

NEWSLETTER OF
THE THOROUGHbred
SPORTS CAR CLUB.

top



gear

No.2
December 1981



**Ignite,
then
stand
well
clear!**



Ignite, then stand well clear!

In June this year, while on a trip to San Francisco, we went looking for a sports car to bring back to Australia.

We had a look at several Corvettes in Honolulu, but transportation was a problem.

We found a dealer at Hayward, a bayside suburb of San Francisco, who boasted a stock of 50 Corvettes, but on inspecting his stock found nothing quite to our liking until we spied, tucked away in a far corner and covered in dust, what looked a little like a DB3S Aston Martin, however on closer inspection found it to be a neglected AC Cobra.

We inspected the car from top to bottom and casually asked the price. After much haggling the deal was made, having no real idea what the car might be worth.

The dealer agreed, after we had arranged with the shipping agent, to take the car to the wharf the following day.

At this stage we had not even driven the car, so after completing our trip through America for the next three weeks, the car had nearly reached Sydney when we flew back.

It took about eight days to get the car off the wharf and on a trailer for the trip home where we eagerly commenced pulling the car to pieces.

We commenced the conversion from left to right hand drive which appeared to be quite simple but nevertheless consumed many hours. The engine was

removed and thoroughly checked and was found to be in excellent order. As Graham and I were both doing a panel-beating course at tech. it was reasonably simple to fabricate a new dash for the car which was hand-beaten aluminium.

Gradually we started to re-assemble and to procure various missing parts from helpful people and the car was registered only four days

before the Nundle weekend and Graham and I took turns in driving it on the trip up.

We both look forward to giving it a run on the race-track after a few modifications have been made. We intend to fit a higher ratio diff and rack and pinion steering.

The following are a few excerpts of road tests and figures of other Cobra models:-

SPECIFICATION AND PERFORMANCE DATA

Car Tested: A.C. Cobra sports two-seater, price (America only) \$5,995.

Engine: Eight cylinders 101.6 mm. x 72.9 mm. (4,727 c.c.). Pushrod-operated overhead valves. Compression ratio 9.2 to 1. 275 b.h.p. at 5,800 r.p.m. Four-choke downdraught carburettor. Two Ford ignition coils and Spalding distributor.

Transmission: Long single dry plate clutch. Borg-Warner four-speed all-synchromesh gearbox with short central lever, ratios 3.77, 5.29, 6.71 and 8.89 to 1. Hypoid final drive with self-locking differential.

Chassis: Ladder-type tubular frame. Independent front and rear suspension by transverse leaf springs and wishbones, with telescopic dampers and anti-roll torsion bars front and rear. Rack and pinion steering. Knock-on wire wheels fitted

6.50/6.70 x 15 ins. tyres. Disc brakes all round.

Equipment: 12-volt lighting and starting. Speedometer, rev.-counter, oil and water thermometers, oil pressure and fuel gauges, ammeter, clock. Flashing direction indicators. Heating and demisting. Windscreen wipers and washers.

Dimensions: Wheelbase 7 ft. 6 ins. Track (front) 4 ft. 3½ ins., (rear) 4 ft. 4½ ins. Overall length 12 ft. 7½ ins. Width 5 ft. 1 in. Turning circle 34 ft. Weight 18 cwt.

Performance: Maximum speed 136 m.p.h. Speeds in gears: 3rd 96 m.p.h., 2nd 75 m.p.h., 1st 56 m.p.h. Standing quarter-mile (damp road) 13.8 secs. Acceleration: 0-30 m.p.h. 2.5 secs., 0-50 m.p.h. 3.8 secs., 0-60 m.p.h. 5.2 secs., 0-80 m.p.h. 8.2 secs., 0-100 m.p.h. 13 secs.

Fuel Consumption: 14 to 18 m.p.g. (approx.).



THE A.C. Cobra is at present an export-only model. It is based very closely on the A.C. Ace, which normally carries a Bristol or Ford Zephyr engine. Suitably strengthened to withstand an American Ford V8 unit of 4½ litres capacity, the Cobra is manufactured at the A.C. factory at Thames Ditton and shipped to the States, where car and engine meet. About 10 Cobras per week are sent over to Shelby American, Inc., who are selling them like hot cakes.

The A.C. chassis was designed by John Tojeiro, and was in fact based on the very successful Bristol-engined "Toj" raced by Cliff Davis. It has a ladder-type tubular frame, with independent suspension at both ends by transverse springs and wishbones. The Cobra has tubes of heavier gauge and the shorter Vee-type engine has permitted the insertion of extra cross-bracing. Rack and pinion steering and anti-roll torsion bars front and rear are additions to the specification, and naturally the differential and universally jointed half-shafts are heavier. The differential is of the self-locking variety and the track has been slightly increased, both front and rear.

Panelled in aluminium, the open two-seater body has a lower grille and bonnet than that which the overall height of the Bristol engine demands. The Ford unit, with its own all-synchromesh four-speed gearbox, is in fact notably compact. With the over-square dimensions of 101.6 mm. x 72.9 mm. (4.727 c.c.), it probably develops around 275 b.h.p. in touring trim and over 350 b.h.p. when tuned for racing. All this in a car weighing some 18 cwt. can only result in a simply shattering performance.

I was thus more than delighted when, during some glass-lifting exercises at the Steering Wheel, Carroll Shelby suggested that I should borrow his personal Cobra for a day. To make the most of the occasion, that day started before 5 a.m.! Carroll had remarked that the car was "set up for the street", which means that

it was neither geared for an ultimate maximum speed nor fitted with the greatest available number of carburettors. It was, in fact, far more flexible on top gear than any luxury limousine and its traffic manners were impeccable.

What can one do with a car which will out-accelerate practically anything on the road when top gear is engaged at 15 m.p.h., yet has about the best close-ratio gearbox that could be imagined? The desire to feel that "whoosh" of power from zero revs. on top is always competing with the excitement of rushing past 50 m.p.h. on bottom gear. With the final drive ratio fitted to the test car, 6,500 r.p.m. came up at once in top and I lifted my foot. This resulted in a timed speed of 136 m.p.h., but of course 150 m.p.h. could be exceeded with a suitable crown wheel and pinion in place.

The engine must be praised very highly indeed. A new lightweight Ford model, it is utterly smooth at all speeds up to 6,500 r.p.m., and would certainly go much higher if one turned a blind eye to the dial. The clutch copes happily with the mammoth torque and the four synchronized gears may be selected with the greatest ease and rapidity. The roads were damp, though not wet, when I started my performance tests, and rain was actually falling at their completion. As a result, the figures which I recorded could be beaten on a dry road. Nevertheless, to accelerate from a standstill to 50 m.p.h. in 3.8 seconds or to 80 m.p.h. in 8.2 seconds is a somewhat dramatic performance.

Very quiet mechanically, the power unit has just a trace of exhaust "beat". This noise, so typical of big V8s, is rather objectionable to most hearers and could probably be eliminated by some cross connection of the two separate exhaust branches. It would appear that V8 noises are accepted in America, but in England they are no more popular than were the single-cylinder detonations

of the 500 c.c. racers. This is a minor point, however.

The A.C. chassis has been improved by the adoption of rack and pinion steering, which is both sensitive and precise in action. The angle of roll during fast cornering has also been greatly reduced by the front and rear torsion bars. At fast touring speeds, the Cobra is easy to handle and the sheer luxury of having all that power in reserve is one of motoring's greatest sensual pleasures.

Driven to the limit, the Cobra is not for the beginner. To start with, it is a foot shorter in the wheelbase than other cars of comparable potency, such as the Ferrari, so one tends to be rather busy when drifting fast curves on full throttle. I admit that my test was too short to allow me to get to know the car, and I am sure that I would have gained confidence with experience. The machine is being improved with the rapidity which results from racing a new model, and I expect that it will become easier to handle in spite of its spectacular performance. In any case, it is only when driven at racing speeds that the Cobra demands considerable skill.

The traction afforded by the independent rear suspension, plus the self-locking differential, renders extremely rapid starts particularly easy to carry out. The disc brakes on all four wheels are immune from fading, but demand quite a lot of pedal pressure for emergency stops at fairly low speeds. Continuous use of the brakes from high speeds causes them no distress whatsoever, which is a comfort when so much performance is available.

Well-made and attractively finished, the aluminium body is of that excellence for which A.C.s are renowned. The hood does not flap, though it naturally bulges a little at over 120 m.p.h. American instruments were fitted to the test car with proper round faces, but the speedometer was inoperative so I calibrated the rev. counter, which was notably steady. I found the seating position very comfortable and the ride was good over all but the worst bumps.

The A.C. Cobra is a high-quality sports car with a stupendous performance. It is outstandingly flexible and has perfect town manners, while it may be driven everywhere on top gear or run at high speeds on the close indirect ratios, according to the whim of the moment. It is by no means heavy on petrol and its great reserve of power, when sensibly used, must be regarded as an excellent safety feature on crowded roads.

The cars are a product of two continents, the body and suspension being made in England and the engine and gearbox being American and put together by Shelby and called the Shelby Cobra.

They won many international races as the combination of the small block Ford and the very light English body appeared to be a winner.

Roland Clark (045) 77 2219



PRESIDENT'S REPORT

I trust that all who saw the first issue of Top Gear were as impressed with it as I was. On behalf of all the members, I wish to record my congratulations to the Editor, Geoff Belshaw, for such a magnificent publication. Everyone who has seen it have been most impressed. In particular, the Secretary of C.A.M.S. claimed that it is the best Club Magazine that has crossed his desk. That must surely be the greatest compliment to our magazine. If we are to maintain this high standard, it is essential that members provide Geoff with articles, cartoons, reports, scandal and other items of interest. It is imperative that Geoff receives our support. Have YOU sent an article to Geoff yet!!!

We should like to welcome the new members to the Club since our last magazine and am pleased that the Olroyd family are supporting the Club's racing participation. They certainly get excellent value from their racing 'XUI' Torana, complete with three drivers.

The monthly Club meetings have been a great success since we have fixed the venue at the Silverwater Speedboat Club. The meetings are always the second Tuesday of the month at 7.30 pm for 8.00 pm start. The last meeting we were entertained by Mr McCann from the Automobile Agency and Siggy Schuler with two of his Ferrari movies, featuring one 308GTB in particular, apart from other exotics. Mr McCann spoke to the meeting at some length about his 'Automobile Agency' which is an Advertising Agency catering to supplying the industry with cars for movies and advertisements. The advertisement in this

magazine provides the necessary contact. I would like to suggest that members who wish to register with the Automobile Agency do so through the Club and the Club then take 10% of the advertisers fee. I am pleased to act on the Club's behalf in this matter and will take particulars of cars to be submitted to Mr McCann. These particulars may be left with my secretary (601 5058) or at my home (871 2092).

The Club has been involved in several sporting and social activities since the last issue of the magazine. On the sporting side have been a Lap Dash and a Driver-training day at

Amaroo and a Super-Sprint at Oran Park.

It is anticipated that by the time you receive this copy of Top Gear we will have enjoyed the Vicary's Winery evening and the Nundle weekend and will be looking forward to the Christmas Party on Saturday 5th December. We will also be anxious to see Roland and Graham Clark's AC Cobra which is expected to make its debut towards the end of November.

My thank you to all those who provided transport for the elderly dignitaries heading the Scottish March on Sunday 29th November.

Bill Marshall 871 2092



Bill Rankin and Bill Marshall at the Highland Society Ball last month. Due to controversy, full

size blow-ups of these two lovely ladies lads will not be available from the editor.



SUPER SPRINT

Oran Park Super Sprint
25/10/81

After a week of uncertain weather, Sunday morning dawned bright and clear for Thoroughbred's first official invitation event hosted by the New South Wales Road Racing Club at Oran Park.

Our club was welcomed over the public address by the President of the host club but unfortunately we were only represented by four members, namely Bill Marshall in his Ferrari, Trevor and Martin Olroyd and Ray Ross in the Torana Sports Sedan. Chris Dale who also entered the event had the misfortune to blow out a tyre on his way to the circuit and was unable to take his place in the field.

The event commenced with each car having a flying two-lap dash with Bill Marshall recording a 59.8 in one of his laps and taking an excursion down the bottom end of the circuit in his other lap. Perhaps it may have been a consultive diversion? The best time we could record in the Torana was by Martin with a 57.1. We then paired up for the super sprint section. Bill lined up with his favourite enemy, a Porsche, and whilst recording a time of 2 min.11.7 for his two laps developed a bad oil leak in his motor and wisely decided to withdraw for the rest of the day. For my first run I lined up with a worked-over V6 Capri Sports sedan which promptly blew me right off by 6.6 sec. in the two laps but I regained my composure by running against an X-Police 5.8 litre XD Falcon, complete with slicks, with a 4.5 sec. victory in my second run. Meanwhile the boys were having fun running against another multiple entry in the shape of a HD Holden

club points

Club Points Score allocation of points 1981 may change 1982.

Club meetings 1,
Club events 1

Sporting Events

Non competing Officials 3.
Attendance 1, Entry 1,
Competing 1,

Place points:

- (a) 4 or more in class
1st = 4pts, 2nd = 3pts,
3rd = 2pts
- (b) 3 in class
1st = 3pts, 2nd = 2pts
- (c) 2 in class
1st = 2pts
- (d) 1 in class
No points
- (e) Fastest time of day
1 extra pt.

Point Score to 15th November 3 or more points

15	G. Belshaw
7	P. Bradley
18	G. Clark
17	R. Clark
5	W. Cole
33	C. Dale
7	P. Fast
5	F. Grech
14	J. Hall
15	C. Johnson
4	B. Leimeister
8	T. Lehnert
37	B. Marshall
5	G. Monk
9	L. Perin
12	J. Peters
22	B. Rankin
22	S. Schuller
15	J. Scott
30	L. Walker
11	J. Williams
5	B. McBride
11	R. Ross
6	M. Olroyd
11	S. Williams
10	M. Hobbs



Trevor Olroyd, Torana.



Sports sedan with Trevor recording a best time of 2.02.4 for his two laps and Martin 1.57.4 for his two, having a quickest lap of 54.6 in that run (our fastest) while my best time was 11.55.7 for the two laps.

It was an extremely enjoyable day overall, without any accidents or incidents at a circuit which really suits all the cars in our club. Having been asked to write this article it makes it very difficult when all one has to write about is one other competitor, one's family and oneself. So how about it, next time Lionel has invitations, get off it and get with it, pick up an entry form and come out and enjoy yourself and your car in controlled surroundings where you don't need that radar detector.

Ray Ross

Bill trying for the lap record in reverse.

Austin A30 from Fishers Ghost Car Club.

Brabham.



Report on ARDC Driver Training Day at Amaroo Sept. 26th 1981.

The day was fine (thank goodness) and there was a good turn out of our fellows. The following appeared to do battle with the unforgiving Amaroo Circuit.

Bill Marshall	Dino Ferrari
Geoff Belshaw	Scimitar
Warren Cole	CU8 Jensen
John Scott	Triumph 2.5PI
Bruce McBryde	Dino Ferrari
Jack Soorlar	Lancia Monte Carlo
Les Johnson	Aston Martin

All cars passed scrutineering but Jack had problems with his Lancia on the first run with a seized engine (LESSON No. 1 - They need more oil for racing).





Most of us received demerits for slowness (excluding the infamous Bill) but by the last run we had all improved considerably. There were a few anxious moments when the instructors took over the wheels – I for one didn't believe the Jensen could corner so fast – they make it look so easy. Bill's instructor must have been anti-Dino's for he could not find where the gears resided.

The highlight or should I say lowlight of the day was when a member of the Porsche club decided to do some self panel beating in reverse on his 924 by hitting the bank and rolling it – an expensive outing for him.

Concluding, an enjoyable day was had by all and I am sure we are better drivers for the experience.

Warren Cole 869 1855





HOT SCIMITAR

THE "CLASSIC CAR INSURANCE" STORY
by Jim Peters 908 2418

Having spent many months (variously filled with frustration and anticipation) delivering my Reliant Scimitar to "EXPERTS" located at all points of this vast metropolis, my car was almost at perfection point.

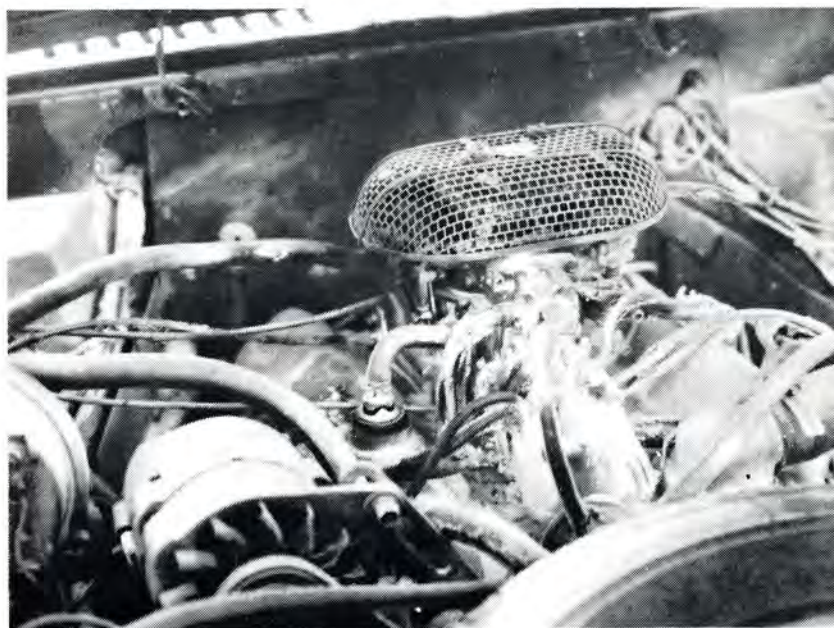
Such were my thoughts as I drove to the meeting at Silverwater on Tuesday 10 November, and my decision that the time was now ripe for insurance as the Scimitar was no longer sitting in garages. Ear-holing Clive Sanderson, I arranged to ring him the next day and finalise the insurance.

After our usual lively and inspiring meeting I started homeward, tailed by Bill in the Datsun (we can guess where the Dino was). Aha you say, having a drag race – never. (Well, not until Bill gets a faster car!!). Approaching Parramatta Road an unwelcome and perturbing vision started to appear – smoke from under the bonnet – spilt oil perhaps, I thought. Better get out and check.

Bringing the Scimitar to a quickish halt, next to the median strip, at the lights, I raised the bonnet to be greeted by not only grey smoke but also very red FLAMES. Gasp, horror, panic – HELP. Bill comes to my assistance and the mighty power of our combined brains decided that (1) neither of us had a fire extinguisher, and (2) we had better smother it with something, but what? My fine-

knit Italian woollen jacket was just the thing, together with the baby seat from Bill's car. The remnants of both can still be seen at the intersection, I believe.

Naturally, we were attracting some attention as all the Holdens and Falcons sped by. One chap rushed over with his fire extinguisher, only to discover it was empty! Another chap came racing up – a picture of sartorial elegance



in his baggy pants and crumpled shirt – bearing in his eager hands a trusty product which he flogs door-to-door and which he, unhesitatingly, threw onto my burning engine – SWIPE detergent.

The losers in this story are –
Myself – one burnt engine, one cindered jacket, one very red face;

Bill – one child's car seat (which Shirley is happy to know is being replaced).

The winners are –
Clive Sanderson – one car insurance premium;
Swipe Detergent – 102 uses;
Fire Extinguishers – 2 sales.

The moral of this story seems to be – insure with Clive, carry Swipe, and drive a Commodore (my business car).

Since the fire, the garage which was responsible for not securing a fuel line has admitted liability and has repaired the car.

Gunball Gold Panning Weekend

Nundle Weekend 14-15th November 1981

A highly successful club weekend was held at, and en route, to Nundle in November.

Several cars gathered at Asquith while others met at Windsor for a convoy trip to rendezvous for breakfast at Muswellbrook. Sue & John Williams had departed the previous day as had Lionel & Gail Walker. The Walkers were forced to return the XK140 to Sydney due to engine troubles so they made the trip on the Saturday in the family hack Sigma!!! Gordon Lepp & wife travelled an enormous distance from Queensland to be with us and to see how the club was

developing as a number of Queensland enthusiasts hope to form a similar club.

The "Gunball Rally" spirit was much in evidence by the time we reached Muswellbrook as a number of races had been held to that point. John Hall had raced a motorbike, Chris Dale had been unable to shake an Escort RS2000 and Bill Marshall had not been able to outrun Jim Peter's amazing Scimitar and an unknown Cortina. There were several shattered egos!!! The Clark Cobra finally arrived having been delayed by brake troubles, but not by its unbelievable acceleration in the straights.

After a quick breakfast we left in convoy; a most spectacular sight. Shortly after Bill Marshall's Ferrari passed John Hall's identical car, John Hall expired with smoke billowing from his engine. Fortunately it appeared only to be the engine decoking itself. We arrived in Nundle with no further drama, but after some rather rapid motoring.

During lunch, the trip up was discussed in detail by the men-folk while the ladies discussed the state of the accommodation (the landlord had overbooked, rather). A \$100 bet was taken up by Bill Marshall with Bill Rankin. Marshall backed the plastic kit car of Jim Peters against the mighty Aston Martin of Bill Rankin over a 50 mile highway race. As stories of the Scimitar's progress to Nundle unfolded, Bill Rankin became less optimistic. A member of the local Car Club lunched with us and brought his Shelby Cobra 500GT. After lunch



Gordon Lepp and Bill Marshall adjourned to a 'drag strip' on the main road out of town and officiated at a drag between the AM V8 and the Cobra 500GT. After 3 runs we decided that the cars were pretty comparable over the standing ¼ mile. We had previously ascertained that the local law was out of town for the weekend.

We all adjourned to the river to partake of gold panning (or metal detecting). Two local prospectors instructed us and Brian, a local grazier and car-freak explained the history of the area. The Williams were very intent upon discovering a fortune with their metal detector. We returned to town for 'Cocktails' before dinner and enjoyed a good, if uninspiring dinner, which was followed by the usual drinking and fellowship.

The accommodation was interesting with several couples or bodies sharing a room. Several folk even slept on the floor. It was probably the closest most of us will come to wife-swapping. I almost forgot – the Belshaws' were congratulated on their pregnancy – the wife swapping made me remember.

Early Sunday morning Laurie Perin and several members set out driver training course in a field so kindly made available by Brian.

We were delighted that the members enjoyed our first event. There was much wheel



spinning, car spinning, hitting flags, cars going in the wrong direction, especially in the womens department – I did not say a word Sue Williams. The results were interesting with a number of newcomers, Jim Peters, Geoff Belshaw and Chris Johnson being highly competitive. Although John had several 'uncontrolled' runs his wife, Sue, led the ladies in the family hack Toyota and showed Chris up in the same car. Several members from the local club joined in, cars ranged from an Austin Healy to an antique Overlander and a Citroen. Our host Brian had a memorable day driving cars from Cobras and Ferraris to Aston Martins. Thank you Brian for your hospitality. The local Shire Mayor also attended the event as an 'unofficial observer'.

We reluctantly left Nundle about midday and hurried back to Sydney only to be plagued



by the usual traffic holdups.

Thank you Roland Clark for organising such a fantastic weekend. I hope those who were unable to attend will join us on the next outing.

Bill Marshall 871 2092



Piss- istent Drinking

October 30th was the night 30 members and friends met at the Vicary's winery at Luddenham. It was a good turn-out considering the wet weather and the petrol strike especially for the people coming from the "other" side of Sydney.

We all had quite a few different wines to drink between 7-8 pm except for the people who came too late to taste it!!

At 8 pm we took to our seats, drank our carafes of wine and ate the damper supplied to absorb the alcohol.

After that it was on to the dance floor where the ladies were whirled around so quickly by such strong men that two days later my arms were bruised and my legs were quite painful – it was certainly a test for a good deodorant, which reminds me that one member pointed out to me that everytime Bill Marshall reached into his pocket for a handkerchief he kept pulling out \$20 notes.

Some of us got our "Stripping of the Willows" mixed up with the "Dozeydo's" but that was expected if one was drinking the "Vicary's" passionfruit spumante.

We had a good steak and salad and our "esky" of lemonade disappeared in a second with all the energetic dancing. It was a good night and certainly a bit different to the usual.

Sue Williams
634 5281

WORKSHOP

Piston ring trap on 4 litre Aston engines. As there are very few engines where piston rings are obtainable singly or in sets, one would think it would be a simple case of replacing a broken or defective ring – not so with Aston Martin. Both "Wellworthy" and "Hepolite" piston rings are available, but the oil control rings differ in that the depth of the scraper rings differ from make to make – the Aston Factory has not bothered to issue a "Take-Care"

As we all know Chris Dale and Bill Rankin were down the Flemington Race-Way for "Just a Dash" and while both were applying Newton's first law of motion to the fullest, the diff of the "Purple Porsche Eater" went "Bang" – the "Flying Scot" gentlemanly trailed Chris's Aston to my workshop – "can't get any funny noises now Frank" – I found a couple of chips on the mag plug and on strip down, wedged between crown wheel and hub was one whole tooth – "No noises Chris?" – "I don't want a 3.0 Diff, let's try a 3.5, I want more acceleration". (More power in a V8 manual Aston??) We found a 3.54 laying around, changed all bearings on principle and Chris was back on the road – O.K. "to do a Lap Dash tomorrow Frank?" Since then the "Mallory" dizzy has gone and the optic fitted, a couple of carb mods – going bloody well.

The moral of this is "Never take a Brickie to the Brickyard".

Lurking in the background are two Club Member's cars that have not yet turned a wheel under their own power since the Club was founded. One is a black D.B.4 slightly modified here and there and waiting the chance to stretch its long legs, but for the time being at least it must stay tucked away in a container until time permits further progress – I hope some "underworked wharfie" doesn't get the urge to move a container – without pay that is. The other is Bill Marshall's V8 whose engine was put together from 16 boxes of bits and pieces – many pieces missing, butchered or bugged. The engine is now complete and mated to the transmission – YES BILL, Xmas is coming.

Remember the run to Bendimeer? I bet Clive Sanderson does, because that's when the DB4 decided to make funny noises downstairs while Clive was relaxing (?) with Bill Marshall driving around the ton (or is it 1.6 tonnes now) – after a complete block rebuild at Parramatta, the engine sent to Armidale and was fitted by the local engineers to its usual resting place and is back for post overhaul check and some suspension mods. to the konis fitted all round – Clive says he likes a tight feel – don't we all Clive.

Frank Grech 630 1310

Sounds Fishy To Me!

A chance to dangle your rods and catch what you can, (primarily fish) Sunday 27th December, Laurie Perin has organised a sea fishing trip for at least 15 people.

Requirements will be:
Bait ½lb Prawns.

Approx. 300 ft line 15 to 30 lb
Lead weight approx. 1 lb.

All aboard 7 am for the day, from Gunnamatto Bay, Cronulla, all interested please ring and book with

Laurie Perin | 522 4003.

WORKSHOP

Don't neglect your cooling system. During a service or tuneup it should be checked for rust content and ability to hold recommended pressure.

The pressure cap should also be checked – under pressure.

A rust inhibitor must be used and maintained for corrosion protection, particularly in aluminium systems.

In cast iron engines, corrosion causes:

1. Water pump failure.
2. Welsh plug leaks.
3. Clogging of water jackets and radiators and subsequent overheating and at worst engine seizure.

Aluminium blocks and cylinder heads will corrode in the water jackets and be damaged beyond repair. Expensive aluminium is literally chewed away.

Thermostats are sometimes removed because an engine is overheating.

Thermostats have several functions.

1. To quickly bring the engine from cold to normal operating temperature.
2. To maintain that operating temperature and to allow the engine to operate at the temperature for which it was designed.

If an engine is overheating and the thermostat is not faulty, then a fault exists elsewhere.

The removal of a thermostat will, if the cooling system is in good condition, reduce the operating temperature to about

140°F and slow the warm-up drastically.

The engine will wear out faster, consume more fuel and be down on power, and may overheat at high RPM due to the coolant circulating through the radiator too quickly to be cooled sufficiently.

A cooling system kept in good condition can save you trouble and money.

John Scott (J.S. Motors)
449 8430

Great News for the car enthusiast and the wealthy. Bob Jane has been appointed Aston Martin and Lagonda Agent.

There are 25 new cars coming in over the next 12 months. Prices are:-

Lagonda (Saloon)	\$225,000
Aston Martin	
AMV8 (Coupe)	\$149,500
Aston Martin	
Vantage (Coupe)	\$158,900
Aston Martin	
Volante (Convertible)	\$168,750

Just a thought, it would be nice to have one of each at our next club display day.

Tyres let down!

We are currently negotiating a large discount for club members on the purchase of tyres from a reputable tyre Co. Details will be announced January 1982.

Members interested who can wait 'till then please contact Lionel Walker 477 1464

NEXT MEETING 12th JAN. 1982

FOR SALE

MG Midget ZB Saloon about 1958. Very good all-round condition, including excellent genuine original leather seats, rust free body, excellent mechanically, newish Michelins, years registration, radio. Contact:

R. PENN BRADLY
LINDFIELD
DANGARSLEIGH RD
ARMIDALE
NSW 2350
Phone: 72 4588 Home
72 7877 Work
STD CODE 067

Used & Recommended

Spray painting & rust repairs – Ron Hickey at Unit 9 13-14 Works Place, Milperra, 774 3649 is highly recommended in that he provides an excellent service at a most moderate price.

Chrome plating etc. and polishing, especially wheels are done at a reasonable price by Classic Plating, 90 Oakes Road, Old Toongabbie, 631 4229.

The charge to polish alloy wheels to a mirror finish is approximately \$8 and is absolutely stunning.

STOP PRESS

Support your Mag.

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

Attention – The – Editor Geoff Belshaw,
Anthony Simpson Graphics, 5 Bryson Street, Chatswood 2067 Tel: 411 4228