I get onto past events, a reminder to everyone reading, that the Ernie's Revenge Motorkhana is on the 19<sup>th</sup> August run out at Ansell Park. This is an event you do not want to miss with great driving tests tweaked by Ernie Boston and Phil Coffey for that extra bit of fun. Passengers are very welcome, so bring along those friends and get them out for a ride or two or three. If you cannot enter, please come along for rides or even help out and officiate, I am sure Ernie and Phil will be glad to see you.

Last month we had three events on the calendar being the Narooma Forest Rally, the Wollondilly 250 Rally and the MG Ringwood Hillclimb. I haven't seen any results myself but I do know a few members did attend the Narooma Rally with some competing and some spectating or officiating. We would have also had some TCC members at the Wollondilly 250 and hopefully we can get a rundown of the event either in this magazine or at the next monthly meeting.

Upcoming events are, as mentioned above, Ernie's Revenge Motorkhana, the WAC State Khanacross, MX5 Club Track Day, MG Spring Classic Rally and of course the TCC v HDCC Challenge where we will be victorious again!

### Upcoming Pointscore Events

#### **Thur 9<sup>th</sup> August**

#### **TCC Monthly Meeting**

Pennant Hills Leisure and Learning Centre, 8 Warne Street Pennant Hills. 8pm start time with Supper and raffle afterwards. This meeting will cover nominations for TCC Office bearer positions at the conclusion of the meeting. Please think about how you might be able to help your club in 2018/19.

#### **Sun 19<sup>th</sup> August**

#### **Ernie's Revenge Motorkhana**

Type Motorkhana  
Club Thornleigh Car Club, TCC  
Venue Ansell Park  
Cost \$40 Adults, \$20 Juniors  
Time Docco 8am, Drivers Briefing 9:45, Start 10am

As mentioned above, the TCC Event that cannot be missed! In typical Ernie Boston fashion, this will be an event with some great motorkhana tests, slightly tweaked, for your driving pleasure, and best of all, no reversing. It is always a no fuss event with everyone welcome to enter, especially juniors and as always passengers are not only welcome but actively encouraged, so bring your friends. Supp Regs will be available closer to the date on the TCC Website and Facebook pages but you can always contact me and I can email a set through to you. A must attend event! Remember if you are keen to official, please contact Phil Coffey and he can sort you out.

#### **Sat/Sun 25/26<sup>th</sup> August MG Spring Classic Rally**

Type Touring Rally  
Club MG Car Club Sydney, MGCC  
Venue Hunter Region  
Cost \$520 Crew of Two

Join the MG Car Club (Sydney) and friends from other CAMS clubs for a weekend in the beautiful Upper Hunter area. The event will commence at Corrugated Café with a breakfast pack, great touring roads and lunch on Saturday. Overnight in Muswellbrook, finishing in the area of Cessnock for lunch on Sunday early afternoon. Enjoy approximately 700 kilometres of GREAT classic driving roads for an un-timed Touring Assembly with 4 levels of participation. Tour - A fun run that is route charted to enable entrants to successfully complete the event. No CAMS Licence required. Plus - A tour with some map reading for those who want a challenge and Apprentice plus Masters categories to please the experienced crews. Included in the entry are Rally pack and maps – breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the wineries, farmers and coal miners alter our landscape. Entries opened on the 1st of June 2018 and are limited to 50 starters so please get an entry in. Supplementary Regulations and all forms will be available on [www.classicrallyclub.co.au](http://www.classicrallyclub.co.au), [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au)

**Sun 26<sup>th</sup> August MX5 Club Track Day**

Type Supersprint  
 Club MX5 Club NSW  
 Venue Wakefield Park  
 Cost \$220

This is the second MX5 track day held down at Wakefield Park. The event will be open for invited clubs, such as TCC with preference on entries being for MX5 members first. The event will be run in a supersprint format with groups of 14 cars on the track per session. First time drivers at Wakefield Park will be in their own group with a familiarisation session of 3 instructed laps then 3 untimed laps. Supp Regs and further information are on the MX5 webpage <http://nsw.mx5.com.au/motorsport/club-track-days>. Entry is only via the MX5 online system so anyone interested in having a run will need to contact Barry Luttrell [eventsec@mx5.com.au](mailto:eventsec@mx5.com.au) and he can sort you out with a temporary MX5 membership.

**Sun 26<sup>th</sup> August WAC State Khanacross Round 6**

Type Khanacross  
 Club Westlakes Automobile Club, WAC  
 Venue Awaba

Round 6 of the NSW State Khanacross Series and run by Westlakes Automobile Club at their grounds at Awaba. I still have no details at the present regarding this event besides it starts at 10am. I will get more details closer to the event but keep an eye on the Westlakes website. <http://www.wac.org.au>

**Sat 8<sup>th</sup> September TCC vs HDCC Go-Kart Social Challenge**

Type Social Event  
 Club Thornleigh Car Club, TCC  
 Venue Luddenham Raceway, 821 - 849 Luddenham Road, Luddenham NSW 2745  
 Cost \$110 per person (*includes licence, Balaclava and a total of 35 mins track time*)  
 Time Documentation at 2pm, Dinner at 6pm

Go-Karting will be followed by dinner and drinks at 6pm at the Blue Cattle Dog Hotel, 249 Mamre Road, St Clair NSW 2759 (entry on Banks Drive). For more information, or to reserve your spot, contact Nicole Crowley on 0409 987 210 or via email at [niknax84@optusnet.com.au](mailto:niknax84@optusnet.com.au) or via the Facebook event <https://www.facebook.com/events/426947757729463/>. **All Go-Karting spots must be fully paid for by Friday, 17th August as Luddenham Raceway requires final numbers and payment in full 3 weeks out from the event.**

**Thur 13<sup>th</sup> September TCC Monthly Meeting**

Pennant Hills Leisure and Learning Centre, 8 Warne Street Pennant Hills. 8pm start time with Supper and raffle afterwards. This meeting will also include the TCC Office Bearer Elections for 2018/19 at the conclusion of the meeting.

**Sat 15<sup>th</sup> September LBMCCC State Motorkhana Round 9**

Type Motorkhana  
 Club Lower Blue Mountains Christian Car Club, LBMCCC  
 Venue SMSP Skidpan

There is no information available on this event at present, but keep an eye on the LBMCCC website <http://lbmccc.rdotgdummy.com/lbmccc-wp/> closer to the event for more details.

**Sat 15<sup>th</sup> September MiniDulla Rally**

Type Forest Rally  
 Club Shoalhaven & Kiama Districts Auto Club, SKDAC  
 Venue Shallow Crossing

This is a round of the CRS, DRS, HRS rally series. There isn't much information available as yet, but keep an eye on their facebook event [https://www.facebook.com/events/544881595885730/?active\\_tab=about](https://www.facebook.com/events/544881595885730/?active_tab=about) or RallyNSW website <http://www.rallynsw.com.au/events/2018-termeil-rally/> for further information closer to the event.

**Friday 28<sup>th</sup> Sept – Monday 1<sup>st</sup> Oct TCC / Scout Khanacross / Moot**

Type Khanacross / Officiating  
 Club Thornleigh Car Club, TCC  
 Venue Colo Park

Whilst entries have opened for this event, at present it is only open to Scouts/Rovers. Matt is still working with Scouts and CAMS regarding the legality and insurance around having non-Scout people there in either a competitive or officiating capacity. If you know anyone in Scouts/Rovers who may be interested in participating, please direct them to [www.dirtndustchallenge.com](http://www.dirtndustchallenge.com). More information regarding possible TCC involvement will be advised by Matt at the August meeting and will be in the next magazine.

**Thur 11<sup>th</sup> October TCC Monthly Meeting**

Pennant Hills Leisure and Learning Centre, 8 Warne Street Pennant Hills. 8pm start time with Supper and raffle afterwards.

**Sat 13<sup>th</sup> October A Drive Down Memory Lane – Speedway Edition Social event**

Type Social Event  
 Club Thornleigh Car Club, TCC  
 Venue Sydney Region  
 Time 7:30am Meet, 7:45 Event Briefing, 8:00am Start

Come along with Thornleigh Car Club for a full day social drive as we travel to sites of over half a dozen long lost speedway venues of Sydney. Do you know where the Place of Pace is? Or the Speedway by the Freeway? Or the possible birthplace of Fender Benders in Australia? Do you like the speedway or have an interest in Australian motorsport history? Well this is the event for you. You will get to walk around one of the tracks and see what is left or remember where other tracks once were. There are a few of the more famous speedway venues on this tour, along with many that you may have never known existed! This is a fully route charted event making this event a very relaxing day for everyone. Stick around for the optional night at Valvoline Raceway (Development Sprintcars, Roof Off Rumble Late Models, Wingless Sprints and Legend Cars) to finish off this event. Participants sticking around for the speedway action go into the draw to win a two-seater sprintcar ride voucher to be used on another date. For further information, including the entry form and draw terms and conditions, go to the Drive Down Memory Lane Speedway Edition Facebook event <https://www.facebook.com/events/408293556344059/>.

**Sun 14<sup>th</sup> October WAC Motorkhana**

Type Motorkhana  
 Club Westlakes Automobile Club, WAC  
 Venue Awaba

There is no information available on this event at present, but keep an eye on the WAC website [www.wac.org.au](http://www.wac.org.au) closer to the event for more details.

**Sat 20<sup>th</sup> October Monaro Stages Rally**

Type Forest Rally  
 Club Light Car Club of Canberra, LCCC  
 Venue Cooma

This event is a round of the NSW, ECC, CRS, HRS Rally series. The 2018 Monaro Stages is a blind event, with an excellent road book that teams can rely on. The event will use a mixture of local State Forests and Shire roads between Cooma and Bombala. Organisers are planning a 150-200km competitive event, with NSW State Rally & East Coast Classic competitors running a longer event; remaining Series will run a shorter event. Go to <http://www.rallynsw.com.au/events/2018-monaro-stages/> for more information closer to the event.

**Sun 21<sup>st</sup> October TCC State Khanacross Round 7**

Type Khanacross  
 Club Thornleigh Car Club, TCC  
 Venue Hills Motorsport Park, Hampton

We are seriously short of major officials for this event. If you are interested in helping run this event, please contact one of the TCC Exec asap.

**Sat 27<sup>th</sup> October A Drive Down Memory Lane – Speedway Edition Social event**

*This is the reserved wet weather date only if 13<sup>th</sup> October event is cancelled/postponed due to inclement weather.*

**Thur 8<sup>th</sup> November TCC Monthly Meeting**

Pennant Hills Leisure and Learning Centre, 8 Warne Street Pennant Hills. 8pm start time with Supper and raffle afterwards.

**Upcoming Non-Pointscore Events**

Sat 11 <sup>th</sup> August	Rally of the Bay	NSCC	Batemans Bay
Sun 12 <sup>th</sup> August	Dirt/Tar Khanacross	MGCCN	Ringwood Park
Sun 12 <sup>th</sup> August	NSW State Motorkhana	MX5	Nirimba
Fri 24 <sup>th</sup> August	The Esses Hillclimb	BLCC	Mt Panorama
Sat 25 <sup>th</sup> August	CSCA Supersprint	MGCCN	SMSP Druitt

Glenn Inkster

*"If you ain't first, you're last."*

## TCC Calendar 2018

Day	Date	Month	Event	Venue	Club	Level	Type
Sun	4	Feb	CL Rudd Motorkhana	Ansell Park	HDCC	Multi	Motorkhana
Thurs	8	Feb	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sun	11	Feb	MGCCN Dirt/Tar Khanacross	Ringwood Park	MGCCN	Multi	Khanacross
Fri	16	Feb	TCC Presentation Dinner	Muirfield Golf Course	TCC	Club	Social
Sat	24	Feb	100 Mile Trial	Richmond Area	TCC	Multi	Touring Rally
Thurs	8	Mar	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sat	10	Mar	LBMCCC Skidpan Motorkhana	SMSM - Skidpan	LBMCCC	Multi	Motorkhana
Sun	18	Mar	Multiclub Huntley Hillclimb	Huntley Hill Dapto	WSCC	Multi	Hillclimb
Sun	25	Mar	Toysports Autocross	Colo Park	Toyo	Multi	Khanacross
Thurs	12	Apr	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sat	14	Apr	Caves Classic Rally (NSW, ECC, CRS, HRS)	Oberon	NSSCC	Multi	Forest Rally
Sat	21	Apr	SSCC Interclub Supersprint Round 2	SMSM - South	SSCC	Multi	Supersprint
Sun	22	Apr	NSSCC State Khanacross Round 3 (cancelled)	SID (Sydney Int Drags)	NSSCC	State	Khanacross
Sun	29	Apr	The Run With No Beer	Central Tablelands	CRC	Multi	Touring Rally
Sun	6	May	HDCC Motorkhana	Ansell Park	HDCC	Multi	Motorkhana
Thurs	10	May	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sun	20	May	Volksmuller Rallysprint	SID (Sydney Int Drags)	NSSCC	Multi	Rallysprint
Sat	26	May	WAC Twilight Khanacross (6pm)	Awaba	WAC	Multi	Khanacross
Sun	27	May	HRC David Johnson Autumn Classic	Southern Highlands	CRC	Multi	Touring Rally
Sun	3	Jun	TCC State Motorkhana Round 5	Nirimba	TCC	State	Motorkhana
Thurs	14	Jun	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sat	23	Jun	Myall Lakes Rally (CRS, DRS, HRS)	Bulahdelah	NDDC	Multi	Forest Rally
Sun	24	Jun	HDCC Hornet State Khanacross Round 4	Hills Motorsport Park	HDCC	State	Khanacross
Sat	7	Jul	Drive Down Memory Lane Social ReRun	Sydney Region	TCC	Club	Social
Thurs	12	Jul	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sat	21	Jul	Narooma Forest Rally (CRS, DRS, HRS)	Narooma	BMSC	Multi	Forest Rally
Sun	22	Jul	Wollondilly 250	TBA	CRC	Multi	Touring Rally
Sun	29	Jul	Ringwood Hillclimb A2A	Ringwood Park	MGCCN	Multi	Hillclimb
Thurs	9	Aug	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sun	19	Aug	Ernies Revenge	Ansell Park	TCC	Multi	Motorkhana
Sun	26	Aug	WAC State Khanacross Round 6	Awaba	WAC	State	Khanacross
Sun	26	Aug	MX5 Club Track Day	Wakefield Park	MX5	Club	Supersprint
Sat/Sun	25/26	Aug	MG Spring Rally	TBA	MG NSW	Multi	Touring Rally
Sat	8	Sept	TCC vs HDCC Challenge	Sydney Region	TCC	Club	Social
Thurs	13	Sept	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sat	15	Sept	LBMCCC State Motorkhana Round 9	SMSM Skidpan	LBMCCC	State	Motorkhana
Sat	15	Sept	Minidulla Rally (CRS, DRS, HRS)	Shallow Crossing	SKDAC	Multi	Forest Rally
Fri	28	Sept	TCC / Scout Khanacross / Moot^	Colo Park	TCC	Club	Khana / Official
Sat	29	Sept	TCC / Scout Khanacross / Moot^	Colo Park	TCC	Club	Khana / Official
Sun	30	Sept	TCC / Scout Khanacross / Moot^	Colo Park	TCC	Club	Khana / Official
Mon	1	Oct	TCC / Scout Khanacross / Moot^	Colo Park	TCC	Club	Khana / Official
Thurs	11	Oct	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sat	13	Oct	Drive Down Memory Lane Speedway Edition	Sydney Region	TCC	Club	Social
Sun	14	Oct	WAC Motorkhana (10am)	Awaba	WAC	Multi	Motorkhana
Sat	20	Oct	Monaro Stages Rally (NSW, ECC, CRS, HRS)	Cooma	LCCC	Multi	Forest Rally
Sun	21	Oct	TCC State Khanacross Round 7	Hills Motorsport Park	TCC	State	Khanacross
Sat	27	Oct	Drive Down Memory Lane Speedway Edition*	Sydney Region	TCC	Club	Social
Thurs	8	Nov	TCC Monthly Club Meeting	Pennant Hills Leisure Centre	TCC	Club	Meeting
Sat	24	Nov	Bathurst Speed Weekend - Conrod Supersprint	Mt Panorama Bathurst	BLCC	Multi	Supersprint
Sun	25	Nov	Bathurst Speed Weekend - Mountain Straight HC	Mt Panorama Bathurst	BLCC	Multi	Hillclimb
Sat/Sun	3/4	Nov	Alpine Classic Rally	TBA	CRC	Multi	Touring Rally
Thurs	13	Dec	TCC Monthly Club Meeting + Xmas Party	Pennant Hills Leisure Centre	TCC	Club	Meeting

^ Matts Scout Moot / Khanacross event. Club Only Event. More Details to follow.

\* Wash Out Date if needed.

## HAVE YOU THOUGHT ABOUT STANDING ON THE COMMITTEE FOR 2018?

At the TCC August Club Meeting, we'll be seeking Nominations for Committee positions for 2018. This is, of course, an annual event and will start an immediate epidemic of heavy colds, 'flu, mad cow disease, concussions, broken legs, broken arms, etc, etc, thus preventing members from turning up on the night for fear of being gently persuaded into taking up a position on the Committee.

Basically, the existing Committee will stand down, and the new Committee will then be elected at our Annual General Meeting in September. Several of the existing Committee may stand again so this is not as fearsome a process as it may seem! However, it's so important for general club members to put their hand up to stand for a position as bringing new people onto the Committee leads to a host of new ideas to help the club run in a modern and progressive way.

So, what are the responsibilities of the various positions on the Thornleigh Car Club Committee?

**President.** "Head Honcho", or CEO of the Club. Presides over the monthly meetings, and is generally fairly heavily involved in overall club activities. Calls Executive Committee Meetings when decisions need to be made on serious (and sometimes not so serious) issues, affecting the operation of the club. The President is an Executive Officer of the club.

**Vice-Presidents.** We have two Vice-Presidents. The Vice-Presidents help the President in the decision making process, and accordingly, tend to be more senior members with experience of how the club has operated over an extended period of time, and have a good understanding of the club's Constitution. The Vice-Presidents are Executive Officers of the club.

**Secretary.** The responsibilities of this role basically revolve around administration. The Secretary clears out our Post Office Box at Pennant Hills Post Office, and advises the Executive Committee of any pressing issues. The Secretary also receives emails from CAMS, and other clubs, and again, advises the Executive of any matter which needs immediate attention. The Secretary is responsible for maintaining and up-dating the membership records of the club. The Secretary provides a report at each monthly meeting, and is an Executive Officer of the club.

**Treasurer.** Looks after all financial matters for the club, and prepares monthly financial reports, and an annual financial statement. Pays invoices and other costs incurred by the club, and issues receipts for incoming payments, such as membership fees. Maintains strict records of all financial matters. The Treasurer is an Executive Officer of the club.

**Club Captain.** A key role in the club. This person manages all competition aspects which the club is involved in each year. The Captain sets the Competition Calendar for the year, making sure that there are an appropriate number of rally, motorkhana, khanacross, touring and speed events for the members to choose from. The Captain also adjusts the Calendar as the year progresses to make allowance for washed out events, and cancelled events, etc. This is a busy job, and is best suited to someone who is passionate about their motor sport, and has a reasonable amount of time at their disposal to devote to managing the Calendar. The Club Captain reports at each club meeting, and sits on the Executive Committee.

**Vice Captain.** Assists the Club Captain in setting the calendar for the year, and helps with the organisation of some of these events. The Vice Captain maintains the club pointscore, and provides an up-dated pointscore spreadsheet to the Editor/s for publication in the club magazine, particularly in the latter half of the year. The Vice Captain sits on the Executive Committee.

**Editor/s.** The Editor is responsible for the club magazine, Piston Slap. The Editor encourages members to write articles for publication in the magazine. Being creative is probably a good attribute to being a good Editor, as some degree of layout skills are required. The Editor collates all the articles to be published in that month's magazine around two weeks before the next club meeting, plans the magazine out, prints the magazine on the club's printer, and then advises the Editorial Committee of the collating and mailing date, which is usually one week prior to the next meeting. The Editor/s sits on the Executive Committee.

**CAMS Delegate.** The CAMS Delegate is the person who attends CAMS NSW/ACT Meetings on behalf of Thornleigh Car Club. The CAMS Delegate then reports CAMS related subjects back to the TCC Executive, and to club members at our monthly meetings. The CAMS Delegate is also part of our Executive Committee.

**Alternate CAMS Delegate.** The Alternate CAMS Delegate simply takes the place of the CAMS Delegate if the CAMS Delegate is unable to attend a CAMS NSW/ACT Meeting. Duties are the same as the CAMS Delegate, but does not sit on the Executive Committee.

**Social Secretary.** Is responsible for the social activities of the club. This person might organise a progressive dinner, a go-kart night, a picnic day, etc, etc, which all club members can participate in. The Social Secretary is also responsible for organising our Christmas Party and Annual Presentation Night. The Social Secretary sits on the Executive Committee.

**Web Master.** The Web Master looks after our website and makes sure all matters relating to club activities are included on the site. The person responsible must have some degree of computer/web skills, and a little time at their disposal to update the site on a regular basis. The Web Master sits on the Executive Committee.

**Publicity Officer.** Is responsible for all the club's advertising material, such as stickers and badges, etc. This person would normally bring all the advertising material to club events, and monthly club meetings. The Publicity Officer does not sit on the Executive Committee.

**Minute Secretary.** Takes the Minutes of monthly club meetings so needs to have a high level of shorthand skills (only joking!). Because the Minute Secretary is not part of the Executive Committee, and because Minutes of Executive Meetings need to be taken, this is a role which the Secretary would normally look after.

**Property Officer.** The Property Officer is responsible for all the equipment that TCC possesses, including shade tents, stopwatches, witches hats, cement bases, and so on and so forth. As all members would know, we have recently purchased a fully enclosed trailer, Tina, in which the vast majority of our gear will be stored. If the Property Officer had a place to store Tina, that would be an advantage, but not a necessity. The Property Officer does not sit on the Executive, unless that person already holds an Executive position.

**Meeting Officer.** Organises the setting up of our meeting venue, currently Pennant Hills Learning & Leisure Centre, which involves putting out all the tables and chairs in readiness for each monthly meeting, setting up our TV which is held on site and providing tea and coffee at our monthly club meetings. Although not absolutely essential, the Meeting Officer would preferably be the first to arrive, and the last to leave the premises. On top of this, it would be good if the Meeting Officer had access to a library of Motor Sport videos/DVDs to keep members entertained after the meeting, over a cup of tea or coffee.

**Officials Registrar.** As it's very important for us to have a selection of reasonably well-qualified CAMS-accredited Officials on call to officiate at TCC run events, the Officials Registrar keeps a Registry of these Officials. The Officials Registrar will also encourage members to further improve the level of their Officials standing by undertaking additional training. The Officials Registrar does not sit on the Executive Committee.

**Historics Registrar.** Now that certain vehicles can be registered through the RMS as an 'Historic Vehicle,' we have an Historics Registrar whose job it is to supervise the processing of these registrations, and to keep a record of these vehicles. The Historics Registrar does not sit on the Executive unless he/she already holds another Executive Committee position.

**Honorary Auditor.** We appoint an Honorary Auditor whose role is, from time to time, to check financial issues which may be raised by the Treasurer. The Honorary Auditor also checks the annual financials of the club for presentation at the Annual General Meeting in September each year. This is not an Executive position.

As well as the normal Committee positions, we'll also be calling for Competition Advisors for the disciplines of Motorkhana, Khanacross, Touring Events, Speed Events, and Rallies.

And we'll also be asking for members to stand on the Editorial Committee, and Social Committee.

As mentioned in the second paragraph, it can be assumed that a number of the current Committee will put their hands up to stand for another twelve months, but we all know that in life, making assumptions can be a dangerous thing.

So, if you believe that you can make a contribution to the efficient running of our club, please volunteer to stand for a position which you'll feel comfortable with. You can be assured that there will be any number of other Committee people who'll provide you with all the support and guidance you need.

Have you thought about standing on the Committee for 2018? We hope you have thought about it, and have decided to give it a go.

### **The Executive Committee**



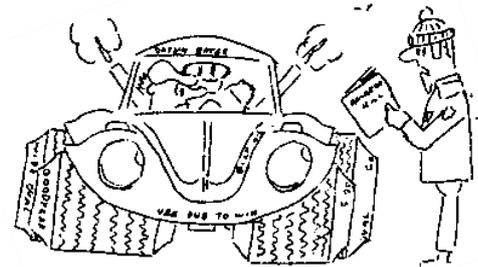
## Bits from Boston...

I haven't had a run in a motorkhana in a long while. The last one I did was the CL Rudd at Ansell Park, run by HDCC and I didn't do very well at all. I finished 3rd last. The wrong end of the point score! Never mind, I remember back when Michael Heslewood was running his Lancer, usually on 3 wheels which was very interesting! Michael had a ball beating me rain, hail, snow or shine. Those were the days when we had 8 events & Michael ran 6. That was a real battle between him & I! Good fun. He broke an axle in the last run at a motorkhana and being only 2 starters in the class, myself & Michael, I went on to win. Well, Michael didn't repeat that boo boo! That was in 2010, seems so long ago now. The 12 valve Civic was not very quick, but it liked the dirt. I bought 2 tonne of it home over the years for Sandra's garden! I am now not so fast, but I want to be! Age has caught up with me and so did my doctor (boo & hiss), so my car has gone as you all know, to a learner driver, with a rally driver for a dad. You just never know where my car will go! Also when I go to a motorkhana now, I don't think I am allowed to drive so I will sit in the passenger seat and be good!

Have you noticed anything different with the Supercars? I can't see the difference between last year & this year, though the new Ford Mustang won't be seen until 2019. I read in an article that the Mustang is too wide and too long. To really stuff things up, the roof will have to be raised to accommodate the roll cage, good luck with that one! They are talking about 2020 before a new car is allowed to run if they get it right. There is also talk about a new 4 cylinder car class. We will have to wait and see.

Ernie's Revenge, depending on the weather we will have 3 to 5 tests set up at a time. I still need some helpers on the day. A couple of magazines ago, I talked about the drought being over, it isn't. I am not saying anything!

We all watched in amazement as Ari Vatanen, took the Peugeot up pikes Peak & set the fastest time ever. Pikes had a rest for a while. Sebastien Loeb set a record in 2013, only to lose it to Romain Dumas in this year's race. The victory was set in a 4 wheel drive, electric not a petrol, car. That cancels out all visions of the mighty Beetle just being a petrol driven car (mine was petrol). I can't find an extension cord long enough to even go to the shops! The record now stands at 7 min 57.148 seconds, destroying the record of Loeb of 8 min 13.878 seconds and he was driving a 3.2 litre twin turbo prototype.



See you at the next meeting, Ernie.

### **Interested in becoming an Official?**

To ensure our events run properly and that our regular officials have a chance to also compete, we need more members to obtain officials licences. Thankfully CAMS are making this process easier.

We need all current Trainee officials to upgrade to General officials. This involves officiating for one day and filling out a Trainee form and then completing an online Introductory module. This can be completed in any order. By becoming a General official, it will mean less work for the Event Secretary, but you will also receive a CAMS Officials Licence Book similar to your CAMS Competition Licence Book. Whenever you officiate, this book then gets signed by a member of the organising committee for that event.

This log of events can then be used when upgrading your licence to a Bronze level. It is of note that Bronze level official licences never expire.

TCC really NEED MORE Bronze level Event Admin, Event Command and Scrutineer officials. We simply do not have enough of these in the club to allow members to only officiate in a higher role at one TCC event in a year allowing them to compete in other events.

Just to repeat that Bronze level official licences never expire. For members a little worried about learning and performing these roles, please be assured that we have many members in the club who are happy to mentor you through this process. Help is never far away. Some roles will require you to be actively involved in the organisation of the event so leaving this to the last minute will not benefit yourself with any potential assessments. TCC has plenty of events that you can help run and upgrade your licence, so please have a good think about it and speak to an Executive member in order to start the process.

For more information on the different types of officials licences, or to register your interest in a training module, please check out the CAMS website [www.cams.com.au/get-involved/officials/training](http://www.cams.com.au/get-involved/officials/training)



## A LOOK BACK...

### LOOK BACK RE-HASHED.

- *Even as the years go on, so many things still remain the same. In all of the August magazines that we have looked back on, many Exec members are reminding everyone that its nominations night at the coming club meeting. In sure, even in 2018, the August magazine will be exactly the same!*

### PISTON SLAP - AUGUST, 2003.

#### LOOK BACK.

A Nostalgic roam through past 'Piston Slaps' for the month of August.

#### 1978:

Don Adams in his Editorial raised the subject of the suitability of CAMS Competition classes as related to TCC events. The discussion raged for some years and TCC eventually 'went it alone' – amazingly, CAMS followed our lead, in due course, for club events.

President, John Radford, spoke about the very full calendar at this time of the year and reminded members that the August meeting was nomination night – nothing's changed!

Events for August were a motorkhana run by Mini CC at Winton. Don Adams beat the Mini CC at their game, taking FTD in his Cooper S. According to 'Bits from Boston', the highlight of the day was the Class B battle between Tony Dorrrough, Gary Harrison and Gary Maher. Gary Harrison eventually won in his Mazda 1300. Where are you now Gary? TCC also ran a khana at the Willows Picnic Ground in the mud! Col Atkinson took FTD in his Golf, while Gary Harrison again beat Gary Maher by 2 seconds with Tony Dorrrough in third, 20 seconds behind in his Datsun 1200 Ute. Don Adams again took Class A and Garry Russell won D in his V8 Kingswood. Trivia – of the 20 starters, 5 were named Gar(r)y!

Hills CC ran a night rally at Hampton to which we sent only 2 crews – John Littler and John Hibbard in the Cortina (yes, the same one Richo now rallies) and Garry Elliott and Ernie Boston in Garry's Datsun 1600. Garry and Ernie finished 4<sup>th</sup>. No mention of John Littler. Greg Yates and Garry Russell did controls in freezing conditions.

#### 1983:

Steve Lansley, Editor, told us about the problems of maintaining a Falcon GT which, at that time, had been in his family for 12 years. As President, I gave the Governments of the time a bit of a serve over attempts to regulate the selling price of petrol. Obviously, it fell on deaf ears.

Competition for the month included a rally (80km) at Sunny Corner run by the Pacific Rally Club, where we fielded only 4 crews. Best TCC was Ken Barnwell and Greg Yates who lost 13 points, then Garry Elliott and Steve Hansford (18 ¼ points), Phil Coffey and John Little (24 ½ points) and Richard Metcalf and Greg Rayn who lost 26 ¾ points. The other event was a supersprint at Amaroo Park. The only comment I could find was from Phil Coffey who ran his newly acquired Mini Cooper S and voted it the best speed event he'd event been to. I presume the new car had nothing to do with it?

#### 1988:

Ken Barnwell's short editorial dealt with the forth-coming nominations night and possible adjustments to the Point Score system.

Phil Coffey, President, said much the same as the Editor, but at greater length.

The only competition this month was a Lap Dash at Fairburn Park Circuit in Canberra. This was our first time to this venue and it proved very popular. We provided 12 of the 32 starters and had 33 people there all up – either competing, officiating or spectating. Our fastest member was Brett Bower in his Datsun 1600. Our smallest was Peter Elrich in the 3 cylinder Charade and our biggest was Steve Bicket in a Ford Galaxy – most spectacular on the narrow, twisting circuit. Our social event for the month was a trivia night at the Masonic Hall in Eastwood which was very well attended and proved to be a lot of fun.

**1993:**

Editor, Ray Rowe, wrote a very good round up of the previous month's events and reminded everyone about August being nominations night (hint). As President (and not surprisingly) I said much the same – only I took two pages to do it!

One of the events for the month was a khanacross at Hampton directed by Wendy and myself. It was the first running of the 'Brass Monkeys' Khanacross – a name still being used for our annual winter event at Hampton. It'll come as no surprise that Harry Elliott took FTD in a Subaru. The other event was a supersprint at Eastern Creek. A very slow moving event run by Mini CC and attended by 9 TCC members, who were quick enough to get an entry in before the field was full – 6 days after entries opened for the event! Our fastest was Steve Bicket at 123.22 seconds – not in the Galaxy, surely!

Our social event for the month was a theatre party to the Footloose Theatre Restaurant in Thornleigh. It was attended by 30 members and friends from memory, was a very funny night.

More next month.

Gary Maher



**Ernie's Revenge Motorkhana**

**Sunday, 19<sup>th</sup> August**

This is always a great event with fabulous tests picked by Ernie with modifications for even more enjoyment. There are never any reversing tests and passengers are more than welcome. The Organising Committee for this event include Ernie Boston, Phil Coffey and David Masing.

**Venue:** Ansell Park, Percival Street, Richmond NSW

**Time:** 8:00am Dooco and Scrutineering  
9:45am Drivers Briefing  
10:00am Start

**Cost:** \$40 Adults and \$20 Juniors. Enter on the day.

BBQ lunch and drinks for sale.

If you are interested in helping out as an official, please contact Phil Coffey on 0408 230 836.

Additionally, there will be a working bee on Saturday, 18<sup>th</sup> August to set up for this event. This will also count for officiating points and can be used for your championship trophy eligibility.

Nicole Crowley will be out there for part of the day trying to get photos and video footage of the event. Should you also be taking photos or have any video, or in-car footage, please see Nicole about getting the footage to her to include in a post-event highlights video.

## Bugeye's first Khanacross

When I joined TCC last year, I was keen to have a go on the dirt. After many years of supersprints and the odd hillclimb it was something I had always wondered about whether I would enjoy. A great introduction was the TCC State Khanacross run at Hampton late last year, where being an official gave me a chance to see how the event works. It also confirmed for me that I really had to buy a car and have a go.

It took me a while to find the right car – a 2002 'Bugeye' Subaru Impreza RS - with all wheel drive, plenty of cheap parts and good reliability. It was also much cheaper than a WRX and without the turbo worries. The only work I did to get it ready was an oil and coolant change, replacing the split drive shaft boots at the front and fitting a fire extinguisher.

I entered 'Bugeye' at the TCC State Motorkhana in early June for a shakedown and to begin to learn about driving the car. The handbrake got a real workout and the decade-old Michelin tyres that came with the car were looking pretty secondhand by the end of the day.

The next Khanacross on the calendar was the State round run by HDCC on 24 June, so this was going to be Bugeye's first test on the dirt. After an early start I arrived to a cold and foggy Hampton, well prepared for the weather and wearing my thermals. I was fortunate to run into the Elliott's when unloading my trailer. They were the only other TCC entrants on the day and were able to help me out with where to find things and my final preparations on the morning.

I tried to concentrate during the recce on areas where the car might bottom out but there was no way I was going to learn the course – I would be relying on the signs to let me know which way to go.

The first test was all about learning the car. I was really surprised at how well it accelerated and braked even on road tyres. One thing I found out was that under brakes the rear had a habit of stepping out, so I needed to prepare for a bit of oversteer heading into corners when hard on the brakes. After the first test I also found and pulled the fuse to disable the ABS which was cutting in too early for my liking.

Fuelled by a couple of sausage sandwiches I decided to really push the car in the afternoon. I was getting more confident and even in the narrow sections I was trying to keep my speed up. The times on the afternoon tests reflected my increasing confidence in the car.

I was impressed by the number and variety of cars – 42 entrants in all. It was also clear that lots of other people had chosen N/A Subaru's, and it was good to talk to some of the other Impreza owners about their experience with the car. Surprisingly, most of them were also running them virtually standard. Class G for production 4WD was the biggest class on the day, and all of them were Subaru's, a mix of Liberty's, N/A Impreza's and WRX's. The Elliott's ended up taking out 1st and 2nd in the class in their Liberty, and Aron was 3rd overall on the day. I was happy to finish around the middle of both the class and overall.

In the end I managed to drive the car back onto the trailer (always a good thing) for the long drive back to Sydney. Since the Khanacross I've been able to get a second hand set of rally tyres and some 15" alloys and I'm now looking forward to getting out and having another go, and see if better tyres make a difference. Hopefully I'll see you out there.

Tim Hurst



*Photos were taken by Chris Warwick*

## *A Drive Down Memory Lane..... Re-Run Edition*

Following the popularity of last year's "A Drive Down Memory Lane", Social Secretary Nicole Crowley, decided that she would run the event again this year, to attract other clubs and give them the opportunity of travelling on, or around, or with heaps of imagination, taking in the sights of some of the old race tracks which used to exist in the greater Sydney region, and outlying areas.

Nicole had spent a great deal of time preparing very detailed track information about nine now extinct race tracks which existed between the late 1930s and as recently as the end of 2016, and had also put together straightforward Route Instructions which even the fabled "Blind Freddy" (not to be confused with the fabled "Freddy" Fittler!) could follow.

Through her publicity in our magazine, and on Facebook, we had 23 starters, which included five from the Sydney Torana Club, five from the Renault Car Club, two from Hills District Car Club, one from the Australian Racing Drivers Club, one from the Friends of Catalina Park Facebook Group, and nine from Thornleigh Car Club, certainly a good variety of entrants from a differing range of clubs.

Rather than re-write the track information which Nicole prepared for this event holus-bolus, I thought that it would be best to simply borrow interesting pieces from her copy, and then add some of my own memories about each track, at least, those that I can remember.

We started at Parramatta Park, adjacent to the Queens Road entrance. Our starting point was actually on the original Parramatta Park Circuit, and in fact, if you look on Google Maps, you can plainly see the layout of the circuit as nothing much has changed to the layout of the roadway over the past 80 years. Quoting Nicole "The first ever Grand Prix was meant to have been held on Saturday 5th November 1938 as part of Parramatta's 150th Anniversary celebrations. It was expected that 50,000 people would turn up to see the race."

Nicole goes on "On Thursday 3rd November, the safety of the track was reviewed and tested by several different drivers in the Presence of the Police. On Friday 4th November at 5:30pm, the day before the big event, the Police Commissioner, Mr McKay, decided to ban the race. The Mayor of Parramatta, Alderman Irwin, called for a public enquiry into the decision. Unfortunately, crowds began gathering on race day unaware of the decision. An attempt was made to run the race the following weekend but Police stood strong stating that the track with its difficult bends would have been dangerous to both the public and the participants."

Taking a few more bits and pieces from Nicole's copy, "In October, 1951, the Parramatta Park Trust announced its intention to build a clockwise circuit on the same track as the November 1938 event (or more correctly, non-event!). In January 1952, the Police Commissioner refused to grant permission for a race. The organisers, The Australian Sporting Car Club appealed the decision, which was upheld by the Court on the condition that spectators be kept 12 metres away from the track."

"Over 40,000 spectators turned up to the first competitive event causing massive traffic jams." Not much different to Sydney in 2018, I would say!

As an official Grand Prix track, it was used for racing between 1952 and 1955, and club events continued to be held until 1957 when motor racing ended at Parramatta Park.

My only other comment about Parramatta Park as it's used today, is, be VERY CAREFUL of the cyclists riding around the Park. It would seem to me that they have little regard for other vehicles, regardless of the fact that they have a designated bike lane to ride in. They take no prisoners!! Probably no different to other bike riders we observe throughout the Sydney region on a daily basis. No wonder they have earned such a bad reputation.

Moving on from the controversial Parramatta Park Circuit, we drove on to another controversial track, the Homebush street circuit. How this track was devised and actually came into being would require a book the size of "War and Peace" as there were so many underhanded deals being concocted between the NSW State Labor Government, and the top management of V8 Supercars. Permission to remove many healthy long standing trees to enable the track to be created was granted by a small number of corrupt NSW politicians, who were sold a "pup" by the V8 Supercars management. As Nicole mentions, "it cost NSW \$30

million to bring the track to Sydney” and after financial loss after financial loss, “it was announced that the ongoing costs of running the event would result in 2016 being the final running of the Sydney 500.” At the time I admired the stand taken by respected motoring journalist, Peter McKay, who wrote many angry articles protesting against the NSW Government and their affair with V8 Supercars. McKay nailed it when he named the event “The Sydney Taxpayers 500.”

After all these two controversial tracks, we drove on to Warwick Farm Motor Racing Circuit. Unfortunately, and not for want of trying, Nicole was not able to arrange for us to get onto the grounds of the racecourse. As an original member of the Australian Automobile Racing Club (AARC), I was a flag marshal at “The Farm” for many years. It was a fabulous track, with, as Nicole puts it, “long flowing bends, a great hairpin after a long straight, a series of flowing right left corners, and the temporary horse track crossings.” A true driver’s track, without peer in Australia.

As a senior person, my memory should be fading at a great rate at this stage of my life, but I can still vividly recall the first two meetings at “The Farm”. The very first meeting held on the weekend of the 17th and 18th December, 1960, was a precursor to the “International 100” to be held on the 28th and 29th January, 1961, and I’m sure that Geoff Sykes, General Secretary of the AARC, and the brains behind Warwick Farm, was hoping for a lovely fine sunny Sydney weekend to test all the track facilities. Unfortunately for Geoff, the weather gods were not on his side. It absolutely teemed all weekend, which is something I can testify to, as my mate Warwick and I sat in the uncovered Leger Stand, sitting amongst the mini waterfalls as the rain water cascaded down the concrete spectator steps. I didn’t think that I could ever again get so wet in my lifetime. But that was until last year’s TCC vs HDCC GoKart Challenge at Luddenham Raceway...but that’s another story!

And then, just over one month later, the “International 100”. Talk about a contrast! 110 degrees on the old scale, or 43 degrees Celsius! Hot, hot, hot!! 148 degrees Fahrenheit on the track! But what a line-up of racing drivers Geoff Sykes had organised...Stirling Moss, Dan Gurney, Graham Hill, Jack Brabham, Bruce McLaren, Innes Ireland, Ron Flockhart, and local Aussie talent, Bib Stillwell, Alex Mildren, Lex Davison, and Arnold Glass. After removing the side panels of his Lotus 18 to get as much cooling air into the cabin as possible, Moss won the event after an intense battle with “Black Jack”. I can’t see them removing side panels like this from a current Grand Prix car!

Once again to quote from Nicole’s notes, “The last major race at The Farm was held on the 15th July, 1973, with the last club event held a few weeks later in August. The reason for the closure was financial. CAMS wanted to have Armco fencing installed around the circuit for safety and the AJC weren’t willing to spend the money to upgrade the circuit.”

And so on to Oran Park, which was established by the Singer Car Club and opened on the weekend of 17th/18th February, 1962. The original track was 1.6 km long, was later extended to 1.9 km, and then there was another extension completed in 1974, thus creating an alternative Grand Prix circuit of 2.62 km. To quote Nicole “The Grand Prix circuit featured a figure 8 shape with a bridge where the track crossed over itself. Most of the circuit was visible from the grandstand and the grassed banks surrounding the track making it great viewing for spectators. The complex also had a motocross track, skidpan, four-wheel drive course, and a 1,000 foot long drag strip which accommodated a number of different motor sport activities.” I was a regular visitor to Oran Park, and there were a couple of major events which stick firmly in my mind. The first was the final round of the 1971 Australian Touring Car Championship, with Bob Jane in his Chev Camaro, Allan Moffat’s Coca Cola Mustang, “Pete” Geoghegan’s GTA Mustang, and Norm Beechey’s Holden Monaro. Because this was the race which would determine the Championship, the event was very heavily promoted in the media, resulting in huge traffic jams on all the major roads leading to the circuit. In motoring magazines and books, the crowd has been reported to have been over 30,000 but I reckon a more accurate figure might be 40,000. There were cars parked illegally on all the main roads, and hundreds and hundreds of spectators flocked through adjoining paddocks and barbed wire boundary fences in their efforts to get to the spectator areas.

Nicole reports that “The Australian Grand Prix was held twice at Oran Park, in 1974 and again in 1977.” I remember the 1977 event extremely well as I had convinced my wife, Maggie, who is not a great lover of motor sport, that this would be an excellent event to attend. Once again there was a huge crowd, probably in the vicinity of 30,000, as there some top drivers entered for the race. Alan Jones was driving the Teddy Yip Lola T332, Warwick Brown was driving a Team VDS Lola T430, Englishman and F5000 hot-shoe Peter Gethin was also driving for Team VDS, but in a Chevron B37, and John Goss was driving Match A53, amongst many other Aussie F5000 drivers. Poor old Alan Jones made a dreadful mess of the start and took off before the flag dropped, for which he incurred a one-minute penalty. Over the 58 laps of the race,

Jones made up 40 seconds of his penalty, finishing 20 seconds behind winner Warwick Brown. It was an epic drive by Jones, and I can still remember the white Lola having its neck wrung like never before. The land which Oran Park was built on became increasingly valuable for residential development, and in due course the owners, the Perich family, sold out to the NSW Government. The last track day was held on the 25th January, 2010, when motor racing ceased at this iconic track. Since then, the new suburb of Oran Park has grown from a population of 0 (nil, zilch, nought!) to around 7,500 and growing, in eight years!

And then on through the rolling foothills of the Blue Mountains, heading to Catalina Park at Katoomba. As we drove through Emu Plains, and up into the Blue Mountains, the clouds closed in, and by the time we reached Katoomba it was very cold and windy. Nicole mentioned that her phone was showing 4.7 degrees C, although the "feels like" temperature was -2.9 degrees C.

Unlike Oran Park, Catalina Park has remained dormant in, more or less, its original state since its closure in the mid-1990s. The track is now very overgrown, although a walk around the circuit is certainly "a trip down memory lane". Ah, memories!!!

Taking bits and pieces from Nicole's notes, "The Blue Mountains Sporting Drivers' Club proposed that the track would help attract thousands of people to the Mountains with the increasing popularity of motor car and motorcycle racing in Australia. The track's design, which incorporated suggestions from Jack Brabham, consisted of a total of 7 turns of varying restrictions that would demonstrate the driver's skill."

Construction of the track began in 1957, and although owned by the Blue Mountains Sporting Drivers' Club, it was largely operated by the Australian Racing Drivers Club. On the 12th February, 1961, it held its first event.

I was a regular spectator at Catalina back in the 1960s and early 1970s, and there is no doubt that the nature of the track presented fantastic racing, as well as many substantial accidents along the way. I remember an Improved Production Touring Car race at one meeting in 1964 when Bob Jane in his white 4.1 litre Jaguar Mk2 was up against Brian Muir in his Scuderia Veloce 2.95 litre EH Holden S4. It was an incredibly torrid race, and there was a classic photo published in Racing Car News of Jane driving into the side of Muir's car in an attempt to barge his way past at Craven A (am I allowed to say that in these days of political correctness?!) corner.

Speaking of Bob Jane, motor racing followers in November, 1965, will never forget Jane's Mustang rolling along the top of the fence leading into Dunlop Corner after an axle broke at the top of the main straight at around 200kph. I was at another part of the track that day, but the next day newspapers were full of photos of this spectacular crash showing Jane's right arm and shoulder out of the car as it rolled along the fence. He was very lucky to walk away without a so much as scratch!

Nicole states "By the 1980s, Catalina Park was only used for lap dashes and for many years was a regular event on the Thornleigh Car Club Competition Calendar. Catalina Park (The Gully) was declared an Aboriginal Place on the 18th May, 2002, in recognition of the traditional owners of the land, the Gundungurra and Darug clans."

After our refrigerator experience at Catalina Park, we were then off back down the mountain to the next stop on our "Grand Tour", Marsden Park circuit. Nicole's notes say "There is very little known about the 1.864 mile (3km) anticlockwise track as there were only ever two meetings ever recorded as being held there. The first event was on the 10th June 1946, and the last event was on the 27th January, 1947." This is way before my time, so there's not much I can say about the Marsden Park track. The only comment I will make is that the track completely resembles a paper-clip, with two long straights, and two sweeping U-turns at each end. It must have been a lot of fun for the drivers driving race cars which all had dodgy drum brakes in those days, to slow down for the corners. Queensland Raceway at Ipswich, Queensland, is nick-named "The Paper Clip", but Marsden Park circuit must surely have been inspired by an actual paper-clip!

So it was then on to Mount Druitt, a disused WWII airfield, which the Australian Sporting Car Club obtained in 1948 for use as a race track. Again to quote Nicole "The original track used the landing strip only and was about 1.8 miles (2.9km) in length. The first meeting was held on the 4th October, 1948, with the first race being won by George Pearse in an MG TB."

Nicole goes on "In 1952, Belford Jones laid down a full road circuit on adjoining land owned by a Sydney businessman, a Mr. McMahon, the track being 2.25 miles in length, and incorporating much of the airstrip.

The first race meeting on the new circuit was conducted by the newly formed Australian Racing Drivers Club (ARDC), who then took control of the circuit on 30th November, 1952.”

“Over the next five years some 25 race meetings were held at the Mount Druitt Circuit, with spectator attendance often exceeding 15,000.”

“In February, 1958, Belford Jones, the ARDC, and CAMS failed to reach agreement on the future of the circuit, primarily around the lease and control of the track, which resulted in Belford using a digger to cut a trench through and around the road section of the track.” Nothing like sour grapes, I say! The fact is, that regardless of this nasty dispute, Mount Druitt, in time, like Amaroo Park, and Oran Park, was always going to be eaten up by Sydney’s ever consuming suburban growth.

Saying goodbye to the few grass strands which remain on the old Mount Druitt site, we moved on to the Schofields Circuit, which turns out to be the very same site TCC visits each year for our round of the State Motorkhana Championship, the TAFE Nirimba precinct.

Again, quoting Nicole, “The 2.3 mile (3.7km) anticlockwise track used one runway and an access road that was built for a satellite aerodrome for the Richmond RAAF Base during 1942 and 1944 due to WW11. The first race meeting was held on the 6th July, 1958, and the last meeting was held there in 1959, after which the base was recommissioned HMAS Nirimba.” So the race track itself had a very short life.

However, Motor Sport continues at Nirimba, with the remains of one of the runways used regularly as a motorkhana ground by TCC, and various other Sydney-based car clubs. Interestingly though, when you stand on the motorkhana ground, one thing is very obvious and that is the creeping suburbia. Surely, it can’t be too much longer before we see the demise of the old runway, and the motorkhana ground.

So, as the day drew to a close, we headed off to the site of our final stop, Amaroo Park Raceway. Nicole tells us that “Amaroo Park Raceway was constructed by industrialist Oscar Glaser with the vision of creating a complete motorsport complex. It started with a hill climb track, then a short dirt circuit was added, a flat dirt track speedway, a motocross track and then finally a 1.16 mile (1.93km) road racing track. The circuit was located in Annangrove, and had its opening event, a 30-lap production motorcycle race, on 26th February, 1967.”

I had my share of visits to Amaroo Park, but the traffic issues were a major problem. In 1968, the track was briefly closed due to traffic congestion and poor access. The Australian Racing Drivers Club eventually took over operation of the track and in due course, it was reopened for competition.

Regardless of the short length of the track, it hosted lots of top level motor racing. Between 1974 and 1994, Amaroo hosted 15 rounds of the Australian Touring Car Championship, and seven rounds of the Australian Driver’s Championship. Easy to see then why there were so many traffic problems on Annangrove Road, and nearby feeder roads.

You certainly have to use a fair bit of imagination to make out the track these days as, once again, it’s the usual story of housing development taking over the site.

Apart from my motor racing memories, one of my more interesting memories of the track relate to a TCC Supersprint when my son, Andrew, and I were doing some flag-waving duties on the other side of the track. At some stage through the day, we heard serious rustling behind us, but couldn’t work out what the noise related to. Then we looked up into the gumtree a couple metres behind us and saw a very, very large goanna clinging on to the trunk of the tree. Certainly gave us a huge fright!

The ARDC eventually sold Amaroo Park to property developers, so that they, the ARDC, could finance the development of Eastern Creek.

After our very interesting “Drive Down Memory Lane”, we all (or most of us, at least) headed off to the Australian Hotel and Brewery in Rouse Hill for a refreshing ale and a tasty meal. A fitting end to a great day! The general discussion over dinner was how disappointed we all are that all these race tracks no longer exist. All except Homebush, that is! None of us were disappointed about its demise.

A most enjoyable event, Nicole. The Speedway edition of “A Drive Down Memory Lane” should be a ripper!

Geoff Horler



Norm Beechey in his Chev Impala leading Ian Geoghegan in his Jaguar Mk1 3.4, and Warren Weldon (I think) in his "humpy" Holden through Dunlop Corner at Catalina Park in 1962.



Same race but heading out of Dunlop Corner at Catalina Park in 1962, Beechey leads from Geoghegan and Warren Weldon (I think).



Ian Geoghegan in the Jag leads Bruce McPhee in his FE Holden through Castrol Curve, Catalina Park, 1962.



Appendix J Touring Car grid, Warwick Farm, 1962.



Bob Jane washing his 4.1 litre Jaguar Mk2 behind the pits at Warwick Farm, 1962. Imagine any of our Supercars drivers washing their race cars today!



Stirling Moss in the Rob Walker Lotus 21 at the Warwick Farm "International 100", 1962.

All these wonderful high quality photos were taken a long time ago by Geoff on his "hi-tech" Kodak Box Brownie camera!



Frank Matchich's Team Total Lotus 19 in the pits at Warwick Farm, 1962.

# A Drive Down Memory Lane – Race Track Re-Run Photos

Photos with thanks from Mariusz Starski, Nicole Crowley, Matt Rathi, Alana Dean and Andrew Chinner





Now  
UPDATED AT 12:10PM  
**4.1°** ↓  
Feels Like -2.9°  
0mm  
W 57 km/h  
70 km/h  
RADAR >





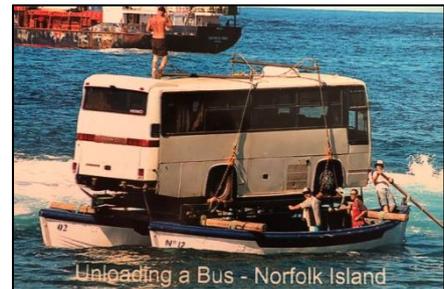
## DRIVING ON NORFOLK ISLAND 2018

Norfolk Island is in the South Pacific Ocean about 2000km or 2.25hrs flying time east of Brisbane. Carol and I went on an organized tour with a travel group we go exploring with around Sydney. Karen has been running tours to Norfolk Island for about ten years and arranges the week to coincide with Bounty Day on which the descendants of the original settlers remember the arrival of their forebears from Pitcairn Island in 1856.

The island is about 9 km long x 8 km wide with the highest point 321m above sea level and is volcanic in nature providing rich soils for growing plants in a subtropical climate. There had been two British occupational periods. One, in 1788, for collecting the Norfolk Island pine trees for ships masts and growing flax for sails which both proved to be unsuccessful and the second period, 1825, where it was a penal settlement for the worst of the worst convicts from Sydney. Norfolk Island provided lime for making mortar for building in Sydney and building of the gaol at Kingston on the southern shores. This site is now listed as a World Heritage Listed Australian Convict Sites Property.

Basically most of the island is settled with small farms with people who are descendants of the original eight family groups that came from Pitcairn Island. Being in the middle of the ocean the locals are very self sufficient in growing food crops and managing their cattle and pigs. All other products have to be shipped in from either Brisbane or New Zealand generally once a month on a small freight ship. There is no major port on Norfolk as the coast line is rocky with mainly cliffs with coral reefs off shore so depending on the weather the unloading of the ship will take place either on the south or east coasts. The locals use large wooden lighters towed by a motor boat to get the supplies ashore to the small wharf and a mobile crane is then used to lift the stores onto the road ready for loading with a fork lift onto small trucks for distribution around the island.

Everything is shipped this way including cars, buses and trucks. The unloading crews simply lash several lighters together and build a platform on the decks to sit the vehicle on. Most vehicles are purchased from South East Asia and shipped through New Zealand. The shipping cost for a Coaster 20 seater bus several years ago was \$55 thousand dollars so freight is a major cost on every item shipped to Norfolk. The four diesel generators for the power station were flown in by a big Russian transport plane. There are two passenger flights a week from Sydney and two flights from Brisbane.



Driving on Norfolk means that your trip from one end of the island to the other will not be more than 20 minutes. The speed limit is 50km per hour but generally less as the cattle roaming the roads have right of way. If you hit and kill or injure the beast then you have to pay the owner compensation. The cattle make excellent lawn mowers to keep the verge of the roads clean but they do not have lights on at night and there are no street lights. There is only one round about on the island and when it was installed the locals drove straight over it so the authorities had to put a speed bump in the centre to get drivers to drive around it.

There are about 2000 people living on Norfolk Island and it is now administered by the Australian Federal Government. The registration plates are numbered and so they go from 1 to about 6500 meaning there should be 3 cars for everyone on the island. We had a competition to find the lowest number plate and the winner was 7 but we were told the 1 is on the local real estate car. At farms we visited they had lots of old cars and trucks behind the shed as spare parts could take up to 6 months to arrive so people are very resourceful on Norfolk to keep their cars running. Most people who work have at least three jobs such as tourist bus driver, farmer and progressive dinner host or Custom Officer at the airport, cheese maker and deck hand on the lighters unloading the cargo ship.

The roads prevent fast travel as they are patched pot hole on patched pot hole so your suspension needs to be good. The roads are usually one lane bitumen, narrow and windy. There is no need to speed as the pace of life on the island is slow and most visitors are on holidays. The children can get their motor cycle licence at 14 years of age so they can ride to school. Visitors on the island can be easily identified as they lock their cars whereas the locals leave the keys in the ignition so you don't lose them. Besides everyone on the island knows your car and there is nowhere to take it.

Norfolk Island is a great place for a holiday but not a great place to set an 800 kilometre touring rally unless you like going around in circles.

John Crowley

# 2018 CAMS NSW MOTORKHANA CHAMPIONSHIP

1 Sunday 25 February	Awaba, Dirt Host: Westlakes Auto Club	6 Saturday 16 June	Eastern Creek, Wet Skidpan Host: Christian Auto Sports Car Club
2 Sunday 18 March	Awaba, Dirt Host: Westlakes Auto Club	7 Sunday 1 July	Nirimba, Tarmac Host: Mini Car Club
3 Saturday & Sunday 7-8 April	Armidale, Wet Skidpan Host: New England Sporting Car Club	8 Sunday 12 August	Nirimba, Tarmac Host: MX5 Car Club
4 Sunday 20 May	Nirimba, Tarmac Host: Renault Car Club	9 Saturday 15 September	Eastern Creek, Wet Skidpan Host: Lower Blue Mountains Car Club
5 Sunday 3 June	Nirimba, Tarmac Host: Thornleigh Car Club	VISIT <a href="http://WWW.MOTORKHANA.COM">WWW.MOTORKHANA.COM</a> FOR MORE INFORMATION	



# 2018 CAMS NSW KHANACROSS SERIES

1 Sunday 18 February	Awaba, Dirt Host: Westlakes Auto Club
2 Sunday 11 March	Awaba, Dirt Host: Westlakes Auto Club
3 Sunday 22 April	Eastern Creek Dragway, Dirt Host: North Shore Sporting Car Club
4 Sunday 24 June	Hampton, Dirt Host: Hills District Car Club
5 Sunday 29 July	Awaba, Dirt Host: Westlakes Auto Club
6 Sunday 26 August	Awaba, Dirt Host: Westlakes Auto Club
7 Sunday 21 October	Hampton, Dirt Host: Thornleigh Car Club
8 Saturday 24 November	Hampton, Dirt Host: Hills District Car Club
9 Saturday & Sunday 8-9 December	Armidale, Wet Skidpan Host: New England Sporting Car Club

VISIT [WWW.MOTORKHANA.COM](http://WWW.MOTORKHANA.COM)  
FOR MORE INFORMATION



# 2018 MG CLASSIC

## SAT 25th & SUN 26th AUGUST



Join the MG Car Club (Sydney) and friends from other CAMS Clubs for a weekend in the beautiful Upper Hunter area. The Event will commence at Corrugated Café 780 Peats Ridge Rd Peats Ridge with a breakfast pack, great touring roads and lunch on Saturday.

Overnight in Muswellbrook with dinner next door and finishing in the area of Cessnock for lunch on Sunday early afternoon. Enjoy approximately 700 km of GREAT classic car roads for an untimed Touring Assembly with 4 levels of participation:-

- Tour – a fun run that is route charted to enable entrants to successfully complete the event. No CAMS Licence required.
- Plus a tour with some map reading for those who want a challenge.
- Masters & Apprentice categories to please the experienced crews.

For an entry fee of \$520 per crew of 2 (additional crew \$199) you get:-

Rally pack and maps – breakfast, lunch, dinner and accommodation on Saturday plus breakfast and lunch on Sunday with a chance to enjoy great new roads, varied scenery and a first-hand view of the changing vista as the wineries, farmers and coalminers alter our landscape.

Friday night accommodation and registration available in west Gosford at Galaxy motel, 26 Central Coast Hwy, West Gosford 4323 1711 or Ashwood motel 43246577 (opposite & cheaper) at your expense. Advise you are with the MG Rally. We will have a noggin and natter on Friday night at RSL club next door if you are interested.

Entries open on 1st June 2018 and are limited to 50 starters so please register your interest and have details forwarded to you by contacting either Jim or Xanthea as early as possible to assist directors planning

Supplementary Regulations and all forms will be available on [www.classicrallyclub.co.au](http://www.classicrallyclub.co.au), [www.mgcarclubsydney.com.au](http://www.mgcarclubsydney.com.au) and Facebook (contact Xanthea for details)

Jim Richardson  
5 George Muir Close  
Baulkham Hills 2153  
9639 0638 0418 644 284  
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Xanthea Boardman  
PO Box 1566  
Rozelle 2039  
[xanth@iprimus.com.au](mailto:xanth@iprimus.com.au)

**Your chance to experience some great touring roads and a fun weekend with other classic car people.**



VS.



# Go-Kart Challenge

**Saturday, 8<sup>th</sup> September 2017**

**Luddenham Raceway, 821 - 849 Luddenham Road, Luddenham NSW 2745**

**From 2pm**

**\$110 per person**

## **What's Included**

Per Driver to Keep

- Go Kart Race licence
- Balaclava

## **Races**

Pace Kart start for your race heats

- 1 x 5 Minute Warm Up Heat
- 2 x 10 Minute Race Heats
- 1 x 10 Minute Grand Final Heat

(Total of 35 minutes track time)

TCC and HDCC have enjoyed a friendly rivalry between the two clubs for many decades, but now it's time to get real. The losing club will take home the wooden spoon, so come along and support your club! Partners, families and friends welcome!

**Go-Karting will be followed by dinner and drinks at 6pm at the Blue Cattle Dog Hotel, 249 Mamre Road, St Clair NSW 2759 (entry on Banks Drive) for Saturday night specials!**

## **To reserve your spot:**

Contact Nicole Crowley on 0409 987 210 or via email at [niknax84@optusnet.com.au](mailto:niknax84@optusnet.com.au). Advise whether you will be competing at the Go-Karts, whether you'll have any supporters come along with you and whether you and your supporters will be coming along to dinner. **All Go-Karting spots must be fully paid for by Friday 17<sup>th</sup> August** as Luddenham Raceway require final numbers and payment in full 3 weeks out from the event. For those unable to come for the go-karting, please feel free to come along for the dinner. Final numbers for the dinner are required by Monday 3<sup>rd</sup> September.

Payment can be made by Cheque, Cash or Direct Deposit to Thornleigh Car Club.

BSB: 112-879 Account Number: 039 595 030

Please put your surname as reference and send a copy of the receipt to Nicole Crowley.

Cheques and Money Orders to be made payable to: Thornleigh Car Club Inc

*\* Luddenham Raceway has a 'no outside food and drink' policy.*

# A Drive Down Memory Lane - Speedways

Come along with Thornleigh Car Club for a full day social drive as we travel to sites of over half a dozen long lost speedway venues of Sydney. Do you know where the Place of Pace is? Or the Speedway by the Freeway? Or the possible birthplace of Fender Benders in Australia? Do you like the speedway or have an interest in Australian motorsport history? Well this is the event for you. You will get to walk around one of the tracks and see what is left or remember where other tracks once were. There is a few of the more famous speedway venues on this tour, along with many that you may have never known existed! This is a fully route charted event making this event, a very relaxing day for everyone. Stick around for the optional night at Valvoline Raceway (Development Sprintcars, Roof Off Rumble Late Models, Wingless Sprints and Legend Cars) to finish off this event. All participants, 16 years or older, attending Valvoline Raceway at the end of the event go into the draw to win a ride in a 2 seater sprintcar gift voucher. See entry form for full details.

**We have included many different options for the day to suit everyone's budget.... So be there or be square!**

**Date:** Saturday, 13<sup>th</sup> October 2018  
**Meet:** 7:30am at Krispy Kreme / McDonalds car park  
Cnr of Orange Grove Road and Viscount Place, Warwick Farm

**Start:** 8:00am (Briefing 7:45am)                      **Finish:** 5:00pm at Valvoline Raceway  
There will be stops for morning tea and lunch, where you can purchase your food or bring your own.

**Cost:** The cost for this event is broken up into categories, due to the range of options available. Additionally, if you are bringing children, please ensure you check their ages against the category as this is primarily based on Valvoline Raceway entry requirements for ease.

## **Event Category**

- Sidecars:**                      **\$20 per person, kids under 12 free**  
This category is for the social drive/tour only.
- Speedcars:**                      **\$55 per person, kids under 12 free**  
This category includes the social drive/tour as well as General Admission to Valvoline Raceway.
- Sprintcars:**                      **\$110 per person, kids 13 to 15 \$ 55 per person, kids 6 to 12 \$35 per person, kids under 6 free**  
This category includes the social drive/tour as well as admission into the Valvoline Raceway PCR Box (corporate box).
- Fender Benders:**                      **\$35 per person, kids under 12 free**  
This category is for General Admission to Valvoline Raceway only.
- Street Stocks:**                      **\$90 per person, kids 6 to 15 \$35 per person, kids under 6 free**  
This category is for admission into the Valvoline Raceway PCR Box (corporate box) only.
- Additional Tickets:** \$5 per additional ticket in the draw to win a ride in a 2 seater sprintcar gift voucher.
- Entries Close:**                      Entries and payment in full for Speedcars, Sprintcars, Fender Benders and additional tickets in the draw to win a ride in a 2 seater sprintcar must be received by Sunday 7<sup>th</sup> October where the participant is 16 years or older (See entry form for full details). All entries received after this date will only be for the Sidecars category (tour only) and for those participants who wish to attend Valvoline Raceway after the event will be required to purchase their tickets directly, either before or on the day of the event. All entries for the Sidecars category (tour only) must be received by Friday 12<sup>th</sup> October to allow for sufficient event packs to be created.
- Force Majeure:**                      A wet weather date of Saturday 27<sup>th</sup> October has been reserved should Valvoline Raceway cancel its night of racing, before the event, due to inclement weather.

For further information please go to the TCC website [www.tcc.org.au](http://www.tcc.org.au) or the TCC Facebook event <https://www.facebook.com/events/408293556344059/>, please contact Nicole Crowley on 0409 987 210 (please leave a voicemail message if phone is unanswered), or via email to [niknax84@optusnet.com.au](mailto:niknax84@optusnet.com.au).



### Round 7 of the State Khanacross Championship

All major and minor officials are required for this event.

If you are able to lend a hand, especially as a major official, please let one of the TCC Executive know.

Additionally, we have a number of members who should seriously consider upgrading their officials licence. Planning this far ahead is certainly a good option to get some great mentoring in and doing what you need to do, in order to get assessed at this event.



## THORNLEIGH CAR CLUB HISTORIC VEHICLE REGISTRATION RENEWALS

A quick reminder of the rules and requirements for the renewal of your historic vehicle, with Thornleigh Car Club, under the current Log Book Scheme;

1. A renewed application for recognition must be supplied if any changes to your current supplied details
2. Proof of current financial membership of TCC supplied
3. Proof of current insurance of vehicle.
4. Current pink slip for vehicle
5. Completed Historical Vehicle Declaration (as supplied with your renewal)
6. A \$10 fee payable to TCC to cover admin costs
7. A signed acceptance of all current conditions and regulations.

Copies of any of these forms are available from the Registrar

For more information please contact Jim Richardson on 9639 0638 or via email at [jimandbev@bigpond.com](mailto:jimandbev@bigpond.com)



## Other Motorsport Results



### WRC - World Rally Championship

Driver Standings	Points
1. Thierry Neuville	153
2. Sebastien Ogier	132
3. Ott Tanak	107
4. Esapekka Lappi	70
5. Dani Sordo	60

**Last Event:** Rally Finland 26 – 29 July 2018

1. Ott Tanak / Martin Jarveoja
2. Mads Ostberg / Torstein Eriksen
3. Jari-Matti Latvala / Miikka Antilla

**Next Event:** Rally Germany 16 – 19 August 2018

### ARC - Australian Rally Championship

Driver Standings	Points
1. Eli Evans	290
2. Steve Glenney	239
3. Harry Bates	206
4. Molly Taylor	200
5. Adrian Coppin	189

**Last Event:** Rally Tasmania 27 – 29 July 2018

1. Eli Evans / Ben Searcy
- =2. Molly Taylor / Malcolm Read
- =2. Adrian Coppin / Glen Weston

**Next Event:** Rally South Australia 21 – 23 Sept '18

### F1 – Formula One

Driver Standings	Points
1. Lewis Hamilton	213
2. Sebastian Vettel	189
3. Kimi Raikkonen	146
4. Max Verstappen	132
5. Daniel Ricciardo	118

**Last Event:** Hungarian Grand Prix 27 - 29 July 2018

1. Lewis Hamilton
2. Sebastian Vettel
3. Kimi Raikkonen

**Next Event:** Belgium Grand Prix 24 - 26 August '18

### Supercars

Driver Standings	Points
1. Scott McLaughlin	2321
2. Shane van Gisbergen	2190
3. Jamie Whincup	1870
4. David Reynolds	1838
5. Craig Lowndes	1821

**Last Event:** Ipswich Supersprint 20 – 22 July 2018

1. Shane van Gisbergen
2. Scott McLaughlin
3. Chaz Mostert

**Next Event:** Sydney Supernight 3 - 4 August 2018



**A NEW RANGE OF  
THORNLEIGH CAR CLUB  
REGALIA IS COMING  
SOON.**

**STAY TUNED!**

# THE CHAMPIONS OF 2017



**JOHN CROWLEY**  
1<sup>st</sup> Club Championship  
1<sup>st</sup> Rally Navigator's Championship  
6<sup>th</sup> Motorkhana Championship



**ARON ELLIOTT**  
Eq. 2<sup>nd</sup> Club Championship  
2<sup>nd</sup> Drivers Championship  
1<sup>st</sup> Khanacross Championship



**GLENN INKSTER**  
Eq. 2<sup>nd</sup> Club Championship  
1<sup>st</sup> Driver's Championship



**GARRY ELLIOTT**  
4<sup>th</sup> Club Championship  
2<sup>nd</sup> Khanacross Championship



**ANDREW CROWLEY**  
5<sup>th</sup> Club Championship  
1<sup>st</sup> Rally Driver's Championship



**ERNIE BOSTON**  
6<sup>th</sup> Club Championship  
4<sup>th</sup> Motorkhana Championship

Joy Hood - 1<sup>st</sup> Ladies Championship  
David Masing - 1<sup>st</sup> Motorkhana Championship  
Dean Tomlin - 1<sup>st</sup> Speed Championship  
Aron Elliott - Ernie Boston Trophy  
Vicki Gillon-Connolly - Novice Award

Dominic Connolly - Clubman Award  
Geoff Horn - Encouragement Award  
Callum O'Donnell - Junior Encouragement Award  
Peter Batt - Officials Award