

NEWSLETTER OF
THE THOROUGHbred
SPORTS CAR CLUB.

top



gear

No.3
Augurust 1982



Absolutely Magic

AM

If ever a car owed its existence to enthusiasm, it is the Aston Martin. Right back at the beginning it is unlikely that those engaged in its manufacture were really interested in, or influenced by, thoughts of possible sales.

It happened that a competent engineer called Bamford had small but useful premises excellently equipped to make "one-off" any mechanical contrivance, and he was deeply interested in sports cars, mainly of the Singer type.

One enthusiast for Singers was a big, intelligent and extremely well-mannered Etonian, Lionel Martin. When the war finished he took part in almost every long distance trial for which one of the new "Light" cars or "Cyclecars" could be entered. His vigorous methods, allied to a fervent desire to get everything possible from the engine, led to highly exciting trouble. On one occasion the engine of his car made very expensive noises on the well known trials hill, Beggars Roost.



Finding repair impossible, Lionel proceeded to change his socks, put on an Etonian tie and brush himself down, before strolling calmly to the nearest village for technical assistance.

Such adventures led to a meeting with Bamford, and talks which resulted in the birth of an idea for a new design to maintain the performance, but delete the faults, of the Singer.

The name "Aston Martin" was evolved from Martin's own name and that of the hill-climb at Aston Clinton in Buckinghamshire where Martin had done well before the First War with his Singer.

Lionel had many friends, which may explain why names and personalities meant so much in Aston Martin history.

There was Bertie Kensington Moir, the cheery driver of the big Straker-Squire; Count Louis Zborowski, very rich, delightfully temperamental, of Polish origin and outstanding character, and Clive Gallop, steeped in the racing law as set by France and the "Heroic age". And all these took a personal interest in the Aston Martin, creating the legend as known today.

At nearly every race meeting at Brooklands from 1921 onwards there were Aston Martins, the drivers being Zborowski, Kensington Moir, Gallop, Eyston, or Douglas, and though they attained no striking degree of success against their principal rival the A.C., they were never out of the picture. Furthermore the cars were extremely attractive both in design and shape, and that counted from the enthusiast's point of view.

History justifies the effort in any case since the records show that Bertelli and Pat Driscoll won the Le Mans "Rudge Whitworth Coupe Biennale" easily in 1932, that Driscoll and Pen Hughes were second for that same Cup in 1933, and that



the two Charles, Brackenbury and Martin, won again in 1935.

As 1935 drew to its close things were not too happy with the firm. It seemed obvious that racing was playing too large a part in its activities, absorbing too much money, while cars with saloon bodies were more and more in demand even in the world of sports cars. The second stage of Aston's history had come to an end.

But any story of the early days cannot close without one incident. In 1937 two fervent enthusiasts, Mortimer Morris-Goodall and Robert Hichens, ran at Le Mans, the 2-litre car being Robert's own. And they won the Rudge Cup for the third time in dramatic style. Having fought into the lead for the Cup the car was going well when a valve fell into a cylinder, nearly wrecking the engine. Robert, who was driving, naturally did

not think it worth going on – after all it was his private car. But the point was that only one hour of the race remained, so the Cup would still be won provided the machine was running when the finishing flag flew. Of this Robert naturally knew nothing. But his "control" did.

There followed a real display of sportsmanship. Another competitor, Dorothy Stanley-Turner, volunteered to carry a message to Robert during her run with an M.G. and did so. Robert, puzzled by what seemed to be an absurd order, restarted the engine just as "Mort" Morris-Goodall arrived to emphasize the necessity to continue. Mort had run across country from the pit to shout the information from the nearest hedge to the car, before collapsing from exhaustion. "Expensive noises" is a mild

description of the Aston's progress to the pit. But it got there, the cylinder was put out of action, and the car restarted so that it crossed the line exactly as the flag signalled the finish.

The second World War changed everything. It wasn't so much the bomb damage, but the social and economic upheavals which upset Lagonda and Aston Martin. Lagonda wanted to go into production with a new six-cylinder twin-cam engine, and an all-independent chassis, which W.O. Bentley thought was right for the postwar world. (The V-12 design, incidentally, had been abandoned completely.) Aston Martin just wanted to go on – well, just go on being Aston Martin.

In both cases it was a sure recipe for financial disaster. Alan Good put Lagonda in the hands of the receiver in 1947, and R.G. Sutherland just found it impossible to get Claude Hill's 'Atom' (and its new high-pushrod four-cylinder 2-litre engine) into small-scale production. At this point, the amazingly patriotic character – and I use the word 'character' advisedly – of David Brown came on to the scene. Almost like waving a wand, David Brown decided to buy up both concerns ('for a bit of fun', as he has later admitted), and before the end of the year they were under his control.

This text was taken from a publication written by Sammy Davis in 1950.



They even intruded into Grand Prix racing in 1922, with a 16-valve, ohc engine owing its design mainly to Clive Gallop. He did some M15-type negotiations with his old firm Peugeot, returning with a scaled-down version of the latest Peugeot racing engine design.

But it was the side-valve-engined car nicknamed "Bunny" which did most to create the legend. There was an intense battle for official records at that time. Towards the end of 1922 "Bunny" was taken to Brooklands to attack records but the plan for the run was kept top-secret. Outwardly it appeared to be an attack on the "Double 12-hour" record, that is a record run for 12 hours on two consecutive days, not of course recognized as International but important nationally. To make the attempt more exciting, A.C.s were also running, apparently for the same record, the two cars having depots full of mechanics within sight of each other.

The Aston took the 15, 16, 17, 18 and 19-hour records, making the Aston the first small car ever to capture World's records. Our average was just over 70. Naturally there was vigorous competition between the A.C. and the Aston Martin since both competed for the same market.

In 1923 Lionel determined to tackle the 1,500 c.c. class hour record with a view to putting 100 miles in that time before the A.C. could. The 16-valve ohc power unit was fitted to a strange chassis, exaggeratedly "crab" tracked, with an even narrower body – as narrow when viewed end on as to suggest what it was named, a "Razor Blade". This machine became as famous as "Twiggy" for the same reason, and was the inspiration of the car motif used in the British Racing Drivers' Club badge.

Many A.M.s were nicknamed at this time, for example J.C. Douglas' "Nigger", R.C. Morgan's "Green Pea" to mention but two. But though the fame of Aston Martin rested on a firm foundation, and though the cars ran with honour in many races at home and abroad the financial situation was impossible, though Lord Charnwood did all he could. So in 1925 the first phase of the marque ended. The second was very different.

The revival in 1926 with the aid of Lord Charnwood and The Hon. John Benson brought in the Birmingham firm of Renwick and Bertelli. In fact the whole character of Astons continued simply because of the man most of us knew as "our Bert".

The new works at Feltham was very different from that used in the infancy of Aston Martins, just as the entire car carrying the name was different. But, as usual, there was a problem. Since finance did not allow the kind of advertising



campaign a new car needed, obviously racing offered advantages. But the car was intended to be a sports car to be used in normal motoring by its owner, to have speed enough for the job but reliability as its chief asset.

David Brown threw enormous energy into his Aston Martin concern resulting in the manufacture of DB Aston Martins from the DB1 through to the DBSV8

In 1972 Company Developments Ltd acquired Aston Martin-Lagonda for £100 and accepted their debts. This company continued development of the V8 Saloon but more recently Aston Martin-Lagonda has been taken over by another organisation which has rapidly developed the V8 Saloon and also produced several exciting new models which are now being actively promoted world-wide again.

To regress for but a moment, it is not possible to relate the story of this great marque without a brief look at the illustrious racing history of the David Brown Astons and the current Astons being developed for Endurance racing, in particular the illusive Le Mans, the occasion of Astons greatest victory.

It started when the prototype DB1 won the Spa 24 hour race in 1948 and finished with the win by the Project 214 at Montlhery in 1963. Astons have, of course, been raced privately since then in particular the V8 that ran at Le Mans in the mid-1970s and now the Nimrod Astons.

1959 was the golden year for



Aston Martin on the racing circuits. In that year Aston Martin won the Le Mans 24 hour race and also the World Championship after several near misses. The Project 214 was leading at Le Mans in 1963 when they returned from the race.

1963 was the end of the decade of Sports-Racing Cars, the like of which we will never see again. The battles between Mercedes, Jaguar, Aston Martin, Ferrari were to be no more as regulations changed and companies were unable to sustain the continued enormous investment. Oh, for the Good Old Days!

Aston Martin continue to produce the world's best car. It is not only beautifully handcrafted, it is also the world's fastest production car. Long Live the Aston Martin.

As a postscript, I have been told on good authority that a DBSV8-YTU59J is now in the very final stages of its rebuild and will be seen at a Club event in the very near future. The mechanical rebuild is completed and there now remains only some interior restoration to be completed.

Frank, it has been a long time, but, by God, it is magnificent. Thank you, Frank. Beware Jags and Ferraris!!



ASTON MARTIN LAGONDA LIMITED

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U.K. PRICE LIST

	BASIC PRICE	DAR 154	V.8 J. 11C	11C J. 11C
ASTON MARTIN V8 SALOON	32106.00	2675.50	5217.22	37998.72
ASTON MARTIN V8 VANTAGE	34113.00	2842.75	5543.36	42499.11
ASTON MARTIN V8 VOLANTE	38127.00	3177.25	6195.64	47499.89

FACORY FITTED OPTIONAL EQUIPMENT

CIBIE AUXILIARY DRIVING LIGHTS (PAIR, SALOON AND VOLANTE)	240.00	20.00	39.00	299.00
REAR SEAT SAFETY BELTS	96.00	8.00	15.60	119.60
BADGE BAR	56.00	4.67	9.10	69.77
ELECTRIC DOOR MIRROR (PASSENGER SIDE)	120.00	10.00	19.50	149.50
HEADLAMP WASHER WIPER (PAIR)	205.00	17.08	33.31	255.39
DETACHABLE HEADRESTS (EACH)	96.00	8.00	15.60	119.60
LAMBSWOOL FLOOR RUGS (SET OF 4)	216.00	18.00	35.10	269.10
LAMBSWOOL FRONT SEAT COVERS (EACH)	156.00	13.00	25.35	194.35
NON STANDARD COLOUR PAINT	390.00	32.50	63.38	485.88
NON STANDARD COLOUR TRIM	348.00	29.00	56.55	433.55
NON STANDARD COLOUR HOOD	372.00	31.00	60.45	463.45
TONNEAU COVER (VOLANTE)	228.00	19.00	37.05	284.05
LUGGAGE IN BLACK LEATHER (SALOON AND VANTAGE)	636.00	53.00	103.35	792.35
CRUISE CONTROL (AUTOMATIC ONLY)	320.00	26.67	52.00	398.67

AVAILABLE EXTERIOR FINISHES

CRUSADER WHITE, MANDARIN YELLOW, AZTEC GOLD, JUBILEE SILVER, OLD ENGLISH PEWTER, MADAGASCAR BROWN, DUBONNET, STORM RED, TOURMALINE BLUE, SEBRING BLUE, CANTERBURY BLUE, BURNHAM GREEN, RAVEN BLACK.

LEATHER UPHOLSTERY FINISHES

MAGNOLIA, FAWN, BURGUNDY, DARK BLUE, LIGHT BLUE, BLACK.

HOOD COLOURS

OFF WHITE, FAWN, BURGUNDY, DARK BLUE, DARK GREEN, BLACK.

There is a surcharge on the basic price for cars sold as Tax Free Sales of £450.

The Company reserves the right to change the specification or prices of its products without notice and those prices ruling at the time of delivery will apply.

I
Income – never enough but always sufficient to be able to resist temptations to "Have to sell the car".

J
Jumper leads – All too short as other battery is situated in rear wheel well.

K
Kilometres – Those wonderful things the French invented to make your car go faster.

L
Lambo – Another form of Tractor.

M
Maximum speed – Husbands are very skilled at directing the conversation to this topic.

N
Neighbours – You win some – you lose some.

O
Other thoroughbred owners – Avoid wherever possible, especially at social gatherings. All suffer from severe over-communication problems.

P
Police cars – Immediately on sighting, a loud cry of alarm is necessary (a requirement if you wish to be honoured with a further invitation to ride in the car). Failure to report a police car is a crime only equalled in magnitude by that of requesting a toilet stop when travelling in convoy.

Q
Questions – Try to avoid "How come those Holdens and Falcons

that are rushing past aren't having overheating problems".

R
Roadsters – Accept the fact that the hood will be down at all times. Carry umbrella – handy for rain and cattle trucks.

S
Speed limits – Hmmmmmm

T
Tool – If dropped will fall where it can do most damage.

Treasure hunts – Don't let anyone tell you this is a pleasant day out for the family. Be prepared for comments such as: "As a navigator you'll make a good plumber!!"

U
Under the car – First place to look for lost hubby.

V
Visitors – must only be entertained in the garage, unless you have weakened and allowed the car to be parked in the lounge.

W
Washing the car – Explains the sudden disappearance of dish cloths, nail brushes, near-new children's singlets.

X
Xmas – Try to look pleased when you receive a set of Mag wheels. Give him heated rollers.

Y
Yes – This is factual.

Z
Zephyr – A wind. No one would be silly enough to call it a car.



BATHURST HILL CLIMB

2nd May, 1982

This Hill Climb was organised by the Bathurst Light Car Club, and was on the Mt Panorama racing circuit using the hill from the end of conrod back up to the top straight. About 10 members were in attendance from our Club with about 70 cars in all.

The Club Social Secretary came up with his usual high class hotel accommodation for Saturday night.

President Bill drove up on Sunday morning in the Ferrari and put in some very good times considering his rear tyres were bald.

Bernie and Jeannie Leimeister came from Dapto to give their open wheeler Renmax some quick runs.

John and Sue Hall in the red DB4GT had some runs at the hill but the rare engine was not in tune.

Lionel and Gail Walker were confident that the XK would do well and, as usual, it did. What a great club car.

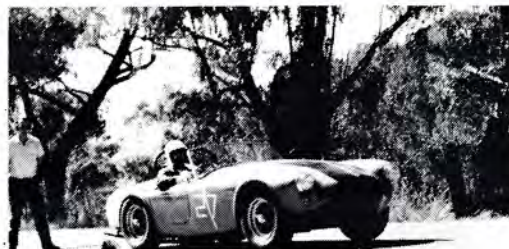
Roland and Graham Clark had the AC Cobra at the event but had some trouble keeping it in a straight line.

The weather was wonderful with bright winter sun after a cool morning. The light Car Club have club rooms at the foot of the hill climb and lots of parking for cars. About 15 cars would do the climb and wait at the top and all drive down the way they had gone up.



Due to strict censorship, the caption for this photograph will appear in the next issue.





This was a very good club day. Any type of car could have been used with complete safety.

Our club did very well with Lionel Walker achieving the fastest time in the over 2850 cc production, with a time of 35.98; Graham Clark in Cobra second with 36.94. Bill Marshall won the over 1600 cc with a time of 35.65. Bernie Leimeister was fourth in the racing classification with a time of 34.98. Ray Ross was first in the super modified with 34.23. Fastest time of the day was 31.00 (not a member of our club).



Get the Real Thing!!!

Nundle: Concours D'Elegance

It all started at the Kentucky Fried Chicken shop at Mt Colah, which turned out to be Asquith, but that's beside the point.

Starters were Clive and C.B., Aston, Jim and Val, Geoff and Jan in their respective Scimitars; Bruce and Sandra in the black Dino, and Penny and myself in the little blue Porsche.

Those who didn't risk the drive up with us maddies were Leonard Madar and family and Roland Clark in his AMV8.

The expressway to Newcastle was all too much for Clive – he waited for us at Tamworth.

The Dino fluffed on 4 cylinders all the way up, with many stops en route.

Jim Peters and Geoff made the first of the car swaps.

Jim's multi-horsepowered Scimitar, with Geoff behind the wheel and on the gas, makes an impressive sight at 130, with sparks flying from the scraping exhaust system on every bump.

Lunch was a little hard to procure in Scone – we ended up with sandwiches bought from the local shop and eaten in the pub.

Scone to Tamworth was an uneventful trip. On arrival we re-introduced ourselves to Clive who immediately corrected the fault in Bruce's Dino – one of the carbys minus linkage, a quick fix, and greased lightning once again!



Gee! A V15 stabilized reciprocating motion cross action reversible system.





Hi!

A few drinks at the motel before dinner in a quaint little restaurant, the name of which escapes me. The meal was a delight and the wine flowed like water. Jim managed to get himself involved in a game of mastermind over GP racing but we contrived to whisk him away before we were thrown out of the restaurant.

Sunday morning the chamois were out for a quick wipe over then on to Nundle for the judging. About 40 km of winding back road was a delight at 90-100 but Clive once again found it all too much and opened out the DB – this time with Jim right behind – and in front – and behind . . .

The Concours had oodles of nice cars, ranging from vintage models to brand new. A few outstanding cars were: a GT Falcon with 2000 km on the clock; a frog eye Sprite in better than showroom condition; Rolls Royce, Astons and Triumph etc.

The day lacked something – a motorcana might have been a stabilising influence. The ladies were bored stiff by lunchtime, a situation which might have been avoided by the arrangement of a Ladies Event.

I haven't seen any results as yet, but of our group who entered, I am sure we weren't in the running! Not for quality of cars, but for lack of sufficient classes!!! As:-

- *Fibreglass bodied, 3 litre station wagons
- *4 cylinder Dinos
- *Astons with no brakes

After lunch we headed for home, having a reasonably non-eventful drive back. Jim and I swapped cars after I fixed my passenger window which had jammed down and the Dino joined the Boy Scouts and practised tying knots in its wipers. The traffic was murder but we all arrived home safely – amazingly without the loss of a single point.

CAMS REPORT

MARCH, 1982

ARE YOU INSURED?

Personal Accident insurance is compulsory for all open events, and for closed race meetings. This means that all drivers and officials at those meetings are covered for benefits as prescribed in the Manual of Motor Sport.

For all motorkhanas, and all closed events other than race meetings, insurance is optional. For competitors it is quite easy — they make the choice themselves, and indicate on the entry form whether they want to be covered or not. If so, they pay the fee and that is the end of it.

For officials it is not so easy. They rely upon the organisers to look after their interests and we note with regret that many organisers do not pay the fee to have their officials insured. For motorkhanas, all officials can be insured for \$4.00 per day — not each, but to cover everyone; for the other events for which cover is optional, all officials can be covered for \$10 per day.

Of course, it is necessary that organisers compile a list of officials and their designation, but one would expect that this would be the case anyway.

We urge organisers of closed rallies, speed events and motorkhanas to give consideration to providing some protection for the people who help make it happen for competitors.

The other message of course is to those officials who may have been under some illusion — check with the organisers of the event at which you are officiating in order to determine whether or not you have Personal Accident insurance cover whilst on the event.

CAMS OFFICERS

A number of appointments to various positions within the Confederation's structure have been confirmed by the National Council.

First, **Harry Firth** has been appointed to the Eligibility Committee. Harry was formerly CAMS National Chief Scrutineer, and his expertise will continue to be put to good use in this new role.

Garry Boyd and **Peter Warneford** have been appointed Regional Scrutineers; Garry for Victoria, Tasmania and South Australia, and with Peter looking after New South Wales and Queensland. Both are well known to racing competitors as Chief Scrutineers at major meetings.

David Rapley, formerly a member of the Historic Car Committee and the Historic Car Classification Committee, has been appointed Technical Officer/Historic Cars. This is a new position, and David will be responsible for specific technical advice to the Administration pertaining to historic activity.

PEKING TO PARIS

We have been advised by Mr. Wylton Dickson that the Peking to Paris Motoring Challenge organised under the auspices of the French Automobile

Sport Federation, has had to be postponed. This has been brought about principally due to the inability to negotiate appropriate passage through the Soviet Union.

Mr. Dickson reports the Soviet statement, which we pass on without comment —

"We knew nothing about this event until yesterday and we told Mr. Dickson two years ago it would be difficult."

SCRUTINEERING

Scrutineering at race meetings varies from circuit to circuit. Machine examiners are of course concerned with safety and with the integrity of the vehicle; this is fairly consistent throughout the whole of the sport.

On the other hand, matters of eligibility are many and varied, and at each meeting it is simply not possible for scrutineers to check every item which may render a car ineligible.

However, the items mentioned here — under are those which scrutineers are expected to check each time a car is examined.

Formula Pacific

Weight
Wing height
Rear overhang
Ride height

Touring Cars — Group C

Weight
Ride height — 10cm clearance
All tyres inside mudguard line
Rim width
External coachwork compliance

GT Cars — Group D

Weight
Wheel base
Front air dam dimension
Rear wing dimension
Fire wall
Floor
Complete wheel width

Competitors should be prepared for examination of these components each time their car is presented.

SAFETY

For a sport which is outwardly conscious of the protection of participants and spectators, it does seem that from time to time some of us engage in unsafe practices. For example, one often sees cars parked in paddock areas with wheels and various assemblies removed, supported only by a single trolley jack. Clearly, good working practice would require the use of stands at all times.

We have all seen trolley jacks left with handles projecting beyond the cars, waiting to trip someone or worse still being bumped by someone moving equipment past them, and thus causing the car to fall.

There are other practices which could well be reviewed — cleaning engines

with petrol for example is most hazardous, particularly when there are other cars around, to say nothing of people. At the AGP meeting at Wanneroo in 1979, it was noted at the conclusion of the race, with a car parked in a covered area surrounded by members of the public, one crew cleaned the engine and transmission by upending a container of 100 Octane fuel over the car. A recipe for disaster if ever there was one.

There is also the question of casual refuelling practices, which combined with inadequate fire protection, can lead at best to damage to a car, and at worst to injury to the crew and bystanders.

These are things that one cannot regulate for — they probably come under the heading of common sense. We all do things sometimes without sufficient thought. It may well be that you will notice something which is unsafe, but which the people carrying out that work, haven't really thought about. You owe it to them, to yourself and to the sport to draw unsafe practices to the attention of people concerned.

RADIATOR OVERFLOW

Scrutineers in Victoria have asked that we draw to the attention of competitors in race meetings the hazard which results from radiators overflowing and spilling water onto the track. Whilst no legislation to require catch tanks on radiator overflow pipes is proposed, competitors are asked to take appropriate action to ensure that their cars do not create an undue hazard for other competitors.

FORD FALCON

The "4 bolt" cylinder block currently in use in XD model Ford Falcons continues to be acceptable until 31st December 1982. It should be noted that such concession will not necessarily flow on to the XE model.

CLUBMAN REGULATIONS

Clubman regulation 3.2(b) has been amended, and with effect from 1st April 1982 will read —

"The gearbox. Gearboxes derived from transaxles, e.g. Hewland, or from front wheel drive cars, are prohibited. The gears are free, provided that the number of ratios remains the same as originally supplied in that gearbox. Modifications may be made to the outer ends of the input and output shafts, and to the gearbox casing for adaption purposes." Regulation 3.3(c) has been amended, and now reads —

GT CARS — GROUP D

With the new Group D getting off the ground, a few pointers are in order.

1. Log books for Group D cars should be forwarded to Melbourne for appropriate endorsement. If the car has changed, new photographs should be included, together with a note of any other modifications made.
2. At regulation 4.2(a), there is provision for "an approved engine" to be fitted to an approved model of car. Competitors contemplating using an engine other than the original equipment item must check and get CAMS approval prior to commencing construction.
3. Regulation 3.3 now reads — "No modification may be made to the series produced body shell unless specifically provided for in these regulations. Rocker panels may be altered for ducting purposes."
4. Regulation 3.9(e) now reads — "An inner panel is required to prevent anything thrown up by the wheels entering the cockpit. This can be achieved by any means at all, so long as the habitacle is totally sealed from the wheel well area."
5. Regulation 3.10(g) permits certain components to be attached to bulkheads. Clearly, if there was to be a total prohibition on components in the cockpit, the words "except for components installed up against or through bulk heads" would not appear in the regulation.
6. Regulations 5.1 to 5.5 mean — "the chassis and suspension are free, save that the original wheel base must be retained, and a minimum of 175mm from the original door sill to the

ground must be maintained."

7. For the greater part, the Group D regulations were taken directly from the old FIA Group 5, and from various IMSA requirements. Further clarifications and/or interpretations will be published as potential problem areas are drawn to our attention.
8. Regulation 3.5 has been amended — the maximum height of a hood scoop is 5.5"/14cm, and not 5.5cm as printed.
9. Regulation 3.7 now reads — "All windows of other than glass must be clear, transparent and free of any colouring. Glass windows must not be coloured or tinted after production. The material for all windows except for the windscreen is free. If a windscreen is constructed of glass, only laminated safety type glass is permitted. Windscreens may be replaced by transparent material of adequate strength, e.g. perspex or Lexan, of no less than 6mm thickness."

CLASSIFIED RALLY DRIVERS

The determination of classification of rally drivers, details of which appear at page 174 of the 1982 Manual, have been varied with the changing points score for the Australian Rally Championship. Paragraph 1.1 now reads —

- "Has gained either —
- (a) at least 12 points in either of the two previous year's Australian Rally Championships, or
 - (b) a total of 15 points in the two previous Australian Rally Championships.

"The cylinder head casting may be modified provided that such modification is effected only by the removal of metal, save that repairs to damaged, or corroded cylinder heads may be undertaken. This repair may result in water passages being of different shape and dimensions to those originally provided. The replacement of valve seats by inserts is permitted."

Regulation 4.5(a) has been amended to read —

"Mudguards must cover the full width of tyres. When the suspension is at full bump, the wheel arch must lie within the area described by the radius of the tyre plus 20cm."

An inner mudguard in general terms is not specifically required, provided that at all times provisions of Group A are respected (generally that the habitacle is sealed against the entry of matter thrown up by the wheels). This matter is presently under further review by the Clubman Association, particularly with regard to full width rear bodywork which encompasses the mudguards, and bearing in mind the restriction of aerodynamic devices. It could be held for example that the lip on the rear of some of the newer cars contravenes the provisions of Regulations 4.3(a). Clubman owners with views on these matters are asked to maintain contact with their local Association, as if any further changes are required we would prefer to include them in the 1983 Manual.

TOURING CAR CHAMPIONSHIP

The 1982 Manual does not contain the break-up of prizemoney for the Touring Car Championship. The correct figures for positions 1st to 10th outright are — \$1200, \$950, \$700, \$600, \$500, \$350, \$250, \$200 and \$100 respectively; for the under 3 litre class, \$500, \$300, \$200 respectively.

FORMULA TWO CHAMPIONSHIP

A round of the 1982 Formula Two Championship will be conducted at Calder, at the meeting scheduled for 1st August.

TECHNICAL ENQUIRIES

As part of CAMS' service, members are entitled to contact our various offices with a view to obtaining advice on motor sport matters. On occasions, these enquiries are of a highly technical nature and it is inevitable that sometimes confusion arises as to which question was asked, and what the answer was — there is the question the enquirer posed, there is the question that he thinks he asked, there is what the CAMS officer heard, and what he thinks he heard. And when the answer is given, the same factors enter into the matter.

Because of the possibility of confusion, it must be clearly understood that no responsibility can be taken for advice or determinations given other than in writing.

Questions of a technical nature are recorded by means of a file note, as are the answers; it is strongly suggested that should a participant wish to take some action on the basis of answers or advice given, that a copy of the notes of that discussion should be requested — at some time in the future it may be important to have a record of what was actually discussed.

In order to re-inforce this, National

Competition Rule 159 has been amended by the inclusion of the word "written" before the word "determination" where it occurs in line 3.

It is hoped that this change in the administrative policy will further assist competitors in the preparation of their cars.

LATE DR. D. HILL

Racing members in Western Australia have suffered the loss of Dr. Doug Hill, who for many years was CAMS' Medical Assessor in that State. Dr. Hill died recently after a short illness. He was well known as a friend of the sport, and was always pleased to co-operate with those licence holders who came in contact with him. He will be missed by our members in that State, and to his family and associates, CAMS extends the sympathies of the sport.

TRIBUNES

We report that Mr. Eric Leighton has retired as CAMS Tribune in Western Australia after many years service to the sport. Eric served in many capacities over his long association with CAMS, including Chairman of the W.A. State Council, Steward and more recently as Tribune. He was also one of three persons who in difficult times in 1972, helped bring about a re-establishment of the State Council. It is unfortunate that his experience and wise counsel will no longer be available to us.

NEW BOOK

Members will have heard of "The Motoring Enthusiast's Little Black Book" published by Gilltrap's Auto Museum.

This publication contains details of many firms supplying or manufacturing parts, and those specialising in the restoration of vehicles. There are over 1,300 Australian and overseas listings in the 170 A4-sized pages.

We are pleased to advise that this book joins the long list of those available to members at discounted prices, and for members it is available at \$7.60 per copy (regular price \$9.50), plus \$1.50 postage, a total of \$9.10.

ROLL-OVER PROTECTION

Appendix C at Part 10, notes that roll-over protection is not required at events below National Open level on bodily unmodified fixed roof closed cars (see paragraph 1.5, page 342 of the 1982 Manual). It should be noted that Touring cars which have apertures in the turret, for example a sun roof, whether original equipment or otherwise, are regarded as being structurally modified for the purpose of this regulation, and are not subject to that exemption.

ONE MINUTE PENALTY

A penalty of one minute added to the race time applies for jumping the start of a race, and may be applied for other infringements under the Supplementary Regulations. Whilst it is required that this penalty be advised to the competitor's pit crew, there has until now been no general notification that the penalty has been incurred.

With effect from 1st May 1982, there must be available for display to the field a board similar to the "Car stalled" sign, which carries the words "1 Minute penalty". This will be shown to all drivers in the race in conjunction with

the number board used with the black flag. The purpose of this is to indicate not only to the driver who has been affected, but to others who may be racing against him, the fact that a penalty will be applied.

RALLY ACCIDENTS

From time to time cars competing in CAMS authorised rallies are involved in accidents which result in damage to property. This may range from injured stock to damaged fences, or even to damage to a car driven by someone not connected with the event. In all cases, it is incumbent upon the crew of the car to report the accident to the next control official, who should then in turn report to the Secretary of the event. If the car is withdrawn from the event as a result of the accident, then a report should be lodged with the Secretary by the crew members as soon as possible.

Unfortunately, some competitors are not reporting accidents, which makes settlement of claims by third parties very difficult and drawn out — this in turn adversely affects the sport's standing, particularly in rural areas.

STANDING REGULATIONS

Race Meeting Standing Regulation 6.7 has been amended, and now reads —

"The starter motor as fitted to the car and using only the inboard battery shall be the sole means of starting the car at the commencement of the race. The penalty for breach of this regulation shall be 1 minute added to the race time for the competitor concerned."

This now permits cars to be push started in the pit lane area, without penalty.

HIMALAYAN RALLY

Organisers of the third Himalayan Rally have forwarded brief details to CAMS of the 1982 event. It will be conducted from 6th-12th November 1982, starting from New Delhi, the capital of India. The route initially traverses arid areas on the flat lands of that country, before proceeding through the Corbet National Park which they tell us is tiger country, and on to the Himalayan roads. It includes the Jalori Pass, a dirt

mountain road climbing to 10,600 ft., as well as the Rohtang Pass at an altitude of 13,000 ft.

The Himalayan Rally Association offers attractive terms for the transportation of competitors, crew members, competing cars and service vehicles. One service vehicle only can adequately look after the entire requirements of the car. Should any further information be required, contact Head Office in Melbourne, or the Himalayan Rally Association, Liberty Building, 41/42 Marine Lines, Bombay — 400 020.

SERIES OF RACES

The National Council has agreed that races for former AFI cars of 5000cc be permitted until 31st December 1982, forming part of the Arco Series. Classified drivers will be permitted to participate in races in that Series until the same date.

CAMS will not permit the use of the words "Formula Australia" to describe such 5 litre Formula Libre cars.

SEAT BELTS

Off Roaders are asked to give particular attention to their seat belts. It is not unusual for strapped-in drivers and passengers to want to release their harness when in anything but what is regarded as the normal position.

So as to make sure that your belt will release when necessary, car owners should keep the belts, latches and accessories clean, free of dust and in a satisfactory working condition. The design rules and standards can only go so far in designing equipment — regular maintenance and cleanliness is a must to ensure that you maximise protection.

RECOGNITION DOCUMENTS

Once more we draw to the attention of competitors that recognition documents which purport to describe cars used in CAMS authorised competition are not valid unless they have been over stamped by CAMS. Even though the basis for participation in say Group C may be FIA Group 1 papers, any papers produced are not considered to be relevant unless they have been endorsed by CAMS.

The attention of officials and competitors alike is drawn to this policy.

CALENDAR

A number of changes have taken place to the calendar published in the Manual.

4th April	Mitsubishi Safe Driving Challenge cancelled
10th April	Griffith Off Road event — no longer sponsored by BHP
10th April	Calder Club races — cancelled
12th April	Historic races at Adelaide — not Mallala
18th April	Sandown races — cancelled
2nd May	Morwell Hillclimb — (transferred to 23rd May)
6th June	Oran Park races (GT Championship) — transferred from 20th June
6th June	MGCCO — Queensland Hillclimb Championship, Mt. Cotton
20th June	Lakeside races (GT Championship) — transferred from 6th June
27th June	SDAC Morokhana — added NMC-5
3rd July	BSCC (SA) Open Rally SARC/SCS — transferred from 9th October
11th July	Maclean 1000 — transferred to 25th July
17th July	Winton Club races — added
25th July	Maclean 1000 — from 11th July
1st August	Calder — AF2 Championship races — added (4th in series)
1st August	Boundary Bend Off Road — cancelled
22nd August	Motorshow Rallysprint — cancelled
4th September	NSCC Rally — transferred to 11th September
9th October	BSCC Rally — transferred to 3rd July
24th October	Mallala Restricted races — transferred to 17th October

DINNER AT MOONEY MOONEY WORKERS CLUB

"We are all going to dinner at Mooney Mooney Workers Club" said John Williams. "We'll be in that – but where the hell is Mooney Mooney?" was the reply. Everybody was to meet at the Kentucky Fried Chicken house at Asquith, but as I was flying until late (as usual!) we couldn't make the take-off time – I assume everybody else did.

A quick look at the Gregory's confirmed my fears – Mooney Mooney was a five-day camel ride away from Hurstville! Ah well – we may get there for dessert and port. Passing Concord towards the Ryde bridge we collected a

thunderstorm which stayed with us all the way to Mooney Mooney. It rained so hard I think it must have used up the world's supply!

We finally arrived – Joan a quivering heap in the left hand seat – she never knew a Valiant Galant could go so fast. Horrors! – not a single recognisable car in the car park. A quick check of the date revealed it was not yet 1st April. Must be the right place – be brazen and walk in – relief! The gang had arrived and were just settling into their 5th gin and tonic or whatever.

The food was as good as the menu read and everybody's appetite was well satisfied and that included a "freeby" banana split which was shared equally around the table.

During the meal a 3-piece group entertained us (and the Club Members) with music that brought an evil glint into

Jim Peters' eyes – it obviously reminded him of a misspent youth! All the Workers Club members were dancing to a well-rehearsed repertoire and at times they reminded me of a well-practised drill-squad. The trio promised some Rock n' Roll for the city slickers who had invaded their Club and true to word, burst forth with tunes from the 1958 era. We all took advantage and jived, twisted, and generally cavorted around the room until exhausted.

The journey home for Joan and me was quite painless – thankfully it had stopped raining – and the distance did not seem quite so far. Our thanks to Sue and John for the organisation and to the Mooney Mooney Workers Club for their hospitality. We look forward to the next dinner evening on 27th February which is to be held close to home at the Singapura Restaurant.

THIRLMERE TRAIN MUSEUM

An extremely pleasant day was spent by a goodly number of club members at the Train Museum at Thirlmere, near Picton. We were blessed with brilliant weather and I for one was most surprised by the magnitude and variety of the exhibits – including a prison carriage complete with individual loos (holes allowing direct access to the track below!).

We were delighted to see Bernie and Jeannie Leimeister from Dapto who arrived in the third DB4. The only other 'Club' car present was my 246 Dino, the other brethren arriving in an assortment of family hacks. Dino Capozzi attended his first club event but came with Clive Sanderson as Dino's Lancia had been stolen. (We hope the police are able to recover this car soon.)

I would like to thank Roland Clark for organising this day. Roland arranged access to the enclosed picnic area which



A-Z GUIDE FOR THE LADIES

A

Aston Martin – Not to be referred to as from a Tractor Manufacturer.

Autokhanas – Consider carefully the consequences before beating husband, boyfriend, or other male. At the first sign of gnashing teeth, it is advisable to run over one or two flags. Participating as his partner in the flag and barrel race is not recommended (except as grounds for divorce).

Availability – of a component is inversely proportional to the need for that component.

B

Bank Balance – decreases directly in proportion to increase in car's mileage.

C

Concourse – Place of worship, exhibition of priceless treasures.

D

Dimensions – will always be expressed in the least usable term. Velocity, for example, will be expressed in furlongs per fortnight.

Delicate – The most delicate component will always drop first.

E

Excess baggage – Due to necessity of carrying enormous supplies of spare parts, massive tool kits, and a complete photographic record of the restoration of the car, certain items must be left at home. This includes: a change of

clothing, handbags, children, etc. Notable exception is made for a well-stocked bar fridge.

F

Ferrari – Synonym for all-holy/sacred/supreme.

Fuel stops – tend to be rather lengthy. Always include full under-bonnet inspection, and, if audience is sufficiently admiring, demonstrations of performance is mandatory.

Failure – Failure will not appear until a unit has passed final inspection.

G

Grease – will appear on your clothes, furniture, children, walls, fridge door, but never inside the car.

Garage – First room to be considered for air conditioning.

H

Headaches – If the nerve-racking trip doesn't give you one, the post mortems on arrival will.

continued on next page

provided a greater degree of security and convenience.

After a barbecue lunch we took a nostalgic trip on an old steam train to Picton and back. The gentle motion of the carriage combined with the brilliant sunshine to rock me to sleep for quite a bit of the trip. It is amazing how relaxing these old trains are. A few more drinks and we departed.

The only casualty of the day was Clive Sanderson's DB4 with clutch problems. Fortunately I was not driving this time.

WGM



Night out at the Singapura Restaurant

A great night was had by all. The food was plentiful to say the least, the company was excellent, and it was lovely to see Dr Stephen Muller and Dr Piort Fast with their charming companions. I hope they can find the time in very busy schedules to come along more often.

The way we all lingered at Jim Peters' he must have thought he included breakfast in his offer of coffee afterwards.

The Ladies who went to the powder-room during the latter half of the evening must have thought they had walked in on an episode of "Days of our Lives", some of us (including myself) went back twice to hear further episodes. I wonder how it all ended???

Susan Hall



Oran Park South Circuit Supersprint, 29th November 1981

This event was organized by the Ford Car Club of NSW, and attracted over a hundred entries from 10 car clubs (Chrysler O.C.C., Sydney Tech. C.C., NSWRRRC, NSW Hill Climb Club, Holden Sporting C.C., Volvo SCC, Fishers Ghost CC, TSCC, ARDC and Ford). There were 3 entries from our club: Martin and Trevor Oldroyd in their sports sedan Torana, and myself in DBS V8.

More than half the field was sports sedans, racing cars and sports racing cars, so there were some pretty quick times, with FTD going to a single seat open-wheeler hill climb special at 48.6 secs (about 10 secs quicker than I can do it in my V8, with luck). The event was well run, so everyone completed 4 runs comfortably within the time allowed.

Martin Oldroyd returned a creditable time of 54.5 secs with the Torana, which was a personal best I think; this despite some gear linkage problems. Trevor drove the same car steadily and a few seconds slower; and this time Ray was a non-combatant, but armed with camera and tripod. We chose other cars to run against from within our respective classes, then had a warm up lap from a standing start; then 2 laps from a standing start, the flying lap being timed.

I ran against a sports sedan Capri which demolished me in all respects: 30 yds clear at the first corner from a standing start, then I couldn't stay with him while he was only weaving around warming his tyres up! My last couple of runs were against an SLR 5000 which easily outdragged me (!) but held me up through the curves. The driver of this graciously agreed to let me have the first corner on our final run, but then I blew the advantage by spinning in

front of him.

My final ignominy came when I was beaten by a Holden ute . . . so things can only get better. Despite the results we had a great day though. Seeing what can be achieved by special vehicles on adjustable suspensions and racing tyres provides an interesting comparison for those of us running standard road cars. And the mere fact of driving around a racing circuit is most exhilarating.

So come on the rest of you – don't be self-conscious – join in!

Oran Park South Circuit Lap Dash, 16th January 1982

Organized by the University Car Club, and attended by 46 competitors from UCC, Alfa Romeo Owner's CC, NSWCC, Porsche CC NSW. Oh, and I almost forgot, the TSCC; but then there was only one of us there . . .

Admittedly it was raining heavily most of the day, and I went out with some trepidation thinking that it might even be postponed. But no, and in retrospect I'm very glad it wasn't. For this was a great opportunity for all of us to explore our wet weather limits.

Most of us exceeded them at some stage. In my own case it was at the end of the first flying lap, when I braked too insensitively at the end of the main straight and waltzed off into the outfield. No damage, useful experience, and hopefully one driver the wiser for it.

The rain is a great leveller. Everyone's lap times were up to 10 secs (15%) more than their "dry" times. But I suspect that those cars with inherently better handling characteristics enjoyed some advantage here; in my own case I was delighted with the handling of the heavy V8 which returned 9 secs slower than my previous best, and one "unofficial" lap 8 secs slower after the rain had eased.

To my mind one of the most impressive performances came from a Mazda 323 (Eurosport – whatever that means) only $\frac{1}{3}$ sec slower than my own time (67.55) which was 2 secs behind FTD (Porsche 65.51). This time I didn't feel so badly with 5 Porsches slower than me (but also, admittedly, 5 faster!). Obviously our club could have done with a Ferrari or two waving the banner.

I was interested to talk to the driver of a 3.0 litre Carrera who claimed he normally reached 120 mph along the main straight in the dry. I think I only ever get to 100-105, (although I must admit to being a bit scared to look at the speedo as that left loop looms up at the end of the straight!). Our lap times in the wet were similar, with his average better than mine, and my unofficial best a shade ahead of his. I'm not sure what this suggests; perhaps that Porsches have a bigger advantage in braking than I had thought. Anyway, this may be interesting to those of you who have pitted yourselves against the Porsche contingent, only to be knocked off by a couple of seconds or so.

In brief, the wet lap dash was another great day. Twice the thrill and half the tyre wear. On Oran Park at least – Amaroo with its cambers and walls might be another story . . . See you at Oran on March 28th.



*Extra wide wheels
can sometimes help!*





SUPER SPRINT – some of the action at Oran Park

Below:

What looks like Roland Clark's back fence made an excellent circuit – thanks for a top day (hope the lawn soon grows back!!).





**Chris and Charles McKay
married 3/7/82**

Charles, that well-known fast mover of slow SAABS, finally convinced Chris that she should 'join the club'!

The ceremony was held at Neutral Bay on 3/7/82. Charles and Chris are following John and Sue Hall to Brisbane. Perhaps we should have a branch office of the T.S.C.C. in Queensland!

Our best wishes go with the happy couple.

club points

Club Points Score

Club meetings 1,
Club events 1

Sporting Events

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

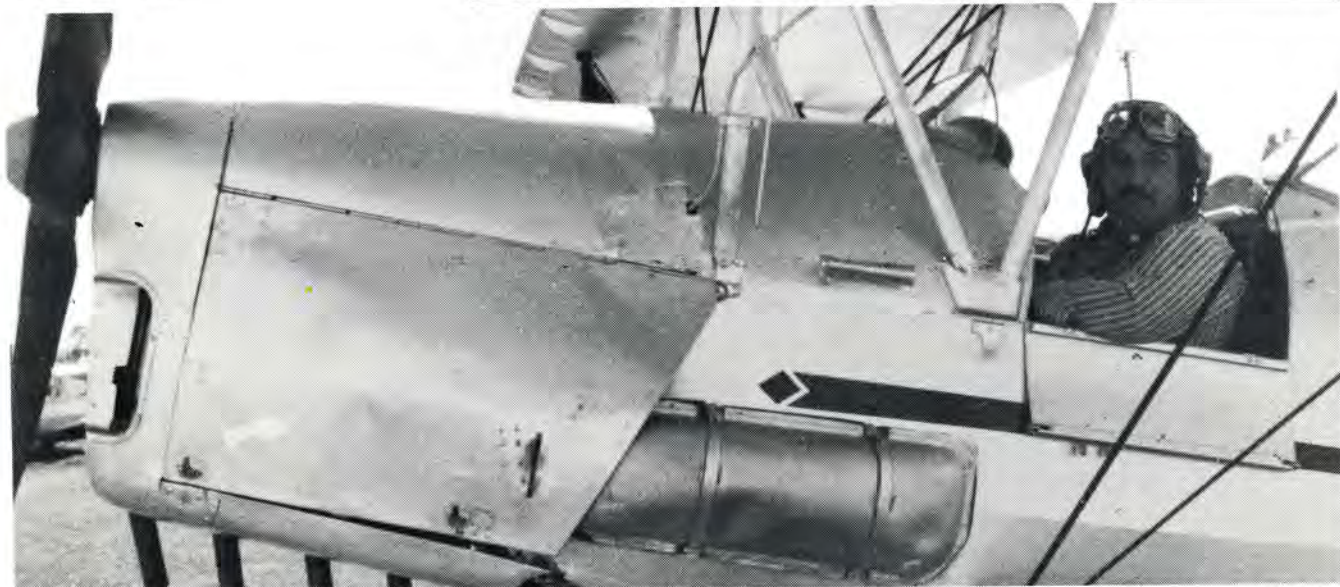
Point Score to 30th June

3 or more points

10	G. Belshaw	5	T. Lehnert	3	M. Ralph
3	B. Cattnach	3	B. Leimeister	8	B. Rankin
15	R. Clark	3	B. McBryde	6	R. Ross
3	G. Clark	9	C. McKay	5	C. Sanderson
5	C. Dale	9	L. Madar	6	S. Schuler
3	F. Grech	12	B. Marshall	3	J. Scott
8	J. Hall	3	M. Mobbs	12	L. Walker
3	S. Hall	11	J. Peters	11	J. Williams
5	C. Johnson	5	L. Perin	10	S. Williams
6	P. Lahiff				

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.



NO JIM! Yes, we know it's a thoroughbred – but they won't let you around Oran Park.

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