

# PISTON SLAP

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



*Tim Woods*



**May 2018**

**Bits from Boston  
A Look Back  
Caves Classic Rally 2018  
What Was There Before The Hospital?  
But They Just Keep Going Around, And Around, And Around  
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)

ROLE	OFFICE BEARER	PHONE	EMAIL
<b>President:</b>	Matthew Rath	0415 525 534	
<b>Vice Presidents:</b>	Jim Richardson	(02) 9639 0638	
	Phil Coffey	0408 230 836	
<b>Secretary:</b>	Geoff Horler	0408 118 087	
<b>Treasurer:</b>	John Crowley	0409 393 215	
<b>Club Captain:</b>	Glenn Inkster	0404 136 232	
<b>Vice Captain:</b>	Andrew Crowley	0421 334 426	
<b>Editor:</b>	Nicole Crowley	0409 987 210	editor@thornleighcarclub.org
<b>Publicity Officer:</b>	Aron Elliott	0403 013 166	
<b>Minute Secretary:</b>	Geoff Horler	0408 118 087	
<b>Hon. Auditor:</b>			
<b>Property Officer:</b>	Dominic Connolly	0447 697 111	
<b>CAMS Delegate:</b>			
<b>Alt. CAMS Delegate:</b>	Andrew Crowley	0421 334 426	
<b>Meeting Officer:</b>	Trevor Parsonage	0419 202 491	
<b>Social Secretary:</b>	Nicole Crowley	0477 500 008	
<b>Officials Registrar:</b>			
<b>Web Master:</b>	Brett Manewell	0423 572 057	
<b>Historics Registrar:</b>	Jim Richardson	(02) 9639 0638	jimandbev@bigpond.com

*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
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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**

**CAMS Mailing Address:** **NSW** P.O. Box 6126, Silverwater BC NSW 1811  
**NSW** Quad 1, Lvl 2, 8 Parkview Drive Sydney Olympic Park NSW 2127  
**National** P.O. Box 147, Caulfield East VIC 3145

**CAMS Member Hotline:** 1300 883 959  
**NSW Office Contacts:** (02) 8736 1219 nsw@cams.com.au

# PRESIDENTS PAGE

MAY 2018

Greetings members and welcome to May.

To those fans of Star Wars in our club “May the 4th be with you.”

A few light years closer to home huge efforts have been put in behind the scenes for our upcoming State Motorkhana (Sun 3rd June). Thank you to the members who have put up their hand to be our major officials, we are still looking for some time keepers to help out on the day. If you’re not able to help out on the day or wish to compete, that’s fine we would love you to come along and have a play.

Other officiating opportunities:

- Ernie’s Revenge Motorkhana    19th August            - Secretary and Scrutineer needed
- TCC State Khanacross            21st October            - Director, Secretary, Scrutineer needed

As mentioned in last month’s magazine Geoff Horler is still searching for a few magazines to complete our archives. The full list of missing editions was in the Jan/Feb 2018 Piston Slap. If you have any of these hidden away somewhere we would love to borrow them so we can add a copy to our collection.

Stay safe and see you at the meeting.

Matt Rath



### May Meeting:

	<p><b>Supper:</b> Matt Rath</p>		<p><b>Raffle:</b> Geoff Horler</p>
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Cover Photo – New member, Tim Woods in his Galant VR4 at the recent AMSAG Caves Classic Rally in April.

## EDITOR'S REPORT

After a few hiccups (3 weeks of them), my Supp Regs and Entry Form for Round 5 of the NSW Motorkhana Championship has been approved. A big thank you to Shawn Fitzgerald from the CAMS NSW office, for helping me get these approved when my emails to the CAMS Melbourne office apparently kept disappearing. It is of note that whilst this is a state round, there is a multi-club section attached to this event. I have tried really hard to ensure that this event caters for as many people as possible, so I'm hoping that the entry list will end up reflecting this. Basically, I have seen that several of the state competitors were annoyed at the removal of the reversing test requirement. I'm definitely not a fan of reversing myself, but I can understand why it's important to still have it in there, so the state competitors will have one reversing test included. However, there were also a number of people advising that they weren't turning up to state events due to the inability to take a passenger and therefore felt there wasn't as much fun at these events. This is why I have included the multi-club section. Competitors in the multi-club section will have no reversing tests and are allowed to take a passenger along for the ride.

If you are interested in officiating at this event, please let me know. I definitely need as many of you as I can get and this is a great chance to get that pesky championship trophy eligibility requirement out of the way nice and early in the year!! Additionally, I am also looking for someone to come along and be my dedicated photo and video person! I'm hoping to get as many photos and videos of participants and officials as possible for a recap video of the event. If you are interested in helping with this, please let me know ASAP. I'm also wanting for confirmation that I can access the parade grounds on the afternoon before the event to mark out the first three tests, so if you are able to lend a hand for an hour or two, please let me know. This all helps with making the morning run more smoothly.

Last month, I advised that I had signed up to a Communications & Social Media Webinar Series over 3 weeks in April covering Communication, Website and Email Newsletters and Social Media including Facebook, Twitter and Live Streaming. Whilst writing this report, I am multi-tasking and listening to the recordings for these. I'm getting a few ideas to improve the communication between the club and its members, and hopefully potential members or competitors at our event, so fingers crossed some of this works.

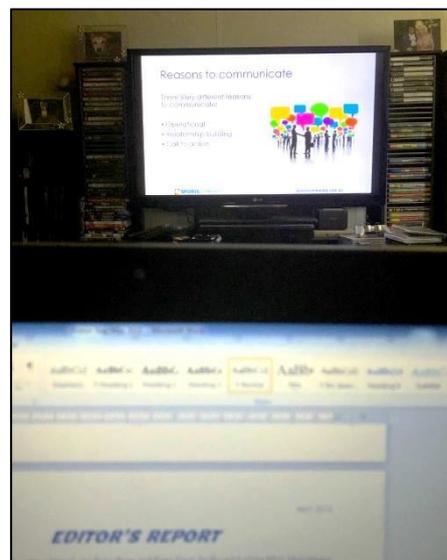
The group running these webinars for CAMS have another 2 workshop series coming up. These ones do have a cost but they may also be relevant, so have a think if you would like to participate. Details for these are below:

**Secretary 101** - 4 Part Webinar Series starting Wednesday 23<sup>rd</sup> May 2018 from 1pm to 2pm. A webinar designed for those who have volunteered or have been volunteered to take on one of the most important jobs at a grassroots sports club – the Secretary. The cost is \$44.95 (incl GST) and recordings supplied for all webinars in case you miss a session. Go to

<https://np366.infusionsoft.com/app/linkClick/36782/332b5a98883de7a0/1198492/8c3dbf6dce6d4aa6> to book your spot.

**How to Run Effective Committee Meetings and AGM's** - 4 Part Webinar Series starting Wednesday 23<sup>rd</sup> May 2018 from 7pm to 8pm. This series is designed for club administrators, committee members and club members who wish to learn how to effectively run a Committee Meeting and Annual General Meeting (AGM). The cost is \$44.95 (incl GST) and recordings supplied for all webinars in case you miss a session. Go to <https://np366.infusionsoft.com/app/linkClick/36780/7e536ad51b66286c/1198492/8c3dbf6dce6d4aa6> to book your spot.

Two of the three social events that I am running this year are now open for entries. The Drive Down Memory Lane - Re-Run is scheduled to be run on Saturday 7<sup>th</sup> July. This will be run in all weather conditions. This event is the same as last year, but due to popular demand and knowing several people were fairly bummed that missed out last year it is back! So join TCC on a full day social drive as we travel to sites of over half a dozen long lost race tracks of Western Sydney. You will get to drive on some of the circuits, see what is left or remember/imagine where the circuit once was. This event is only \$10 per person. Go to <https://www.facebook.com/events/2083423898601246/> for more details. The entry form is on the Facebook event and should be on the TCC website shortly.



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 by 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 Heat (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](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, 17th August as Luddenham Raceway require final numbers and payment in full 3 weeks out from the event.

**WE NEED YOU!**



A big thanks to both Phil Coffey and Geoff Horler for their articles on the Speedway! It's reminded me to try and find some time to start really planning the event in October, but I've come across the sites of some many different speedway locations that it will most likely be impossible to visit the sites of all of them in one day, so I will be selecting many of the main ones but will include some information on the others. If you have any stories or even photos that I could possibly use in my information booklets, please send them to me at [niknax84@optusnet.com.au](mailto:niknax84@optusnet.com.au). I'm waiting on Valvoline Raceway to get back to me on a few options to finish off the event, but I'm hoping it will be another great and informative, yet depressing, drive as we discover even more motorsport locations that have disappeared over the years.

I also wanted to thank everyone who provided me photos and in-car footage of what they got up to in 2017. This was shown at the TCC Presentation Night, but I have added sound and made it into a movie. Thanks to Trevor for uploading this to YouTube, so if you missed this video or want to see it again go to <https://www.youtube.com/watch?v=ocgH9fL8gn8&feature=share>. It is long, but as Greg Yates stated it is a 'great compilation of what Thornleigh Car Club is all about!', so please check it out and send me any photos or footage of what you get up to this year. I may be able to do a few shorter videos throughout the year and hoping to split the 2018 Recap into a few parts to make them shorter and easier to watch.

Finally, there has been much debate about driver training and education and how to decrease the road toll for younger drivers. CAMS have created an online petition to encourage governments to deliver a dedicated driver education program for secondary school students. Initially, this petition is aimed at the New South Wales state government, with a view to expanding any program nationally based on its success in NSW. For more information or to sign the petition, go to <https://www.cams.com.au/media/news/latest-news/petition-launched>.

Nicole Crowley



**Important Editorial Dates To Remember**

**Next Piston Slap Edition:** June 2018  
**Reports and articles required by:** Friday 1<sup>st</sup> June 2018  
**Collation Night:** Thursday 7<sup>th</sup> June 2018



TCC welcomes the following new members  
 Tim Woods  
 Nathan Korte

May you find lots of enjoyment in your motorsport and friends in TCC.

# CLUB CAPTAINS REPORT



Miracles sometimes happen as here I am writing this article at least 1 day before Nicole needs it for editing. Saying that, it won't be any different or better than usual, so sorry. As I write the CRC "Run with no Beer" touring rally should be about ready to start, and looking out the window, a good day for the event. Hopefully there will be a review of this event at the monthly meeting.

Other events that were run last month were the Singleton Automotive Caves Classic rally on the 14<sup>th</sup> March at Oberon. From what I have heard, it appeared to be great event with new Thornleigh member Tim Woods picking up some silverware with 21<sup>st</sup> Outright, 2nd Development Series Outright, 1<sup>st</sup> Development Series 4WD and 1<sup>st</sup> East Coast Classic Series 4WD in his Galant VR4. Congrats Tim, good effort after the dramas and hard work to get the car there. Southern Sporting Car Club had the Supersprint on the South Circuit at Sydney Motorsport Park on March 21<sup>st</sup> but going by results no TCC members entered. The last event on the calendar for April was the NSSCC State Khanacross at Western Sydney Drags, which as mentioned at the April Meeting had been cancelled. I will endeavour to get another khanacross on the calendar later in the year to replace it.

The most important news is about the TCC State Motorkhana being run on the 3<sup>rd</sup> June at Nirimba with Nicole Crowley as the Clerk of the Course. I am sure she will still be looking for officials to help on the day, but competitors as well. This event will be run as a State Round and as a Multiclub event. I am sure Nicole will have more information in this Piston Slap, but if not there will be more info below.

## Upcoming Pointscore Events

### **Sun 6<sup>th</sup> May O'Hara Motorkhana**

Type Motorkhana  
Club Hills District Car Club, HDCC  
Venue Ansell Park  
Cost Approx \$50 Adults \$25 Juniors

Run in the usual relaxed style of all HDCC motorkhanas and with a big emphasis on juniors and just having fun, this will be a great event. Entries and Scrutineering start at 8.30am with briefing at 9.45am for a 10am start. As per usual the Caravan of Love will be there from 8am for breakfast and all your culinary needs throughout the day. This will be a fun and relaxed day of motorsport. For more information check the HDCC Facebook page and website. [www.hdcc.com.au/](http://www.hdcc.com.au/)

### **Thurs 10<sup>th</sup> May TCC Monthly Meeting**

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

### **Sat 20<sup>th</sup> May Volksmuller Rallysprint**

Type Gravel Rallysprint  
Club North Shore Sporting Car Club, NSSCC  
Venue Western Sydney International Dragway, WSID  
Cost \$325

Fourth round of the NSW State Rallysprint series and one of the cheapest, especially for Sydneysiders. The event is being run on the gravel roads around the WSID Dragstrip and will be 3 forward, 3 reverse of the 3.0km track. It is also being run under S1 (introductory closed to club) and S2 rallysprint regulations. S1 regulations allow juniors from 14 years old to run without the need for rollcages, but is for club only. This is a top day of cheap rallying, also great for spectating with food, drinks available all day with the Scouts for your BBQ goodness and a coffee van for that morning pick up. Supp Regs, Entry are available on the Rally NSW and North Shore websites as well as respective facebook pages.

<http://www.rallynsw.com.au/events/volksmuller-rallysprint-sydney-dragway/>

### **Sat 26<sup>th</sup> May WAC Twilight Khanacross**

Type Khanacross  
Club Westlakes Automobile Club, WAC  
Venue Awaba

Still no information for this event but as the name suggests it's a twilight Khanacross starting at around 6pm. Keep an eye on the Westlakes webpage for more details. If anyone interested in running the khanacross there is also a motorkhana prior starting at 12pm to wet their appetite. [www.wac.org.au/](http://www.wac.org.au/)

**Sun 27<sup>th</sup> May David Johnson Autumn Classic**

Type Touring Rally  
 Club Historic Rally Club NSW/ACT, HRC  
 Venue Southern Highlands  
 Cost \$110 for all categories, additional passengers \$15 each

A one day "back to the 60's" trial starting at Mittagong RSL and finishing in the NSW Southern Highlands also using parts of the NSW Southern Tablelands for approximately 300km total. It will cater for all categories - Masters, Apprentice, Tour and Social with registration at 7.00am, briefing 8.30am with first car starting at 9.00am. Entry fee includes lunch during the day with the approximate finish time being 4.30pm at the Moss Vale RSL. Supp Regs and Entry are available on the CRC Website.

<http://www.classicrallyclub.com.au/calendar.htm#djac18>

**Sun 3<sup>rd</sup> June TCC NSW State Motorkhana Round 5**

Type Motorkhana  
 Club Thornleigh Car Club, TCC  
 Venue Nirimba TAFE – Eastern Road Quakers Hill  
 Cost State \$70, Multiclub \$60, Juniors (Both events) \$40  
 Time 8:00am Dooco and Scrutineering, 9:45am Drivers Briefing, 10:00am Start  
 Round 5 of the NSW State Motorkhana Championship run by Thornleigh Car Club and Directed by Nicole Crowley. This event also incorporates a multi-club motorkhana for those who wish to have no reversing tests and/or to take a passenger along for the ride. Supp Regs and Entry Form available on the TCC Facebook page (<https://www.facebook.com/events/166357860736101/>) and should be available on the TCC website shortly. If you are not competing, please come along and help officiate and get your 2018 championship trophy eligibility requirement out of the way early!

**Thur 14<sup>th</sup> June TCC Monthly Meeting**

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

**Sat 23<sup>rd</sup> June Myall Lakes Rally**

Type Forest Rally  
 Club Nissan Datsun Car Club, NDCC  
 Venue Bulahdelah

NDDC will again proudly offer a compact event using iconic roads steeped in rallying tradition. The event itself will truly be a no-fuss multi-club event with 3 stages repeated and central servicing. The Myall Lakes Rally is part of the 2018 Clubman Rally Series (CRS), Development Rally Series (DRS) & the Premier Panel Beating Hyundai Rally Series (HRS). More information to come, keep an eye on the Rally NSW website. <http://www.rallynsw.com.au/events/myall-lakes-rally/>

**Sun 24<sup>th</sup> June HDCC Hornet State Khanacross**

Type Khanacross  
 Club Hills District Car Club, HDCC  
 Venue Hills Motorsport Park, Hampton

Round 4 of the NSW State Khanacross series and run by Hills District Car Club out at Hampton. This event will be run in the normal HDCC flair and should be a great day of competition. No detailed information at present but keep checking the HDCC website and Facebook page closer to the date. <http://hdcc.com.au/>

**Thur 12<sup>th</sup> July 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 20 <sup>th</sup> May	State Motorkhana Rnd 4	RCC	Nirimba
Sat 26 <sup>th</sup> May	Clybucca Rally	KSCC	Kempsey
Sun 27 <sup>th</sup> May	Mt Gladstone Hillclimb	CMHCC	Cooma
Sun 27 <sup>th</sup> May	Dirt/Tar Khanacross	MGCCN	Ringwood
Sat 16 <sup>th</sup> June	State Motorkhana Rnd 6	CACA	SMSP Skidpan

Glenn Inkster

"Hey you're s'posed to be the fastest thing in the Valley man, but that can't be your car, it must be your mama's car! I'm sorta' embarrassed to be this close to ya!"

## 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	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 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.



## Bits from Boston...

There isn't much to report on this month. Round 3 of the State Motorkhana Championship up at Armidale has been run and won in early April. I haven't seen a set of results as yet, so I'm not too sure where everyone finished, but it looked like a good weekend.

Round 4 of the NSW Motorkhana Championship will be run at Nimba on the 20<sup>th</sup> May by Renault Car Club and then TCC will be running Round 5, again at Nimba, on the 3<sup>rd</sup> June. I hope to see many of you out there, if not competing then helping officiate.

I've been watching more of the WRC and Kris Meeke still seems to be having trouble staying on the road. In Mexico, he clearly wasn't listening to his co-driver and then you hear 'Jesus Christ Kris' and he drives them both off the road into the bush. Kris manages to get the car back on to the road and ends up 3<sup>rd</sup> overall. Clearly everyone else was also having a shocking rally. In Corsica, Kris' co-driver got his first call wrong. A 2-Left was called as a 5-Left so Kris hit the corner a lot harder and with a lot more speed than he should have and they both speered off over the side of the hill. This one was definite co-driver error, and his navigator did own up to that. Funnily enough, Kris did mention that the majority of their accidents have been his own fault so this accident really wasn't too bad. Kris finished 9<sup>th</sup>. Sebastian Ogier won both events. Sebastian Loeb had come out of retirement for both Mexico and Corsica and has been driving one of Citroen's new cars. He was asked to come and do some testing. He was really fast at both events after 3 years out of the WRC, but driver error at both events saw him off the road and his fast times meant very little. At one he clipped a bank and punctured a tyre. The time it took him and his navigator to change it was never recovered over the rest of the event. In Corsica, he slid off the road into a ditch. He was listening to instructions from the spectators in the area helping him get out and he reversed his car further into the ditch. He was unable to get the car out and ended finishing 14<sup>th</sup> outright. Will be interesting to see what happens at Argentina, though I'm predicting Sebastian Ogier will win. He has won 3 of the 4 rounds already this year.

See you at the next khana,  
Ernie.

### Important Notice

## 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)

## *Caves Classic Rally 2018*

This rally is known as the 2018 Singleton Automotive Centre Caves Classic Rally. The event is organized by the North Shore Sporting Car Club (NSSCC) and was Round 1 of the MTA NSW Rally Championship (NSWRC), TechWorkz Clubman Rally Series (CRS), Development Rally Series (DRS), SpeedMaster Open Rally Series (ORS), Premier Panel Beating Hyundai Rally Series (HRS), East Coast Classic Rally Series (ECCRS).

This meant that we had a starting field of 57 cars but no Hyundai Excels as all the usual competitors either did not have functioning cars or the crews were incapacitated due to ill health. It was disappointing for our sponsor Keith Byrn from Premier Panel Beating as he supports the Hyundai Series to encourage new people to join rallying at the cheaper and slower end of the field.

In my own case I sold the white series winning Excel at the start of the year as a going car ready for someone to start competing as their first rally car. This leaves me with the Blue Excel that I was unable to prepare in time because of my other family, business and Scouting commitments. To keep in touch I decided to be an official for the rally and support NSSCC running the event. Trevor Parsonage also came up as an official so we decided to camp in the service park and we were allocated a spectator point in Stage 2 Jenolan.

This was a good place for the spectators as it was close to the main road to Jenolan Caves and the Stage 3 Boggy Creek ran along the side of the main road so people could see both stages close together. Our point provided a good view of the cars coming around a sweeping right hander, down a straight for about 500 meters followed by an open left hander near the spectators before the cars disappeared along a long straight between the pine trees. The bunting was set up and all we had to do was to close the access road and park our cars across the road to prevent spectator cars from parking too close to our location. The access road was a main road that takes people deeper into the forest so we had to turn away a number of visitors, such as overseas backpackers and bush walkers, as we had that part of the forest booked and closed for the rally.

Over the radio I heard that there were mushroom hunters in Peter Batt's Stage 3 and they had left their three cars on the exit of one of the fast corners creating a major hazard to the rally cars. The director posted a guard on the cars in case the mushroomers returned during the running of the stage. Luck was with us in that the people returned between car 00 and car 0 and could be safely escorted off the stage allowing the stage to be declared green.

We had two cars exit the forest before car 000 arrived and we told them they could not return. Later in the day we had three trail bike riders on unregistered bikes follow the first sweep vehicle out of the stage. They wanted to know if they could go back down the stage to load their bikes onto their utes and then leave the forest. The answer was a definite **NO**. Not until the rally finished about sunset and the stage was cleared. They had planned to have lunch at the Hampton Pub on the way home so I suggested they have a long lunch and wait until after the rally was over. But there was a problem as they could not ride on the main road as the bikes were not registered. Eventually they left after we had studied the map and found there was no way they could get back to their cars and leave via an alternative route. Later in the afternoon when Car 00 vehicle came through it was followed by their two utes with the bikes loaded on the back. The front Ford ute had big alloy wheels and very low profile tyres of which two were flat from driving on the rocky road. At least they were out of the stage and safe so I did not ask questions how they got back in after they last left our location.



Thornleigh Car Club had two competitors in the rally. Timothy Woods, ex Hyundai Excel driver, had his new 4WD Galant VR4 presented very nicely and was car 32. His navigator was Alison Lawarik. Matt Rath and first time navigator Alana Dean in the Mitsubishi LC Lancer was car 51 in the over 2 litre 2WD class. Both cars finished with Timothy coming 21<sup>st</sup> outright and was delighted in winning his first class trophy. His stage times improved all day as he got to know his new car. Matt and Alana finished 35th overall. Both teams did well to finish as 17 crews

did not finish. Overall winner was Tim Wilkins and Jim Gleeson in their Lancer Evo 7 winning 7 out of 8 stages.

It was interesting to sit on the other side of the fence and see cars take so many different lines at our corner. Some wide and some messed up cutting the corner or spinning around losing time. Hopefully later in the year I will have my car prepared and be competing again in the blue Excel and supporting the series. This was a great event and well supported by the people of Oberon especially the local Rugby Club.



John Crowley

## ***WHAT WAS THERE BEFORE THE HOSPITAL ?***

As a former long term resident of Westmead I have heard this question a few times, well....

Having grown up in the shadow of Westmead Speedway (now and for many years the site of Westmead Hospital) you would have thought I would have been mad keen on Speedway.

However my interest was very much in road racing and I, like many others, tended to look down their noses at Speedway. I mean - how hard could that roundy round stuff be?

Well that changed one afternoon during school holidays when my best mate Ed and I were cycling down the dirt road (yes dirt) to Redbank Creek (now the site of the Westmead Children's Hospital) and heard the sound of an engine working hard.

We changed direction and headed for the Speedway, cycling straight through the pit gate and over to the fence. We could see some activity in the infield and the unmistakable shape of a Speedcar, or Midget, as they were more commonly known.

Given that no-one had challenged us up to that point - we thought we would try our luck and promptly hopped the fence and strolled across the track onto the infield. What we found was one of the leading teams of the day out testing their latest work. A Volvo powered race car.

Now you have to remember this was about 1966 or 1967 (my memory is not that good!) and Volvos were pretty rare on the ground on the road let alone being used to power Speedway cars. The driver was Sid Middlemass and they were obviously not there to play games.

After being told by one of the crew that if we stayed out of the way he would leave us alone we decided to become invisible and just observe. The first 6 to 8 laps were very slow and the car burped and farted most of the time so back to the infield. After much under-bonnet twiddling and the usual push start, things sounded a lot better. Two or three laps then all hell broke loose!!! The speed went up dramatically and we were treated to lap after lap of full noise, full throttle power slides on the same line lap after lap. Westmead was somewhat longer than Sydney Showground and the speed down the back straight was unbelievable.

Anyway we went away that day with a new found appreciation for the skills of Speedway drivers and that was watching one car by itself - God only knows how difficult it was with a full field all jostling for positions. No wonder quite a few were sadly killed, it was bloody dangerous! And the view we had at track level really put a different perspective on it.

I can't for the life of me remember how successful (or not) the Volvo Engine was - any of our old Volvo enthusiasts remember? But the driver survived the era and has gone on to live to a great age.

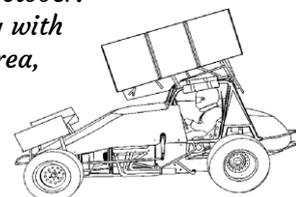
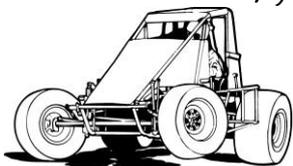
So - from my experience way back then - I gained respect for the sport of Speedway. Well at least the speedcar side of things. Now stock cars or Demolition derbys, now that's another story !

Phil Coffey

### **WANT TO KNOW MORE?**

*Westmead Speedway will be one of the sites we pass in the Drive Down Memory Lane – Speedway Edition to be held in October. If you want to know more about Westmead Speedway along with other speedway sites in and around the Sydney basin area, make sure you keep Saturday 13<sup>th</sup> October free.*

*A flyer for this event is located later in the magazine.*



## A LOOK BACK...

I hope you are enjoying reading 'Look Back' as much as I am enjoying rehashing it. Well! Well! Last month we reprinted comments made in 2003 about the consistency of Ernie's cartoons and look what I found in May's 'Look Back'. Once again, the cartoons are topical as they refer to the 100 Mile Trial in 1978 and again in the President's Trial I set in 2003. Now, again, in 2018, they are still relevant as they refer to the President's Trial we held in February. We even used 'Gravel Pits Rd' and 'Oakville'. Remember, these cartoons were drawn 40 years ago.

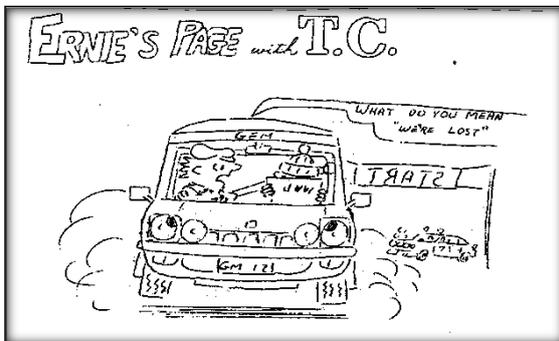
### PISTON SLAP - MAY, 2003.

#### LOOK BACK.

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

#### 1978:

- President John Radford wrote about the previous month's events and praised the Six Hour Team, managed by Andy Babb for winning the event.
- John Littler wrote a 'sermon' about supporting the club's sponsors and – Surprise! Surprise! – when you turned the page, there was a full-page ad listing the products of Austin Equipment – John's employer then and still (until recently). Austin Equipment had supported our major rally.
- We also welcomed the arrival of David Stewart into the Hood family
- The late Alan Ridley, better known as A.R.R. of the T.C.C. wrote a very funny article about renting and hiring, which, space permitting, we might reproduce one day.
- Ernie's cartoon dealt with the previous month's Touring Assembly and because it ties in with this month's President's Trial, I've beaten the Editor around the ears to reproduce it here. Remember this was drawn 25 years ago – compare it to this month's cartoon and you'll see what I meant in last month's 'Look Back'.



- We competed at a Silverdale Hill Climb and supplied 11 starters. Garry Russell was fastest TCC (45.10 in his V8 Kingswood HQSS). I was slowest, 55.17 in the (then) bog standard Bellett. Ed Horn did serious damage to his immaculate Galant two-door by hitting a tree.
- We sent 12 starters to a HDCC Driving Test which was a high-speed motorkhana with long tests. It was held at the Willows Picnic Grounds. Garry Elliott was best TCC and 2<sup>nd</sup> Outright. Ernie Boston was next – so nothing's changed in 25 years! Interestingly, John Littler was next in a Gemini – what the hell has happened to him? Is it that his boss stopped buying him competitive cars? This time I beat Garry Russell by a lot more than he beat me at Silverdale 2 weeks earlier.
- Socially, we had a '50s night at John & Helen Yenn's place. Phil Coffey must have had a lot more hair then because they emptied most of a bottle of Californian Poppy hair oil into it, while the rest was rubbed into the hair of the other males present. A good night was had by all.

#### 1983:

- Editor Steve Lansley and I, as President, both dealt with our fantastic effort at the first Club Motor Show at Macquarie Shopping Centre and a list of new members it generated.
- May '83 seems as quiet as '78 was busy as far as the magazine was concerned. The only event I could find was a Touring Assembly directed by Ernie Boston – but alas, no results.

**1988:**

- Editor Ken Barnwell wrote about the new Falcons and Commodores and the fact that he sold his very competitive Datsun 1600, Rego Number TCC 027 to Kirk Marks. This heralded the start of Kirk's full-time rally career. Ken also thanked everyone for helping out at the Leppington Ground Working Bee.
- Phil Coffey, President, also wrote about the Leppington 'rebuild' after the damage caused by heavy rains. We held a motorkhana at Leppington, directed by Steve Lansley. There were 41 starters and you won't be surprised to read that F.T.D. was Ernie Boston and Garry Elliott was 3<sup>rd</sup> outright.
- Phil Coffey directed a very successful Super Sprint at Oran Park. Entry fee was only \$38.00 – wow!!! F.T.D. was Ron Masing in his 2.6 Lancer while 'crowd pleasers' were Andrew Grieve in the 'Matt Black Dat', Jim Richardson in the Rotary Imp and myself in the rally Lancer – then weber equipped and a great car pre P.R.C. de-tuning. Jim & I 'diced' all day and I remember being very sideways at the end of the straight and seeing Jim driving at my left front door with his cheesy grin and twisted sunglasses.

**1993:**

- This year showed, for some reason or other, May must be 'slack attack' month because, yet again, I can't find much to write about.
- Bruce Moxham directed an Economy Run which started at West Ryde and finished at Blaxland but who won it, I can't tell you.
- We had to postpone a motorkhana due to the closure of Ansell Park and there was generally a lack of interest in club activities as mentioned by Editor, Ray Rowe.
- According to me, as President, everyone was kept busy doing State Rounds, Group Seven or other rally series events.

More next month.

Gary Maher (April 2003)

### ***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)



## 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

## ***...BUT THEY JUST KEEP GOING AROUND, AND AROUND, AND AROUND...***

With Garry Maher's on-going series of articles providing us with memories of Thornleigh Car Club activities past, and Nicole's up-coming "Drive Down Memory Lane – Speedways", I thought that it might be an appropriate time to write an article focussing on my memories of going to Speedways in and around Sydney. So, here we have a number of memories from the past, as well as a few more recent memories. Having become a "petrol-head" when I was a small child growing up in Newcastle, and Parkes in the Central West, my very first exposure to motor sport was at the dirt road which posed as Parkes "One-tree" hillclimb. My father was Treasurer of the Central West Car Club, and was the official starter at the hillclimb, and as an 8 or 9 year old, I would ride my "pushie" to spectate behind the single stand wire "safety" fence. This was obviously well before the Speedway Act came into being in 1957!

My next exposure to motor racing was as a ten-year old, when Dad took us to the Gnoo Blas circuit at Orange to spectate at the 1955 South Pacific Road Racing Championships. From my vague memory there was a huge crowd in attendance, all protected by the two strand barbed wire "safety fences". The main race was won by Englishman Peter Whitehead in a Ferrari 500, with Jack Brabham second in his "Redex Special" Cooper Bristol. As a ten-year old, and having spent most of my life up until that time in the country, I had no idea of Brabham's Speedway exploits in the late 1940s and early 1950s.

In 1959, my father was shifted back to Sydney, and I resumed my schooling at Randwick Boys High. I note with a certain degree of pride, that David Warner is a fellow "old boy" of Randwick Boys High, but back in my day, ball tampering was unheard of, although it may have taken place under cover of darkness behind the toilet block!

Thinking back, it was with a small group of schoolmates, that I started attending "Speedway Royale" at the Sydney Showground, Moore Park, probably in 1960. In those days, there would be a crowd of around 18 to 20 thousand people attending the Speedway every, that's right, every Saturday night. These crowds would grow to 25 and 30 thousand when the American speedcar drivers competed during December/ January each year. The programme would comprise of events for solos (motorbikes), sidecars, and speedcars (midgets in the US), stockcars, and later on sprintcars, although how they managed to race on the narrow track is a great source of wonderment to me. The track was 509 metres (557 yards) long and was very narrow which was OK for the solos, but made it a real challenge for the sidecars, and speedcars racing alongside one another. The solos and speedcars would race in an anti-clockwise direction, and the sidecars would race in the opposite direction, as the sidecar apparatus was attached on the left hand side of the motorbike.

The racing was extremely exciting, and the very nature of the tight track and the large number of very talented riders and drivers competing for the top honours, attracted crowds in their droves. The closeness of the racing led to crashes of monumental proportions, and at times I'd wonder at the sheer bravery of these guys who would face bad injury, or worse, every Saturday night. In researching via my good friend Mr. Google, I found that 28 riders and drivers lost their lives during the time Speedway Royale operated, a period of around 70 years, from 1926 to 1996. Most of those killed were solo riders and sidecar riders /passengers, although there are seven recorded deaths of speedcar drivers.

During my time at Randwick Boys High, I was a good friend of Phil McGee, the son of camshaft and fuel injection guru, Hedley McGee. McGee Cams maintained the Don McKay Offenhauser for the legendary American driver Bob "Two Gun" Tattersall during his many visits to Australia, and the two black and gold McKay Offenhausers of Johnny Harvey and Jeff Freeman. Many times, I would ride my bike from home in Randwick to Darlinghurst Road, Kings Cross, where McGee had his workshop. Each time I visited I would spend 20 minutes or so looking into the workshop, but never dared to go in without Phil.

I think I'm correct in saying that it was at the prompting of Tattersall that Hedley and his two sons, Phil and Chris, took Hedley's camshaft and fuel injection technology to the United States. Although Hedley has now passed on, Phil and Chris, and their families, have had amazing success in Drag Racing in the States. The story of their success is probably one of the greatest untold stories of Australian motorsport.

Getting back to Bob "Two Gun" Tattersall, he was a true legend of speedcar racing in Australia in the 1960s. He made twelve consecutive visits to Australia and New Zealand and was an exciting driver to watch, as well as being a very charismatic personality. He competed against the very best Australian drivers, including Johnny Harvey, Jeff Freeman, Johnny Stewart, (it seems to me any John racing in speedway of any description automatically becomes Johnny!) Andy McGavin, Peter and Brian Cuneen, Barry Butterworth, and Len Brock (no relation to Peter) amongst many other highly talented drivers. Back in those days, the fastest drivers started at the rear of the grid, and to see Tattersall, claw his way through the field to the front was a sight to behold. My memories of his oversteering power drifts through the corners at

each end of the track are something I'll never forget. Ironically, Tattersall lost his life to brain cancer in 1971, at the early age of 47.

And of course, the crashes were truly spectacular, which is probably one of the reasons that the Showground Speedway drew such huge crowds. I happened to be there the night Len Brock claimed the somewhat dubious speedcar "altitude" record, when his car launched into a series of end to end flips with the final flip almost taking him up to the lights above the track. Amazing stuff. Actually, I think there's footage of this accident somewhere around but where it can be seen is beyond my feeble memory just at the moment. I checked on YouTube without any success.

In all the years of my mates and I attending the Showground Speedway, like Lemony Snicket, we did experience one or two unfortunate events. One night we were minding our own business on our way home, when all of a sudden we were set upon by a group of young thugs who thought it might be good fun to beat us up. They outnumbered us probably three to one, so we had no chance. When I got home it was a bit difficult explaining to Mum about what had happened, but as there were no serious injuries, there was nothing that could be done. On another occasion on the way home we decided to have a late coffee in Maroubra Junction. Apparently, a fellow outside the cafe didn't like the way I looked at him, came into the cafe and thumped me in the head!

Perhaps one of the funniest events was the night of the very last trams (no one under sixty would remember them!) running to Randwick and Coogee. As we neared Alison Road, some wag on the tram decided that if he pulled the power prong (for want of a better word!) off the overhead wires, the tram would come to a resounding halt. Well he was right, and after about half an hour, all the passengers on the very over-crowded tram decided they would all have to walk home!

Time moved on, of course, I met my lovely wife, Maggie, we got married, and had a family, so the Speedway and most other forms of motor sport quietly disappeared off the radar.

Of course, time moves on and over the past decade, my son Andrew and I have been reasonably regular visitors to PCR at Granville. I'm a great fan of sprintcars, and Andrew loves speedcars, so between us we get to see some great racing across the board. As far as I'm concerned, there's nothing that quite matches the sight and sound of twenty-odd sprintcars pounding across the start line under lights, heading off on their 25 or 30 lap journey. It's just petrol-head heaven! You can literally feel the ground shake under your very dusty seat! A typical sprintcar has a 410cu.in. V8 motor loosely based on a Chev V8, but my reading tells me that these motors which put out somewhere between 800 and 900 horsepower, are so specialised that they have no Chevrolet parts at all. On average, a sprintcar weighs around 640kg, so the power to weight ratio is rocketship stuff.

We've seen some truly great American drivers competing regularly at PCR over the Christmas/ New Year period, including Donny Shatz, Steve "The King" Kinser, and his brother Randy, Joey Saldana, and Kasey Kahne, amongst many others. Our Australian drivers, such as Robbie Farr, Kerry Madsen, Max Dumesny, and Brooke Tatnell are always very competitive against the Americans, particularly when our drivers are now able to compete in equal machinery. Steve Kinser is an absolute legend of sprintcar racing and during the time he competed in Australia he would draw huge crowds to our dirt tracks around the country. Interestingly enough, only a couple of weeks ago, Andrew and I attended the 2018 Speedcar Super Series Grand Final at PCR, and the night served up its usual menu of extremely close racing, and spectacular crashes. And again, right on cue, the night delivered one of its Lemony Snicket moments for me. I found the following day that some poor soul had nicked my front personalised number plate! Why they would do this is beyond my comprehension, but I've now had to hand the sole remaining plate back to the RMS and wait for another six months before they can be reissued. At least, this time, I suffered no personal injury! Just to be on the safe side I won't be visiting Eastwood or Chatswood with the replacement plates in the immediate future, either, as the numerals of the new plate are double eight!

These are just a few of my fading and more recent memories of my speedway exploits. There are a number of really well written books available highlighting the history of speedway racing in Australia from its very early days. I've added a couple of these to my motor sport library over the past few years. One is "**Speedway's Sensational Sixties**", subtitled "The Deadliest Decade", written by Tony Loxley, and the other is a massive volume titled "**Ghosts in the Bull Pens**", subtitled "Speedway Racing at the Sydney Showground Royale", written by Tony Loxley and Dennis Newlyn. Both fantastic reads if you have an interest in the early days of Aussie speedway racing.

Finally, a short note to all TCC members and their friends. Nicole's social outing planned for Saturday, 13<sup>th</sup> October, "**A Drive Down Memory Lane – Speedways**" is bound to be a ripper event! As they used to say in the sixties and seventies...BE THERE OR BE SQUARE!!!

Geoff Horler



**Round 5 of the State Motorkhana Championship.**

Venue Nirimba Education Precinct, Eastern Road, Quakers Hill.  
 Cost State \$70, Multiclub \$60, Juniors (Both) \$40  
 Time 8:00am Dooco and Scrutineering, 9:45am Drivers Briefing, 10:00am Start

This event is directed by Nicole Crowley and incorporates a multi-club motorkhana for those who wish to have no reversing tests and/or to take a passenger along for the ride. Supp Regs and Entry Form available on the TCC Facebook page (<https://www.facebook.com/events/166357860736101/>) and should be available on the TCC website shortly. If you are not competing, please come along and help officiate (we are still looking for an Assistant Secretary and Timekeepers/Marshals for this event) and get your 2018 championship trophy eligibility requirement out of the way early!



If you missed this event last year, then you are in luck. Drive around the track that was meant to be the site for one of the rounds of the Australian Grand Prix. See what is left of another race track mere metres away from where TCC runs an event each year. Never got the chance to drive down the main straight of a few of the tracks that the V8s raced on? Well, here's your chance.

**Start:** 7:45am at Parramatta Park for an 8:00am start (Meeting point near Queens Road entrance).

**Cost:** \$10 per person, kids under 16 free (includes bottles of water, a printed Race Track Information booklet and a set of route instructions per vehicle. Day membership included for non-members).

**Finish:** 5pm at the Australian Hotel & Brewery in Rouse Hill. An optional stop before heading home if you want to have a beverage or two and an early dinner with other TCC members to finish off a great event.

For more information contact Nicole Crowley on 0409 987 210 or via email [niknax84@optusnet.com.au](mailto:niknax84@optusnet.com.au)



**Ansell Park, Richmond.**

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.

More details to come closer to the event.

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.



Luddenham Raceway,  
821 - 849 Luddenham Road  
Luddenham NSW 2745  
From 2pm  
\$110 per person



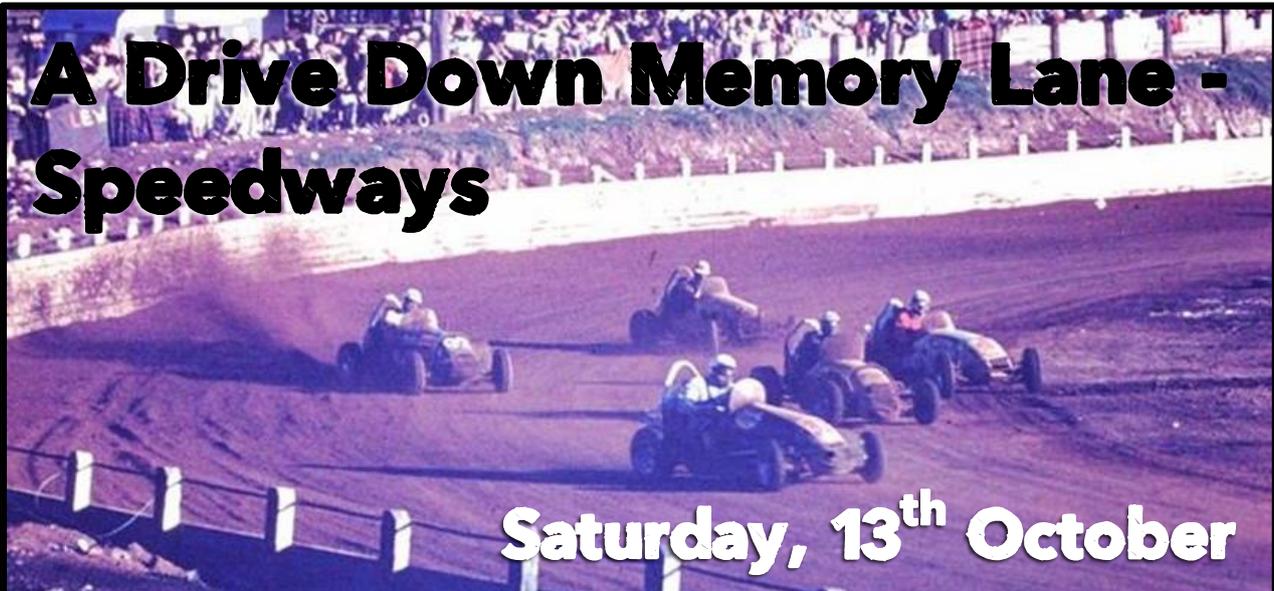
VS.



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!**

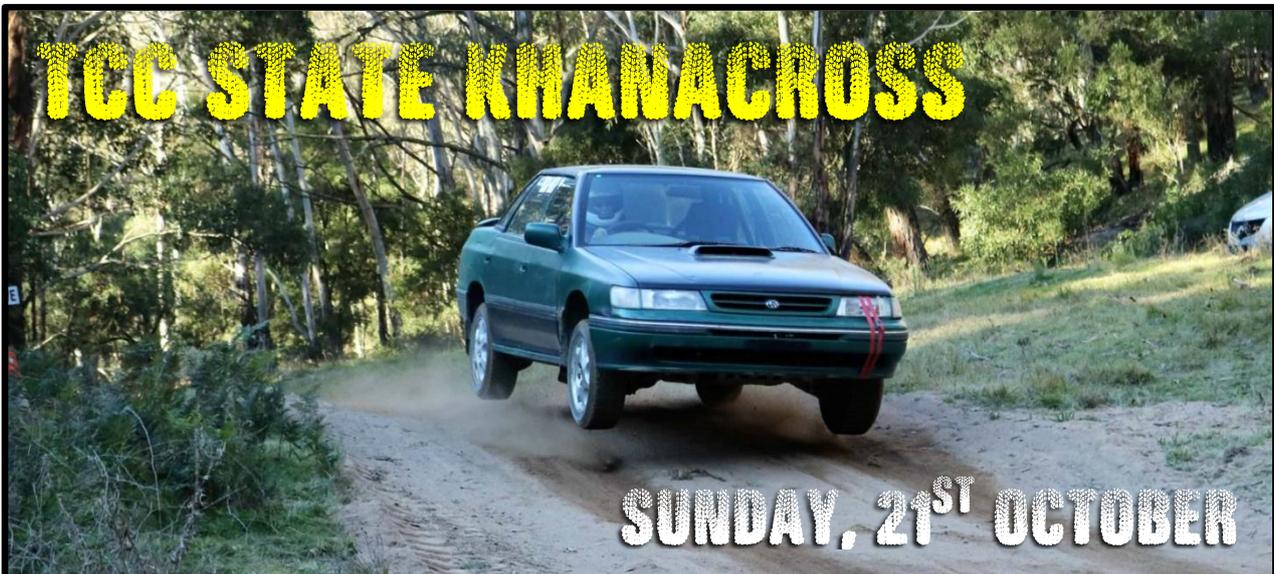
For more information contact Nicole Crowley on 0409 987 210 or via email at [niknax84@optusnet.com.au](mailto:niknax84@optusnet.com.au).



This event is still very much in the early planning stages, but as in the Drive Down Memory Lane Circuit tour, this event will take you to the sites of a number of long lost speedway sites in the Sydney basin area.

The event is planned to finish at Valvoline Raceway, 21 Wentworth Street, Granville for a night of Speedway action. A wash out date of Saturday 27<sup>th</sup> October has also been reserved as inclement weather may close Valvoline Raceway, so keep this date free as well.

If anyone has any old photos, information or stories that they can contribute for this event, please send it to Nicole at [niknax84@optusnet.com.au](mailto:niknax84@optusnet.com.au). All input will be greatly appreciated.



**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.



## Other Motorsport Results



### WRC - World Rally Championship

Driver Standings	Points
1. Sebastien Ogier	100
2. Thierry Neuville	90
3. Ott Tanak	72
4. Andreas Mikkelsen	54
5. Dani Sordo	45

**Last Event:** Rally Argentina 26 – 29 April 2018

1. Ott Tanak / Martin Jarveoja
2. Thierry Neuville / Nicolas Gilsoul
3. Dani Sordo / Carlos Del Barrio

**Next Event:** Rally Portugal 17 – 20 May 2018

### ARC - Australian Rally Championship

Driver Standings	Points
1. Eli Evans	137
2. Steve Glenney	132
3. Harry Bates	122
4. Molly Taylor	94
5. Lewis Bates	86

**Last Event:** Rally WA 27 - 29 April 2018

1. Eli Evans / Ben Searcy
2. Steve Glenney / Andy Sarandis
3. Molly Taylor / Malcolm Read

**Next Event:** Rally ACT 1 - 3 June 2018

### F1 – Formula One

Driver Standings	Points
1. Lewis Hamilton	70
2. Sebastian Vettel	66
3. Kimi Raikkonen	48
4. Valtteri Bottas	40
5. Daniel Ricciardo	37

**Last Event:** Azerbaijan Grand Prix 27 - 29 April '18

1. Lewis Hamilton
2. Kimi Raikkonen
3. Sergio Perez

**Next Event:** Spanish Grand Prix 11 - 13 May 2018

### Supercars

Driver Standings	Points
1. Scott McLaughlin	947
2. David Reynolds	887
3. Shane van Gisbergen	849
4. Craig Lowndes	813
5. Jamie Whincup	805

**Last Event:** Phillip Island 500 20 - 22 April 2018

1. Scott McLaughlin
2. David Reynolds
3. Rick Kelly

**Next Event:** Perth Supersprint 4 - 6 May 2018



# Thornleigh Car Club Regalia 2015 Price List

All prices include TCC embroidered logo and GST.

Your name on regalia add \$9.00

**CAP** One size fits all **\$19-00**

**SHORT SLEEVE POLO SHIRT** **\$34-00**

Size:	MENS	S	M	L	XL	2XL	3XL	
	Half chest measurement (cm)	53.5	56	58.5	61	63.5	66	
	LADIES	8	10	12	14	16	18	20
	Half chest measurement (cm)	47	49	51	53	55	57	59



**POLY FLEECE JACKET – HALF ZIP** **\$55-00**

Size:	XS	S	M	L	XL	2XL	3XL
	Half chest measurement (cm)	60	63	66	68	71	76



**RALLY OR CASUAL WEAR JACKET** **\$75-00**  
*POLY FLEECE LINED WITH HOOD*

Size:	S	M	L	XL	2XL	
	Half chest measurement (cm)	61	63.5	66	68.5	71



**CHAMBRAY DRESS SHIRT - LONG SLEEVE** **\$47-00**

**- SHORT SLEEVE** **\$45-00**

Size:	MENS – 2 Front Pockets	XS	S	M	L	XL	2XL	3XL	4XL	5XL
	Half chest measurement (cm)	53	56	59	62	66	69	74	79	93
	LADIES – 1 Front Pocket	8	10	12	14	16	18	20	22	24
	Half chest measurement (cm)	0	52	54	56	58	60	62	64	66

Note: Half chest measurement means from underarm across chest to underarm.

If you want to order regalia, please contact Jim Richardson on 9639 0638 or email jimandbev@bigpond.com

**NOTE:** ALL ITEMS MUST BE PAID FOR AT TIME OF COLLECTION

# 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