

NEWSLETTER OF  
THE THOROUGHbred  
SPORTS CAR CLUB.

**top**



**gear**

**No. 5**  
**April 1983**

## Ferrari 308 GT4 true exotic

Four years ago, my wife and I were visiting the 1978 motor show with some country friends. As we casually strolled along the rows of gleaming cars of every shape and description, I saw in the distance the outline of a car so different from all the others that it seemed to be all alone – aloof from its rivals.

This is FERRARI – embodying a quality that escapes most of the world's car makers. The Italians have an unmatched flair for design, and nothing shows it off to greater effect than their cars.





# Ferrari 308 GT4 true exotic

As we joined the throng of motoring enthusiasts who were gathered at the Ferrari stand, all with unconcealed admiration on their faces, I knew what my next car was going to be. In one week my new Ferrari was delivered and four years later I am still totally delighted with the car.

The 308 GT4 (the 30 is for capacity and the 8 is the number of cylinders) is the direct descendant of the Dino 246, probably the best known of all Ferraris.

The 246 finished its production run in 1974 with the factory offering the 246 in targa form together with its replacement, the 308 GT4.

A new engine was developed for the GT4, an all-alloy quad cam v/8. This engine is mounted in the centre of the car, forward of the boot and behind the twin fuel tanks. The engine is a masterpiece in its own right, fed by four double-choke Webers and twin magneto ignition. It will spin happily to almost 8000 rpm and produces some 255 bhp. In a car which weighs 2500 lbs this gives outstanding performance with the superb five-speed gearbox. The engine is silky smooth and will pull from 40 kph to over 260 kph in top gear without a trace of fuss.

Settling into the driver's seat the immediate impression is that the car has been built around the driver. Steering wheel, instruments, gear shift, and pedals all seem to be in exactly the right place. The ride is harder than average but not unpleasant. The steering is very precise (heavy at parking speed) but once moving a delight to use.

The gearbox is crisp and very fast once the layout has been mastered.

Two small seats at the rear give a carrying capacity of four over short distances and doubles as

extra luggage space on trips. I have changed the car little since purchase apart from more powerful headlights and low profile tyres. The car is fitted with air conditioning and electric windows in a concession to providing customer comfort.



Mpg varies depending on whether the car is fitted with pollution control or not. The range is from 12 mpg with pollution control, to well over 20 mpg for cars without. Although the GT4 is now out of production, having been replaced by the Mondial in 1981, few people would pick this car as a ten-year-old design. The Italian master Bertone has given the car ageless lines and in ten years time it will still be young, such is the skill of this designer.

Ferraris on the whole are very reliable and because of the care most owners lavish on them they have long and happy lives. Ferraris also have the ability to appreciate in value (e.g. 246 sold in 1974 for \$14,000 is now fetching between \$25,000 and \$40,000). This makes the owning

of a Ferrari even more pleasant!

Anyone thinking of buying a Ferrari can contact the Australian Ferrari Register for advice and you would find most owners are happy to discuss their cars with anyone interested.

For the technically inclined, here are some specifications on the 308 GT4.

**Engine:** 8 cyl. 81 mm x 71 mm (2926 cc); compression ratio: 8.8 : 1; 255 bhp at 7700 rpm; four belt-driven camshafts; four twin-choke Webers.

**Transmission:** Single dry plate clutch; 5-speed gearbox, all synchro.

**Chassis:** Multi-tubular steel chassis, reinforced by floor pan and steel body shell; independent front and rear suspension by unequal length wishbones with coil spring damper units and anti-roll bars; rack and pinion steering; 4-wheel ventilated disc brakes, power-assisted.





**Equipment:** 12-volt electrical system; speedometer rev. counter; oil pressure oil temperature; water temperature and fuel gauges; clock; heating de-misting system; 2-speed windscreen wipers with intermittent device, screen washer; warning lights for brake failure; alternator; water pump failure lights.

**Performance:** Maximum speed 160 mph (260 kph); speed in gears: 4th - 118 mph, 3rd - 86 mph, 2nd - 61 mph, 1st - 41 mph. Standard ¼ mile: 14.0 sec. Acceleration: 0-30 mph, 2.8 sec.; 0-50 mph, 5.7 sec.; 0-60 mph, 6.7 sec.; 0-80 mph, 11.4 sec.; 0-100 mph, 16.7 sec.; 0-120 mph, 27.6 sec.

**Fuel** consumption: 17-21 mpg (uncontrolled).

Trevor Larkey



# PRESIDENT'S REPORT

It is now almost exactly two years since our Club was founded - which corresponded with the first Car Club Show. At the first Car Club Show we presented an excellent stand which was judged 2nd in class, with an appropriate cheque. Our stand displayed the MGTA works racing car of Frank Grech, XK140 roadster of Lionel Walker, Ferrari 246GT of John Hall, Aston Martin V8 of Bill Rankin and Mercedes 300SL roadster of Norm Owen. In addition, we had a 6 cylinder and V8 Aston Martin engines which had recently been restored.

The Car Club Show was the springboard from which the Club was launched. In the first instance it gave us a focus to act upon, with the result that



every member of the Club was actively involved in the construction and manning of the stand. As a result of the Show, we came to the attention of a number of new members - such that approximately half our current membership may be attributed directly or indirectly to the Show.

This year we are looking forward to an even better display with an optimism that

everyone will be actively involved. I personally find attendance on the stand most rewarding and enjoyable, and it is also most worthwhile as we become known to the other clubs. The commercial stands also stock many items of interest. This is beginning to sound rather like a commercial. The net result of the foregoing is to emphasise the importance of the Show and we are looking forward to your assistance and support in the staging of this major event.

Speaking of events, you will have noticed that we have a very full social and competition programme for '83 which we anticipate you will support to the fullest. We are also looking forward to having items of interest at our monthly meeting with guest speakers or films. I hope to be able to obtain a film of the Repco-Brabham cars and engines shortly and we are always seeking new and interesting speakers, videos, films, etc. so we request that anyone with ideas please contact myself or Jim Peters.



# LEPPINGTON DUST BOWL MOTORKHANA

The Leppington Motorkhana was held on a bright sunny day in the beautiful bush setting at Leppington. Unfortunately with the continuing drought the Motorkhana circuit was extremely dry.

A small group of the Club's stalwarts enjoyed a pleasant bar-b-que lunch before the action was to start. Les Johnson arrived in his recently modified Aston Martin V8 with its estimated 20% increase in power. John Hall also brought a friend with a beautiful red BMW which was shortly to be covered in dust. The ladies and children settled into social and unsocial discourse.

Lionel Walker, the clerk of the course, set out the various events with the witches hats and was also responsible for the timing and management of the events. While Lionel was arranging the events the rest of the males were deeply engrossed in the catalogue for the Greens Motor Museum auction which was to be held the following week.

The competition was close as is usual. Sue Hall was faster than John, Susan Williams tried a variety of cars in an effort to find the right combination, Les Johnson blasted the Aston for at least 3 full spins which completely obliterated the whole area with dust, Rolly Boldy threw his Mazda with gay abandon to win the long wheelbase competition. John Williams was unlucky to finish 2nd outright despite a number of desperates – Roland Clarke gunned the Cobra, Gail Walker would not allow Lionel to use the Jag as she was listening to the radio and the trusty Beetle of our President was again only just unbeatable.

The Beetle has retired from Motorkhanas this year after demonstrating its superiority in '82, so I hope this will generate even more competition.

At the conclusion of the day's activities the merry band moved en masse to Green's Museum to view but not to buy. The Museum had an incredible volume of exhibits together with some extremely beautiful cars that had undergone perfect restorations. A most rewarding end to an enjoyable day.

*Bill Marshall*





# WORKSHOP

## TEC TORQUE

I was asked by our President to write a small article about Suspension. It is not an article which you could write about in a few pages so we shall keep it to a minimum and make it as simple and practicable as possible for our Club Members.

Basically there are many types of Suspensions, just to name a few, we have Pneumatic (Air) – thick flexible rubber bags filled with air from a compressor, the air being the springing medium. Deflection rate can be altered by changing air pressure. Olio Pneumatic uses nitrogen gas as spring and vehicle height can be altered by oil volume between piston and diaphragm.

McPherson Strut – commonly used today because of its simplicity and cheapness to manufacture, comprises a longish shock absorber with connections at both ends surrounded by a coil spring which is totally used to support each wheel. It is quite successful and once assembled the only adjustment required on the vehicle is the amount of toe in needed. This is usually affected by the vehicle steering linkage design and the ability of a tyre's rolling resistance.

Of course, the most popular system used for many years – especially on high performance vehicles and the one in which I think our Club Members would like to hear about the most – is the long and short, lower and upper wish bone control system. Just for the records this system varies in more than one way but the principal is basically the same. I believe the most successful type, was whereby the lower wish bone was longer than the upper, this provided for flexibility near vertical wheel movement which is important for tyre

wear and essential for steering purposes, and almost constant track.

Now comes the tricky bit 'the adjustments'. There are a few of these and before you start asking how much camber should I give my Porsche or what caster should I have on my Ferrari around Oran Park, let us just define these settings so we understand what they really are, just for the 'time being'. Here we go.

**TOE IN:** Is the amount the wheels are gathered together at the front in the straight ahead position. Its purpose is to neutralise the effects of camber scrub angle and movement of suspension arms when the car is moving.

**CAMBER:** Is the outward inclination of the wheels at the top. It brings the point of contact of the tyre and road more directly under the steering knuckle pivot, therefore taking the load better and making steering easier. The Yankies used this to their advantage on their so called heavy 'Yank Tanks' by giving a lot of camber and allowing the heavy V8 engine to assist in turning so the little lady could go around the corner, that's if you didn't have power steering, or it didn't work.

**CASTER:** Is the backward tilt (Positive) of the King Pin towards the rear of the car at the top. A line drawn down through the King Pin should meet the load slightly ahead of the point of tyre contact giving a slight trailing action which results in steering stability 'no steering wheel shimmy at high speeds' and a slight tendency for the wheels to straighten up after cornering. More caster will give you better stability in a straight line but cornering becomes slightly

heavier. A slight amount of + Caster is needed on the near side front wheel on a car with positive settings to offset the effects of Camber on the road. This is to stop your car going 'bush' while your lighting your cigarette or cuddling up to your sweetheart. But then again going bush wouldn't be so bad. No offence girls.

There are a few more settings, Toe Out on turns, King Pin inclination, but we shall not go into these because they are mainly a built-in design and normally require no attention, unless you have had a big shunt up front.

Roland Boldy

### November Club Meeting

The guest speaker at the November club meeting was Roger Secombe from the Society of Advanced Motorists. Roger is an accomplished speaker – humorous, informative, and entertaining. He spoke about roadcraft, drawing our attention to many commonsense aspects of driving which can minimise the risk of road accidents. Roger is a road engineer by profession and was able to speak with authority on road design and some design faults to look out for. He recommended a book called 'Wheel Skill' written by Don Oldfield who is the chief instructor of the Society.

The Society of Advanced Motorists is a non-profit organisation, comprising skilled drivers (only about 25% pass their entrance driving test), which, amongst other things, conducts advanced driver training courses in night driving, defensive driving, country driving, skid control, etc. To join the Society you must be free of recent major traffic convictions (something worse than speeding), but it is not necessary to join the Society to do one of their courses.

The Society of Advanced Motorists' telephone number is 411 4139.

Ken McAviney



# ★☆☆★★☆☆★★☆☆★★☆☆★★☆☆★ **CLUB CHRISTMAS PARTY** **and PRIZEGIVING** ★☆☆★★☆☆★★☆☆★★☆☆★★☆☆★

The T.S.C.C. held their annual prize giving and nosh up at Kameragal (Aboriginal for sump plug) at Belrose.

Although a little hard to find in its bush location, everyone appeared to have a most enjoyable night. The food was excellent (all large roasts) and being pre R.B.T. washed down with liberal quantities of alcohol.

A feature of the restaurant is a natural stone wall covered with ferns and other natural flora, this became the unwilling host to Clive Sanderson as he gracefully overbalanced backwards into a ferny embrace. Clive however, to his credit, spilt not one drop from his brimming wine glass and was soon able to regain his composure and seating position at the table. The expressions of his fellow table companions had to be seen to be believed.

The prize giving commenced after the meal and the list of recipients is as follows.

Club Champion  
 President, Bill Marshall  
 Clubman Award  
 Vicki Larkey  
 Rookie of the Year  
 Bob Cattanagh  
 Piston Broke Award  
 Lionel Walker  
 Gumball Award  
 Len Madar  
 Fastest Woman Hillclimb  
 Vicki Larkey  
 Club Concourse Winner  
 Trevor Larkey - Ferrari GT4  
 Runner Up Concourse  
 Chris Gibson - Porsche 911S  
**SPEC AWARDS**  
 Bill Marshall - Fireman's Award  
 Sue Williams - Topless Award



**WHAT DID THIS HAVE TO DO  
 WITH THE WINE WEEKEND?? →**









# Silverdale hill climb

## at 1982 Concourse

The preparation involved in getting ready TWO cars for Concourse is unbelievable. Trevor, at the request of those 'higher up' had agreed to bring both the cars to Silverdale so as to give the day a truly expanded view of the T.S.C.C. After all, how wide is the gap between Trevor's Ferrari GT4 and my gracious old lady, the XJ6 Jaguar? What the 'higher ups' did not tell him was that the last half a mile would be chalky fine dust, just the sort to permeate even the closest fitting window or door. Top this agro with my navigating skills (usually so exceptional) taking us very much the long way around so that we arrive three quarters of an hour late and you can see the day certainly needed to improve for Trevor to settle down to his usual charming self.

But settle down we did and soon found ourselves buying raffle tickets and marking off our selections for the concourse. At first the ladies felt a slur against them that they may not vote for the outright concourse winner but after trying to judge whether a car's chassis was worth zero or twenty, or if body work was worth a second look, it became clear that under these circumstances we ladies should bow to those more in the know.



While this judging was going on the hillclimb was in full swing. Trevor and I were still recovering from our differences of opinion and it was only after lunch we decided that perhaps we would take a look at what was going on down the other end. It turned out to be a lot of fun. I had not realised how much competition a board with chalk markings on it can create. The men would all crowd around waiting for their times to appear and each time it would hopefully be better than their last. Geoff Belshaw did a bit of road clearing with his latest aquisition, many gears were crunched – some by me I'm told, but do not believe it – I'm too frightened of Trevor to do anything like that to his Ferrari. Before long it was quite easy to see who had the most competitive spirits.

Judging by the time sheets the duel between Chris Gibson and Bob Cattnach stretched to 10 climbs each compared with the average climb of each entry of five.

Sue Williams and I enjoyed having someone to compete against, its a bit demoralising to compare our times with the gents but given another lady to drive against brings out the best (or worst) in us. Had it not been for Sue giving it a go I probably would have been content to sit under the trees and drink wine with all those other ladies down by the tap. It was really a day for all, I even saw some who had ventured into a bog of a dam to cool off – this in itself shows the versatility of the members of the T.S.C.C. when it comes to creating their own



entertainment. Which brings me to the giving out of the bottles of champers at the end of the day. It all looked so innocent, your name is called and you go up to be congratulated by Jim Peters and Bill Marshall – but what you don't expect is for your prize to be opened and frothing all over you. You'll notice that some enterprising person decided to get their own back. 'Bill Marshall cools off' is my title for this photograph.

Vicki Larkey

### Proud Owners Show All

Only at the TSCC concourse can one see entries of such magnificent and varied marques as Scimitar, Jaguar, Corvette, Aston Martin, Porsche, Cobra, Jensen, Jensen Healey, Sprite, Ferrari, Maserati, Saab, MG, Triumph, Mercedes, Bentley, Rolls Royce, Escort, and Rover.

It was a rare treat to see such beautiful machines together, and many owners had obviously put in a lot of time preparing their cars for the event.

Judging was performed by 'non-professional' groups of men and women members, battling the flies and heat of the day, and – though 'non-professional' – arriving at the same results independently. Our thanks to them.

The results of the TSCC 1982 Concours D'Elegance were:

*Outright First –*

Trevor Larkey, Ferrari 308 GT4

*Modern –*

1st: Trevor Larkey, Ferrari 308 GT4

2nd: Chris Gibson, Porsche 911S

*Pre-1972 –*

1st: Roland Clark, Aston Martin DB4

2nd: Jim Peters, Scimitar GTE

*Pre-1962 –*

1st: Roland Boldy, Aston Martin

DB 2-4

2nd: Bill Marshall, Rolls Royce

Cloud II

Congratulations to all participants and I am informed that at the 1983 concourse there will be a handicap points system for older cars entered – so start polishing!

Len Madar





# Wine weekend



Next annual wine weekend TSCC members will be praying for a petrol strike! On our last trip there was all the petrol you could stuff into your tanks available in the country, plus we had the roads almost to ourselves – and we needed them.

12 cars assembled at Freemans Reach – field instructions passed out – go! First stop Rosemount Vineyards past Scone; up the Putty Road at a cracking pace set by Roland; the AM in my front gun sights and an RR in the rear vision – seemed like a sterling idea to reach for a gasper! But WHAT'S THAT? – I can't see behind me! We're hairpinning at 70 mph downhill and suddenly there's a mass of semi tailgating me!!! Christ!! Did He roll the Rolls? I gave the Sigma more stick than it ever deserved to pass the AM driven by the Williams', and when John looked in his rear vision mirror he laid rubber for at least 100 yds – sheer impossibility at 70 mph on a gravel road, you may sneer.

Hours later saw us arriving at the Rosemount Winery, many puzzling minutes elapsing between the leaders and the tailenders. Ken McAviney made excellent time in his Saab turbo considering he had to go home and pick up his forgotten wallet. After a great

wine tasting and BBQ, there was a guided tour of the Winery and much stuffing of crates of wine into car boots. This was the best vino of all – to be drunk later!

It was a grand sight to see Roly Boldy's classic AM for the first time and he testified to doing battle with it on the twisting Putty Road.

The next leg saw us off to the Arrowfield Winery and on this leg Bill Marshall's Silver Cloud was renamed Flying Cloud (!) as screaming lady passengers recalled the feeling of bottoming (with all due respect!) over cattle grids at 110 mph, with the added bonus of steam gushing out of the radiator – much like a runaway locomotive. After a few sips it was off to the Airle Motel and dinner at Scone.

Dripping taps and woefully sprung beds made the highly strung race drivers very restless and a party was necessary to calm them down. The party in the Boldy's unit swung on into the early hours of dawn – much to the concern of the management. Would any reasonable hotel manager object to his guests being hosed with fire hoses, or to

topless bathing at dawn? Why did he ban the TSCC from further bookings? Bill and Sue, you did us a favour.

Picture of Sue and Laurie from the last issue of our magazine shows them enjoying one of the party games. But what was the game? A few clues: you don't need a purse to carry a penny – she had a cheek to win – you can't put square pegs in round holes. Apply to champion Sue for the answer.

The next morning saw us heading for the Rothbury Estate with the Larkey's and Gibson's taking a different route. Their strategy must have been to act as decoys because the 911S drew a ticket for their trouble – only time Chris got into 5th! Great lunch at the Colonial Restaurant at Rothbury – the waiters perturbed at having to charge drinks as we ordered because the till was out the back. The TSCC was still partying on after all the other lunch customers had left and it was only the fact that the airconditioner rained on our table that brought us to an ending – no doubt waiter-sabotaged!

Thanks to Roland Clark and his wonderful organisational ability – all participants had a memorable weekend and look forward to the next one.

Len Madar





YOU  
LIKE-A-DE WINE  
EH?



### THE SAGA OF THE STOLEN TWIN-CAM ESCORT

I was in a happy mood as I locked up my Escort and attached my **super safe** Crooklock one Thursday night at Bankstown Square. I had just booked a holiday to Noumea and returned to where I thought I had left my car – strange – I thought I'd left it there.

Instant sinking feeling in the stomach, and no car in the car park – no comprehensive insurance either.

The police located the car a week later in a swamp, partially stripped and completely ruined.

The story ends on a happy (if somewhat expensive) note. I now have purchased another twin-cam, and I am about to become another Clive Sanderson convert.

Roy Connaughton

BEFORE &  
AFTER!!!

Three wives of motor racing drivers were discussing their sex life. To the youngest they asked "How would you describe your husband as a lover?" She said, "He's like a Rolls Royce, smooth and powerful." The next oldest said "Mine's like an MG Sports. Starts too fast, corners too hard, and finishes too quickly." The third and oldest said "You could only describe my old bastard as a Vintage Model. He only 'Rallies' twice a year and even then I have to start him by HAND."







## APRIL

12th  
28th/29th/  
30th/1st

Club Meeting – Silverwater Speedboat Club  
Motor Club Show – Knox Enterprises  
Macquarie Centre, North Ryde

## MAY

1st  
10th  
21st/22nd

Super Sprint – A.R.D.C. – Amaroo Park  
Club Meeting – Silverwater Speedboat Club  
Camping Weekend – T.S.C.C. – Forest Lodge

## JUNE

12th  
14th  
25th/26th

Lap Dash – Alpha Car Club – Oran Park (GP circuit)  
Club Meeting – Silverwater Speedboat Club  
Observation Run & Social Weekend –  
T.S.C.C. – Jenolan Caves

## JULY

10th  
12th  
23rd

Hill Climb – Bathurst L.C.C. – Mt Panorama  
Club Meeting – Silverwater Speedboat Club  
1950's Night – T.S.C.C. – Moonie Moonie Club

## AUGUST

7th  
9th  
21st

Flying Fifth – Bathurst L.C.C. – Mt Panorama  
Club Meeting – Silverwater Speedboat Club  
Observation Run / Mystery Tour – T.S.C.C.  
*To be found on day!!!*

## SEPTEMBER

3rd  
13th  
17th

Lap Dash – University Car Club – Amaroo Park  
Club Meeting – Silverwater Speedboat Club  
House Party – TBA

## OCTOBER

11th  
16th  
30th

Club Meeting – Silverwater Speedboat Club  
Super Sprint – NSW Road Racing Club –  
Oran Park (south circuit)  
Wine Weekend – T.S.C.C. – Grape View Lodge  
Hunter Valley

## NOVEMBER

8th  
13th

Club Meeting – Silverwater Speedboat Club  
Hill Climb & Concours – T.S.C.C. – Silverdale

## DECEMBER

3rd  
13th  
26th

Christmas Party – TBA  
Club Meeting – Silverwater Speedboat Club  
Fishing Trip – Perin "Steamship"

## JANUARY

10th  
15th

Club Meeting – Silverwater Speedboat Club  
Ferry Boat Race – TBA

## IF YOU ARE UNHAPPY

Once upon a time there was a non-conforming sparrow who decided not to fly south for the winter. However, soon the weather turned so cold that he reluctantly started to fly south.

In a short time ice began to form on his wings and he fell to earth in a barnyard almost frozen.

A cow passed by and crapped on the little sparrow. The sparrow thought it was the end but the manure warmed him and defrosted his wings.

Warm and happy, able to breathe, he started to sing. Just then a large cat came by and, hearing the chirping, investigated the sounds. The cat cleared away the manure, found the chirping bird, and promptly ate him.

The story contains three morals:

1. Everyone who shits on you is not necessarily your enemy.
2. Everyone who gets you out of the shit is not necessarily your friend.
3. And, if you're warm and happy in a pile of shit, keep your mouth shut.

I leave you with this puzzle.  
*If a rolling wheel was travelling at 30 mph how fast is the top of the wheel going and how fast is the bottom of the wheel going? Good luck.*

**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