

SATURDAY, 25th AUGUST

GAMES NIGHT

ONLY 100 TICKETS TO BE SOLD, AT \$12.50 PER HEAD

PRICE INCLUDES :

- \$2.50 WORTH OF PLAYING CHIPS
- A TICKET IN THE DOOR PRIZE
- A CHANCE TO BEAT THE BANK
- MUSIC & ENTERTAINMENT
- SUPPER AND CHEAP DRINKS

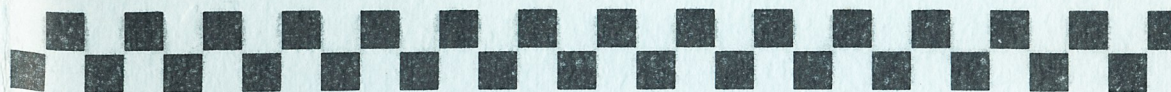
MEMBERS ONLY UNTIL JULY 15, THEN OPEN TO GUESTS

DRESS - FLAMBOYANTLY FORMAL

HUSTLE YOURSELF AND BOOK FOR GAMES NIGHT NOW!

TO : CHRISTINE McKAY
6 CORANTO STREET
FIVEDOCK 2046

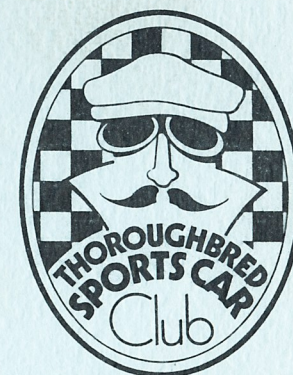
PHONE : 713.8042
(after hours)



top

AUGUST 1984 - VOL. II No.4

gear



REGISTERED BY AUSTRALIA POST - PUBLICATION No. NBH 6791

NEWSLETTER OF THE THOROUGHbred SPORTS CAR CLUB



OBJECTS OF THE CLUB

"Fostering better acquaintance and social spirit between the various owners of thoroughbred sports cars in Australia".

"To help and advance thoroughbred sports car owners and ownership".

"To establish and maintain by example a high standard of conduct and a respect of the laws of the road".

GENERAL MEETINGS OF THE CLUB

The General Meetings of the club are held on the second Wednesday of each month, commencing at 8.00 p.m. at the Sydney Rowing Club, Great North Rd., Abbotsford.

EDITOR: Leonard Madar, Lot 3 Old Northern Rd., Glenorie. 2157.
Phone: 652-2061 (h) 651-1812 (w).

PRODUCER & DISTRIBUTOR: Zig Kyzelis, 8 Prestige Ave., Lakemba, 2195.
Phone: 758-1438 (h) ~~759-7094~~ (w). 5342122

PUBLISHED BY: The Thoroughbred Sports Car Club,
G.P.O. Box 1963, Sydney, N.S.W. 2001.

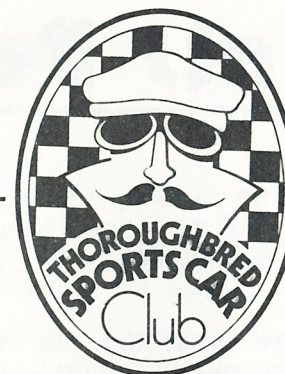
DISCLAIMER: Any opinions published in this journal should not be regarded as being the opinion of the club or the committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor. Articles and or photographs are invited and should be forwarded to the editor for publication bearing the name and address of the writer.

ADVERTISING POLICY AND COST

Advertisements are accepted subject at all times to the discretion of the committee. Display and Advertising: Full page \$30 per issue, half page \$20 per issue, ¼ page \$11 per issue, 1/8 page \$5 per issue. Advertisements are on a monthly continuing basis unless the advertiser notifies the Editor.

Classified Advertising:— Financial members of the club receive the first four lines at no charge. Rates are \$1 per line of ten words with a minimum charge of five lines (\$5.00). Non members should send payment when lodging their advertisement.

COPY DUE 24th OF THE MONTH



COMMITTEE

President: JIM PETERS, G.P.O. Box 1963, Sydney, N.S.W. 2001.
Phone: 922-6807 (h) 669-5311 (w)

Vice President: TREVOR LARKEY, 13 Grace St., Lane Cove. 2066.
Phone: 427-3411 (h) 92-8029 (w)

Secretary: VAL PETERS, G.P.O. Box 1963, Sydney, N.S.W. 2001.
Phone: 922-6807 (h) 669-5311 (w)

Treasurer: JOHN WILLIAMS, 16 English Ave., Castle Hill. 2154
Phone: 634-5281 (h)

Competition Secretary: LIONEL WALKER, 31 Evans Rd., Hornsby Heights. 2077
Phone: 477-1464 (h) 693-1788 (w)

Social Secretary: GARRY BRUCE, P.O. Box 154, Crows Nest. 2065.
Phone: 438 3088 (w)

Editor/Advertising: LEONARD MADAR (as advised)

Producer/Distributor: ZIG KYZELIS (as advised)

Regalia Officer: JOHN HALL, Balmain T.B.A.
Phone: 637-9482 (w)

New Members Officer: ROLAND CLARK, 44 Longheat Rd., Kurmond. 2757.
Phone: (045) 73-1367 (h) (045) 77-2219 (w)

Board Members: CHRIS JOHNSON, 22 Queens Rd., Hurstville, 2220.
Phone: 570-4095 (h) 887-0426 (w)

BRUCE MACBRYDE, 11 York St., Condell Park, 2200.
Phone: 708-1648 (h) 727-3311 (w)

CONTENTS:

2 President's Page	7 Welcome
President's Breakfast Run	8 Comp. Sec. Report
3 Editorial	9 Great Day at Oran Park
5 Calendar	10 CAMS — Yellow Flags
6 Secretary's Slice	14 Jenolan Caves Weekend
	16 And More of Jenolan
	19 State of the Art Tires
	24 Membership Form

Presidents Page

Well, guess who forgot to pick up the movie for the last meeting? Fortunately, the 36 people apart from myself, engaged in enough social chat, interspersed with club matters not to notice too much.

Val and I will be unable to attend the August meeting as we are away, however, Vicki and Trevor will keep things running smoothly.

Derek Smith has kindly offered to bring his video system and some racing movies, so do come.

On the subject of meetings, it is most pleasant to see the numbers attending each month rising, with 37 attending in July. To all those members who don't attend - change you habit!! If you don't participate - you receive nothing back!!

Early sales on the Games Night tickets have gone well, so hurry before they all go.

Remember! No ticket - no entry, even if you are a member!!

With only 100 tickets available, we can't satisfy everyone.

JIM PETERS

PRESIDENT'S BREAKFAST RUN

15.7.84

Despite rain and gloom of the early morning 17 hardy souls turned up - the Clarks in the Cobra and the Kyzelis in the Morgan were the hardiest, motoring with their hoods down. Have they got hoods? Roland reckons you can stop your car becoming a mobile swimming pool by keeping to 100 m.p.h.! I told you he was hardy. Graham Clark's Bolwell looked spunky in its new paint and trim. Headed off down the Pacific Highway to Kantara House at Green Point via Gosford. The breakfast was great value, we paused to admire the Kantara gardens, took photos and headed off to play tennis. I can only say McEnroe and Goolagong, you can rest easy. Tessa and I had to leave at noon to rescue Granny from our kids but the rest of the party settled down to a lunch at the Kincumber Hotel which I am told was terrific.

An absolutely enjoyable day.

LEONARD MADAR

Editorial

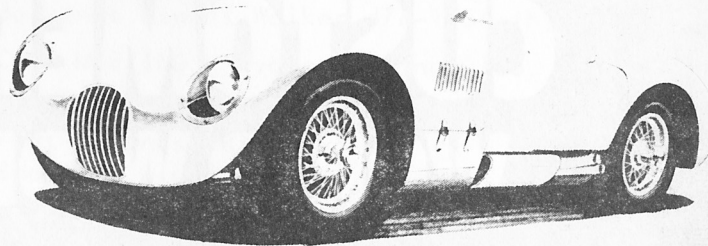
Busy, busy, busy - this is a very busy club! Just look at our calendar - five dates last month and five again for August. No other club has anywhere near our number of dates and yet we continue to have excellent roll ups at all times.

Jim Peters and Vicki Larkey have provided all magazine photos to date - thanks folks, but if anyone else would like to provide photos I would be grateful and assure you they will be returned unharmed - no beards or glasses drawn on!

LEONARD MADAR

CLUB MEETING SEPTEMBER 12th WILL FEATURE A TECHNICAL NIGHT

**BODY REPAIR AND PAINT BY RICHARD NATHAN AND SPARTAN PAINTS
SO BE THERE.**



HISTORIC RACING AT AMAROO PARK

11th and 12th AUGUST

**JAGUAR WEEKEND
with Stirling Moss driving a C type**

**206 CITIES
85 COUNTRIES
30,000 FLIGHTS
104,000,000 KGS
HANDLED LAST YEAR FOR
41,000
SATISFIED
CUSTOMERS
WORLD WIDE!**

Transporters of prestige cars and parts



Phone Jim Peters 669 5311

Calendar

AUGUST

- 5 - MOTORKHANA/BARBECUE PICNIC - TSCC, Fiat Club Grounds, Richmond. L. Walker 477-1464 (h).
- 8 - CLUB MEETING - Sydney Rowing Club.
- 12 - FISHING TRIP - TSCC - Perin Steamship. Bookings Laurie Perin 522-4003 (h).
- 19 - LAP DASH - Alfa Club/TSCC - Amaroo Park. Bookings Lionel Walker 477-1464 (h).
- 25 - GAMES NIGHT - TSCC. Bookings Garry Bruce 438-3088 (w)

SEPTEMBER

- 2 - SUPER SPRINT - NSWRRRC/TSCC, Oran Pk. Sth. Crct. Bookings Lionel Walker 477-1464 (h).
- 12 - CLUB MEETING (Movies) Sydney Rowing Club.
- 23 - HILLCLIMB - TSCC - Silverdale. Bookings Lionel Walker 477-1464 (h).

OCTOBER

- 10 - CLUB MEETING - Sydney Rowing Club.
- 27 - HUNTER VALLEY WEEKEND - TSCC.
- 28 - Grape View Lodge - Pokolbin. Bookings Garry Bruce 438-3088 (w)

NOVEMBER

- 4 - SIX HOUR RACE - ARDC - Amaroo Park. Bookings Lionel Walker 477-1464 (h).
- 14 - CLUB MEETING - Sydney Rowing Club.
- 18 - MOTORKHANA/BARBECUE PICNIC - TSCC. Fiat Grounds, Richmond. Bookings Lionel Walker 477-1464 (h).

DECEMBER

- 9 - SUPER SPRINT - NSWRRRC/TSCC Oran Pk. Sth. Crct. Bookings Lionel Walker 477-1464 (h).
- 12 - CLUB MEETING - Sydney Rowing Club.
- 15 - XMAS DINNER - Camperdown Travelodge. Bookings Garry Bruce 438-3088 (w)

Secretary's Slice

The minutes of the previous meeting were, this time, able to be read out by "Yours truly", unlike the June meeting where I couldn't decipher Dave's notes.

Having now been in the role of Acting Secretary for two meetings, I can only marvel at our Secretary's ability to note the items discussed, listen to the discussions, receipt cash, listen to explanations of what the payments of cash represent, list the members and guests who attended and occasionally join in a discussion. All this and retain one's sanity!! Keep up the good work on your return Dave.

Having just said all that, you may now understand why, after a particularly hectic time at the last meeting, I am unable to assail your ears with any witty comments which probably were bantered around in the course of the evening.

The President's Breakfast Run and the Driver Training Day at Oran Park were covered, along with a few words from our Racing Secretary, Lionel.

The meeting did hold quite a lively discussion on the point-scoring method for our award of Clubman and Club Champion, thanks to a "Letter to the Editor" from Vicki Larkey. The old saying holds true - "You can please some of the people some of the time but not all of the people all of the time".

A movie should have been shown but "El Presidente" ran out of time to collect it.

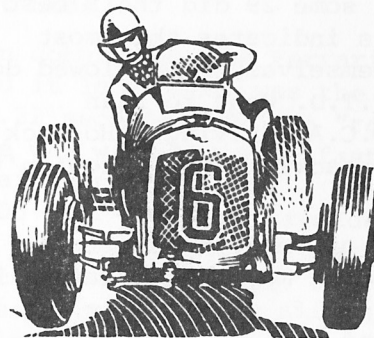
Len Madar had to do his usual task, as Editor and beg/cajole/wheedle/implore members to contribute articles and/or photographs. I support his efforts to produce the entertaining magazine he does.

I am very sure you all enjoy reading our new-look mag as I do, so why not support it by contributing an article on something about the Club itself, or motoring in general. A few minutes of your time can give a lot of reading pleasure to other people. Go dig out that funny quip or cartoon you saw in a magazine somewhere; express an opinion in "Letters to the Editor"; tell us about your particular restoration effort; your visits to overseas race circuits; spectacular races you have seen; your dream of being Fangio. You can think of something to share with us, can't you?

I shall be on holidays for our next meeting on August 8th, and Vicki Larkey will be your Acting Acting Secretary.

Our Secretary Dave was last heard from in Scotland, muttering that the kilt is a lot trickier to wear than a pair of stubbies. See you on the 25th August at the Games Night.

VAL PETERS



HALL'S NEWSAGENTS

Large range of motoring books & magazines.

Special orders taken.

225 Merrylands Rd.,
Merrylands.

Phone: 637 9482



WELCOME



New members are reminded that Roland Clark looks after you, (address and telephone numbers for him are listed on the committee page of this magazine) and if you have any questions or want any information please telephone him.

We welcome the following new members and hope that they derive a lot of fun and satisfaction out of their association with the Club and other thoroughbred car owners.

RICHARD NATHAN -

JOHN EDWARDS - Jaguar Mk II

Comp. Sec. Report

Where are you, Lionel? Folks, you may get TOP GEAR just in time to remind you of our motorkhana on August 5th. New members direct your enquiries to Lionel Walker - 477 1464 (H).

The lap dash on July 8th at the Oran Park G.P. Circuit proved to be a real test of nerve and skill. Most of us hadn't been on the G.P. circuit before and found the tight extra track not easy at all. Out of 64 cars entered, some 29 did their best time on their first run! I think this indicates that most had much courage first lap, scared themselves, then slowed down for the remaining laps - as I did. F.T.D. went to Alan Conynghams 80.72 seconds of the A.R.O.C.A. driving a Hossack in the racing car class. What's a Hossack? Dunno - couldn't see it - it was going too fast!

There is another Alfa lap dash coming up on 19th August at Maroo Park and if you haven't entered it may be too late - but you can try by ringing Lionel Walker. Alfa Club events are eagerly entered by all club drivers and fill up very early. Lionel will probably tell us about or provide supp. regs. for the N.S.W.R.R.C. September 2nd. Super Sprint at Oran Park at the next club meeting. If this meet is anything like the last meet run by the N.S.W.R.R.C. you can expect great fun and up to 10 sprints. (If you and your car can take it!)





LARKEY'S
MLC Building,
Nth. Sydney.
Phone: 92 8029

PIE & CAKE KITCHEN

FERRARI FAST SERVICE

LEONARD P. MADAR

D.C., D.O., M.U.C.A.

Chiropractor

Opposite Somerset Cottage
552a Old Northern Road,
Round Corner, Dural, 2158
Phone: 651 1812

GREAT DAY AT ORAN PARK

The Randall Perkins sponsored Lap Dash at Oran Park organised (well organised) by the Alfa Romeo Owners Club provided a great day out for members who attended. A fine day and the Grand Prix circuit to drive on! What more could any member ask?

Including members and associates there were 10 entrants from TSCC. Perhaps an insight into the diverse nature of our club is the 10 entries which covered 5 manufacturers and 9 different models.

Ian Johnson in the Ferrari F1 246 Dino powered replica (and did it look good) was the fastest club member with a time of 90.22 seconds. Of the "road" cars Mark Anthony again showed the way with the very fast time of 92.43 seconds - he spun it again but didn't hit a tree. In this class, Sports Cars 2501-5000 c.c. the club provided 5 of 7 entries. Mark was second in the class, Trevor Larkey in the Ferrari 3rd. with 94.52 seconds. Mike Weller 5th (95.92 secs.) in another 308. Ray Ross gave his E type a spin, literally, the Torana wasn't quite ready, did a time of 97.72 and the writer came bottom of the class in 101.66 seconds (but enjoyed it).

In the Production Vehicles 2,001 c.c. and over and Sports Cars 1601-2500 c.c. - Harvey Princei drove the Dino into 2nd. place with 95.29 seconds followed by Adrian Walker in the turbocharged Jaguar (98.98 secs.).

Your editor, Len Madar was the only club entrant in his class and finished with a time of 104.66. Finally on placings there was Ron Hodgson who won his class in 96.63 seconds. Ron is certainly versatile in the cars he drives. The previous meeting it was the Mk II Jaguar and a Ferrari. This time a Cordia turbo. It was certainly quick.

There were quite a few visitors during the day including Vicki Larkey, Brian Love and Derek and Sally Smith. There were a few minor incidents on the track but nothing of a serious nature. A comment on the track, it was strange to me and, I suspect, the majority of members. In spite of the familiarization sessions in the morning the majority of drivers were still tentative. Perhaps that why there weren't too many spins. Finally, since I had to leave for Lorne at two-thirty I hope I didn't miss anything newsworthy.

BILL GRETTON

Confederation of Australian Motor Sport

Yellow Flag Signals - Interpretation

To be read in conjunction with Appendix H to the NCR's of CAMS.

Concern has been expressed that the display of yellow warning flag signals at race meetings varies significantly from circuit to circuit, placing drivers and others in a situation of confusion and at times, danger.

It is essential that a consistent standard of use be set and maintained. The drivers' reaction to yellow warning flags should be as automatic as the response to the red, amber and green of traffic lights.

Guidelines have now been set for both the display of yellow flags and the response required by drivers and will be adopted nationally, effective 1st. August, 1983, as detailed hereunder.

Single Yellow Flags

The single yellow flag held STEADY as an early warning for a waved yellow shall require drivers to have slowed their cars (i.e. backed off from normal racing speeds) before entering the danger area immediately after the next waved yellow.

The single yellow flag WAVED is used to indicate a partially blocked track. A track is partially blocked if the normal width of the track is reduced, save for slow-moving vehicles whose presence is indicated by the display of the white flag. The width of the track is defined as the area between the white lines at the edge of the track.

Marshals should note the position of the obstruction and its visibility to other competing drivers. An obstruction sited around a 'blind' corner will require a more vigorous display than one sited on a straight.

A vehicle stationary on a track verge not normally used by cars is not deemed to be an obstruction and NO yellow flags should be displayed, save as later prescribed for the protection of officials or the driver(s) involved.

The single yellow flag WAVED shall require drivers to reduce their racing speeds to that appropriate to the situation and be prepared to form a single lane whilst passing the obstruction. The appropriate speed will vary from incident to incident, slower speed being required around a limited visibility corner than in a straight.

Double Yellow Flags

The double yellow flags held STEADY as an early warning for double yellows waved shall require drivers to considerably slow their cars (i.e. to be decelerating from racing speeds)

before entering the danger area after the waved yellows ahead. The double yellow flags WAVED indicate a virtually blocked track. Virtually blocked is defined as the width of the track being reduced to such an extent that would require drivers, given a safe margin beside the obstruction, to move one or more wheels onto or over the white line marking the edge of the track. The double yellow flags WAVED shall require drivers to reduce their speed to that which will enable them to STOP, if necessary before reaching the incident. The cars shall at least still be decelerating and the drivers shall so indicate by the display of the appropriate stop signal (open wheelers - one hand held straight up; closed cars - usual road stop hand signal).

Protection for Officials

Officials removing a car or assisting a driver from his vehicle warrant the protection of yellow flag shown at one higher level, providing they are situated in a potential area of danger (e.g. on the outside of the track at the exit from the corner).

Accordingly, officials working within the first line of protection on the verge of the track shall be protected by a single yellow flag WAVED and those working on the track itself by double waved yellow flags. The display of the warning flag in such circumstances should not be prolonged, it being the officials' obligation to clear the area promptly. Once the driver is clear and the car moved or left insitu, as the case may be, the yellow warning flags should immediately revert to normal usage.

Urgency

The degree of urgency of the warning will be imparted by the marshal and the vigour (speed) in which the flags are waved.

Discipline and Report of Incidents

Whilst the onus is on drivers to obey the yellow flag signal requirements a similar onus rest with the flag marshalls to display the correct flag signal, that is one appropriate to the circumstances as detailed herein.

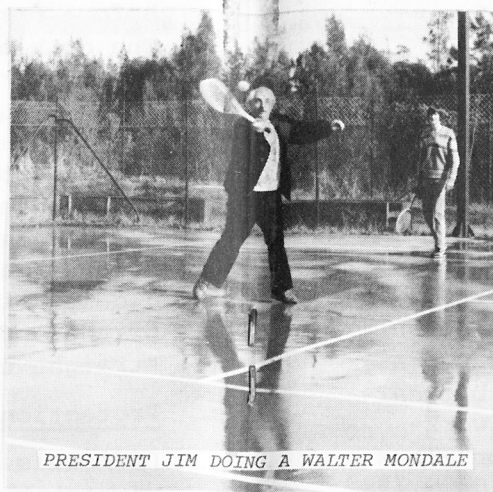
Track Observers and Flag Marshalls are required to report all breaches of flag regulations to the Clerk of Course and he, at his discretion, to the CAMS Stewards. Failure to so report is in itself a breach of the Regulations (NCR 183 (viii)). Penalties - insufficient room to print information here!

Conclusion

The introduction and enforcement of the requirements of Appendix 'H' and these guidelines will ensure considerably fewer yellow flag signals being given and therefore better racing and less chance for error. Yellow flags will mean 'imminent danger', the very use for which they were intended.



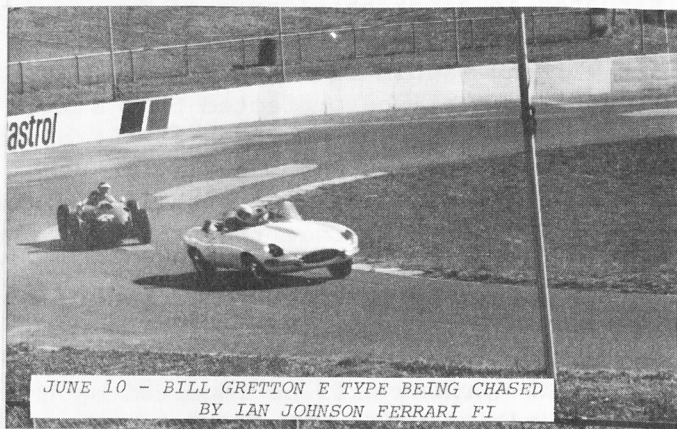
THE HARDY KYZELIS' & CLARK'S



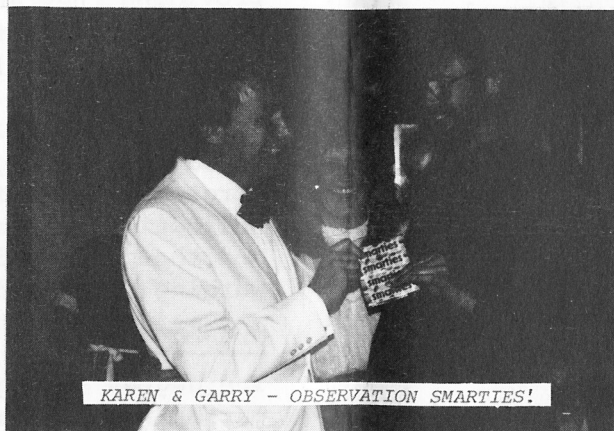
PRESIDENT JIM DOING A WALTER MONDALE



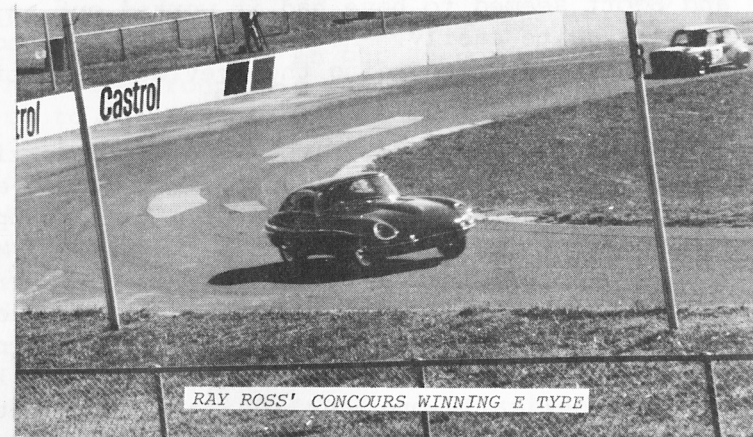
ALL FED & WATERED - BREAKFAST RUN



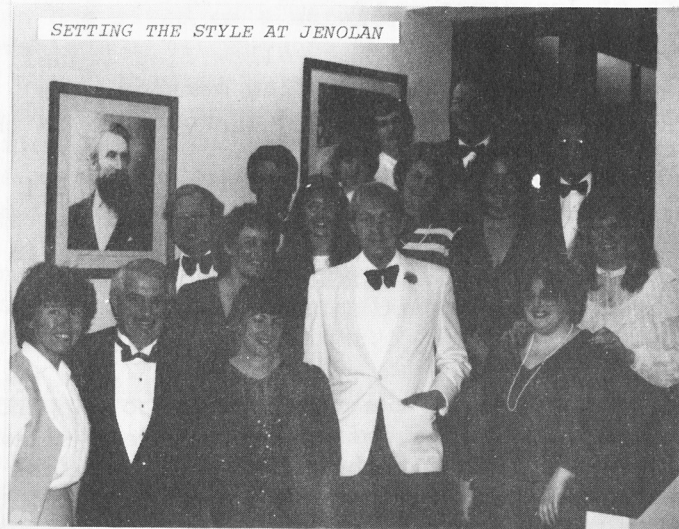
JUNE 10 - BILL GRETTON E TYPE BEING CHASED
BY IAN JOHNSON FERRARI FI



KAREN & GARRY - OBSERVATION SMARTIES!



RAY ROSS' CONCOURS WINNING E TYPE



SETTING THE STYLE AT JENOLAN



THE BOLDYS WIN A
PRIZE FOR LOOSING!



MICHELLE, GEOFF, LINDA & MIKE - THE JAGUAR CONNECTION

JENOLAN CAVES WEEKEND

The Jenolan Caves Run started as usual with late arrivals and a lack of thoroughbreds but never the less, we started off at ten minute intervals and the confusion was on, wrong turns, backing up at traffic lights, going the wrong way, etc.. Thanks to the Markey's ingenious way of setting up the "Observation Run" the blues were few and far between.

Val and Jim departed first making a slight error, they headed the wrong way - but not for very long as they were in pursuit of their destination with the aid of their pleasant daughter Ann. I do sincerely hope there were no traffic laws broken? Karen and Garry arrived, he appropriately dressed in work-overalls for the occasion. He was sighted looking for clues behind trees or was he there for some other "reason".

Sue and Scott seemed to have had it worked out as they jumped the hurdles quite easily. As we were next I cannot comment on the other starters, including the previously mentioned we were eight cars in all.

Proceeding on the way to Bell the DB24 Aston Martin fuel pump refused to co-operate and decided to stop around a dangerous bend on double yellow lines. Carefully backing up in a suitable place along came (in the nick of time) Geoff and Michelle with the aid of a screwdriver and shifter. As they parted I proceeded to do some micro-surgery with the aid of another helpful member Ray Ross whilst Margaret and Yvonne were frantically looking through their bags for that precious "nail file" to temper those delicatly over-worked fuel pump points.

Half an hour later with greasy hands and no soap to clean them we burst into life. On we went with a few more questions to answer whilst Yvonne was looking for clues (I dared not stop) the only concern was that the pump would continue to beat at last to our destination.

All arrived for a well earned lunch at Hampton "naturally we were last" then finally on to the Caves. Once settled in for a few hours to unwind the group gathered for a formal dinner, the ladies were all dressed elegantly and were a total sight to one's eyes. As last year, the meals were plentiful up to their usual standards and suitably we dined and chatted as the night grew. Len and Tess thought we should indulge in the champas, Len filling empty glasses on sight, "unfortunately" one required the assistance of a chiropractor that night.

It was time for the observation run results and Vicki and Trevor

appropriately took the floor for the presentation. Full marks must go to the Larkeys for their efforts in a well prepared and obviously time consuming job organising the results. First prize went to Karen and Garry with 34 points out of 40 - a packet of SMARTIES "very appropriate", Sue and Scott collected second with 33½ points then came Ray and Margaret with 32½ points taking out third place (taking into consideration they stopped to give a helping hand - not bad going). Geoff and Michelle 31½; Mike and Linda 30½; Jim, Val and Ann 30; Len and Tess 28 then last of course but not least Rolly and Yvonne 23½.

After the presentation we all gathered in the Lounge around an open fire for some chat and night caps to complete our enjoyable days outing.

Next morning we all scrambled at various times to a "hot steaming breakfast" (you can rest assured no one went hungry). Some decided to take in a game of tennis while others toured the caves. The trip home was next on our agenda while saying our farewells to half the group, Jim and family, Len and Tess decided to follow us to Lithgow raceway to view some kart racing in progress. We all watched one heat of eight divisions running that day and decided to get a close look at the machines in the pits. Jim Peters appeared to have a very interested look in his eyes! After viewing many karts it was obvious what he was looking for "No Jim, that seat is too small also". Goodbye Simitar - hello Karting!!!

Thanks go to all that participated, it was a great weekend.

ROLLY BOLDY

COSTUME CORNER HIRE

- Fancy Dress
- Period Costume
- Wigs and Accessories



282 Willoughby Rd., Naremburn
Phone: 439 3908
18 Kenthurst Rd., Dural
Phone: 651 2313

ROBERT ANDERSON
D.C., D.O., M.U.C.A.

Chiropractor

27 Highclere Ave., Punchbowl
Phone: 759-6908

.....AND MORE OF JENOLAN

On a lovely crisp morning on 23rd. June, the annual Observation Run to Jenolan Caves was started. An enthusiastic President with wife and daughter, arrived at Kurmond (the start) quite early so as to sample some hot coffee and toast - unfortunately our little shop keeper decided to sleep in that morning and by the time Vick and I arrived (a trifle late) he was just opening shop - bad luck! Jim and Company had to be started straight away so as the shop keeper could get MY coffee! This acute shortage of caffeine proved too much for the Peters Clan and they failed to match their splendid performance of last year - and, in their haste, they got off to a bad start by going the wrong way as well, however, after a chorus of horns and screeching rubber Jim was able (after a tricky "U" turn on the highway) to finally get going and start answering those 40 simple little questions.

Other keen folk soon arrived, eager to plunge into the quest, and to show how easy it all is. The numbers swelled to at least 5 or 6 and we were lastly joined by a somewhat bleary eyed Garry and Karen.

"Late night" slurred Garry.

"Uh, uh" agreed Karen.

"Perhaps you should have some coffee before you go" I suggested, placing my own scalding cup on the road while I wrote their starting time down.

"No, can't stop," says Garry as he fumbled for the drivers door, kicking my coffee over in the process.

"Oh God" I thought, "The problems of command". "Have a nice trip," I said as I watched my coffee turn into a muddy little river and disappear into the gutter.

"No worries" came the reply.

Vick and I finally got the last away (Ray and Margaret Ross I beleive) and as Margaret started a fresh row of knitting we aimed for Hampden Half Way house to greet them all for lunch.

"We've made this too easy" I said to Vick. "I don't think it will be that easy, still, they are getting good at it you know" came the reply.

Nevertheless, I thought as we were well behind the first starters (that now rapidly disintergrating family, the Peters) we should hurry to the lunch venue to greet them as they come in. Not a sign of anyone on the way - must be all there, I thought, nudging the BM to 140 k's and hoping Vick wasn't looking at the speedo.

"Will you slow down you maniac!"

"Blast!" I thought, easing off to 120. As we slid over the final hill to our quiet little country hotel - shock and horrorthere were people everywhere, looked at least 200 or so.

Jostling through heaps of sweaty bodies, all trying to get a drink at the bar, I said "What's going on?"

"It's a run, mate" came the reply as he spread this map of eastern Australia out in front of me. "We started here" he began and about an hour later finished with ".... and we stop here!"

"No one could run that far" I said and the reply came back -

"All teams mate" as he sucked on a flower vase full of beer.

"Are you supposed to drink beer and run" I asked as the base of the flower vase greeted my nose.

"No worries mate, I'm finished now" he belched and added "I go back in the bus with that lot over there."

That 'lot' over there looked more dead than alive and the effects of large quantities of beer on top of hours of running was taking a heavy toll.

"See you later Jack"- "Good on yer Fred" as the happy bunch staggered on their way.

"Fascinating" I thought, but where is that bunch of ours? Hope they didn't go past all this mob.

TWO HOURS LATER I decided that we should start lunch they were bound to arrive any time now. Just then the dining room doors flung open as the trio Peters entered.

Smiling benevolently, I said "Easy, eh?"

"Bloody awful" came the chorus.

"Well, you can't make it too easy" I ventured as you come up with multiple winners.

"No chance of that" the Peters replied in unison, plonking their orange purchase on the table.

Next came Susan and Scott.

"Bit hard, eh?" thinking I'd try another line.

"You can say that again" Scott said. Susan just grunted and held her throbbing head, as she slumped into her chair.

Hmm, I thought, do I detect a little problem or two here? A good half hour passed before the next group arrived, all mumbling about bulk oranges, when is an animal not an animal, who (besides the participants) was mad at the Pass etc., etc..

The tone of the four liner poem required, indicated a slight revolt amongst the ranks.

Roly and Yvonne arrived last, the Aston afflicted by feed problems and Yvonne by food problems. Ray and Margaret (still knitting) were next in and at this time Garry and Karen brandished their completed form. "That question about the rock cakes was a bit off" said Garry.

"How much sugar IS there in 10 dozen rock cakes anyway?"

"2lbs. 4 ozs." I replied. "What did you put down?"

"8lbs!" "My God, what a mess the oven would be in," I thought.

After much discussion on rock cakes and questions we made our way to Caves House for the stopover. A formally attired night awaited us - each resplendant in tuxedo or evening gown (depending on gender). Unfortunately my own immaculate white tux and black trousers lost a little of the classy look with tennis shoes and string for cuff links. I had, in fact left black shoes and cuff links at home making it necessary to improvise.

As the formal dinner progressed, I was allowed to offer my congratulations to the winners Garry and Karen first, with prizes to Jim and Val as the only family team and the Saras for the most explosive team.

Altogether, a fine time was had by all. After tennis, walking, eating, sleeping and cave exploring, what was there to do but make our way home - a fun weekend!

TREVOR LARKEY

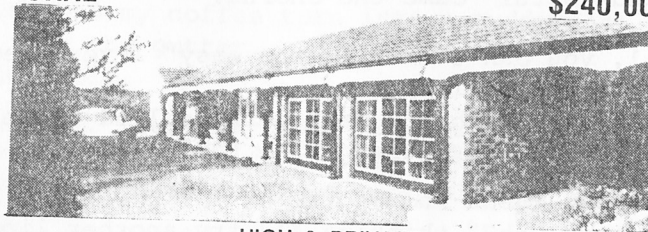


J.A. Gilmour & Sons (Dural)
536 Old Northern Rd., Dural

651 1555

DURAL

\$240,000



HIGH & PRIVATE

This 4 bedroom home is a delight, large games room young kitchen with family room adjoining 5 acres approx 1/2 usable for horses. (L7495)

GLENORIE

\$110,000

TRI LEVEL 3 BEDROOM PLUS

Study, high position open views loads of character throughout double garage close to school and shopping centre (L7496)



Dwight Mitchell, Marj and Tom Green with the Automotion/Carlsen Porsche Audi 944 used to test four current brands of performance tires.

PHOTO BY VAN TUNE

State of the Art Tires: What's Hot

By Tom and Marj Green
Golden Gate Region

This is a tale of technology pushed to its limits. It involved Porsche's newest car, several tire companies, an enthusiast magazine and a gaggle of performance nuts. It all began with a phone call. "Street tires?" I said. "What does Automotion know about street tires?" From Le Mans to local autocrossing, we had

always prepared or worked with cars running race tires.

On the phone I had Van Tune, an editor for Argus Publishing and a writer for VW/Porsche magazine, asking us to help him test performance street tires for a magazine article. He felt, as many do, that previous

performance tire tests lacked validity, in part because many of the tires were the smaller sizes and not the manufacturer's true performance tire and, more importantly, because performance tires have to be tested on a real performance car.

Van Tune wanted to use the Automation/Carlsen Porsche Audi 944, since it is a road car with a suspension tuned for performance driving and could truly test the limits of the best performance tires. We agreed to help. It sounded like fun and it would give us a chance to develop firsthand knowledge of the best performance options for better Porsche handling.

For two days testing we needed two months to complete the logistics. First came tires. BFGoodrich sent their very latest Comp TA, with a new rubber compound that had just been released. Yokohama provided a set of their A008 tires, which have been successful in SCCA showroom stock racing. Mark Morris Tires of Northern California gave us a set of Pirelli P7s and a set of Goodyear NCT tires for the test. All tires were the original 205/55x16 size that came on the car.

Now all we needed were 16 identical wheels. This was no small chore, since we were not testing wheels and the wheels could no longer be sold as new. Tom Urbaniak of BBS USA surprised us by saying that BBS would be delighted to participate and to provide us with 16 new wheels. Tom also wanted the chance to show off the newly redesigned and very pretty 16-inch BBS wheel. Only one problem. There weren't any in the country yet. No panic, within the week the wheels arrived from New York via air express.

Tom went one step further and arranged for Globe Tire, the Southern California BBS distributor, to be at the test site to help with tire changing and any tire problems. They brought three people and extra wheels and tires. These people proved to be a godsend, as we found tire testing to be a lot of hard work.

Where to test? Since Van Tune tests cars all the time for his magazine, he easily resolved this by scheduling two days use of the Chrysler-Shelby test facilities at Santa Fe Springs in southern California. In addition to extensive engine development and dyno testing facilities, there is a permanent autocross course and two skid pads. Many Chrysler-supported race teams

use these to prepare their chassis. Neil Hanneman, Shelby test engineer, was eager to see how a Porsche would compare with all the other cars tested there.

Who to drive? Van Tune, of course, would drive the 944. It was agreed that a second driver was necessary to balance the testing and assure fairness. We called upon Dwight Mitchell, who has years of successful Porsche racing and autocrossing experience. Dwight agreed, and our personnel roster was growing.

Everyone involved was guided by one overall consideration: fairness. If this was not to be just another tire test secretly run with reservations and qualifications, everything had to be above board and equally fair. We were all very conscious of recent claims that came from tests on a bogus car run on bogus tires. So, in addition to Shelby engineer Neil Hanneman being present, tire engineers from BFGoodrich and from Yokohama were invited to participate.

All wheels were identical, all tires the same size. Since the test was to concentrate on performance only, all tires were equally shaved to 5/32 inch and were measured for trueness by both tire engineers. The engineers also tested the hardness of the compound and the age of each tire to confirm that all tires were standard production tires. All timing was performed by Chrysler-Shelby personnel on electronic Heuer timing equipment. To eliminate increased familiarity with the autocross course and skid pads, tires were retested and the sequence of tire brands changed. We had a roster of 14 people to watch over the testing.

The 944 is driven daily to work by us and one week prior to the tests the car returned from a 6,000 mile trip where it traveled over every type of road from the Canadian Rockies to the southwest deserts. The car was driven to the tests and tested just as we drive it to work. It's suspension is not stock, however. It has been prepared by Dwight and Linda Mitchell's Autosport Technology in Sacramento to what we call Stage II Autocross. This means Weltmeister 28 mm front sway bar and 22 mm rear sway bar, Weltmeister 218 pound front springs and Sway-A-Way 25 mm rear torsion bars.

The car is lowered about 1.25 inches in the front and 1.75 inches in the rear. We run a little over two degrees negative camber both front and rear, with

1/16-inch toe out in the front. Driver comfort and control are enhanced by Recaro LS seats and a Momo Porsche Design steering wheel. Except for the absence of a catalytic converter, the engine and transmission are completely stock and run troublefree on Redline oil. The car is well balanced and great fun to drive on the street and at autocrosses.

Autocrossing was on the agenda for the first day of our testing. Chrysler-Shelby has a permanent SCCA Pro-Solo II course laid out. This way they can compare their testing with cars tested and autocrossed in other parts of the country. A standing start is followed by a series of very tight corners, many so slow that the drivers were forced to go to low gear. The course has a separate entrance and exit and the driver completes one lap at a time.

Each driver was given three runs at the course; then tire pressures and temperatures were recorded. Also noted were the drivers' impressions of the tire's characteristics. The first driver ran the course three more times on the same tires, with everything recorded again. Then the second driver performed this same sequence of tests. The tires were changed to a different brand and everything started all over again.

Not including the 20-30 familiarization laps on a set of tires not used in the tests, we recorded 66 timed runs in the 944. Runs where the car spun or went off course were not recorded. In many cars, this number of runs would comprise over 18 years of autocrossing condensed into just one day! It was more than a tire test. The car burned a stretch of rubber on each start and each time second gear was reached. The clutch and transmission were getting their own testing and held up beautifully.

During the testing we searched our statistics for anything significant. All tires were started with a cold pressure of 38 psi. Tire pressures are always a big secret at autocrosses, but we found 38 pounds worked very well both front and rear in our car and the engineers agreed that this was a good starting place. Front tires generally picked up two pounds of pressure and the rears gained four to five pounds. While the car has very balanced handling characteristics, the rears were getting hotter because the rear of the car was being thrown about in the slow low gear corners.

We also noticed that some of the tires ran hotter in the center of the tire which, in a race tire, normally indicates over inflation. So we accordingly lowered the pressure a few pounds and retested a couple of brands. No difference in the course times and the tire temperatures got even worse. The tire engineers relieved our confusion by explaining that radial tires do not necessarily respond to pressure changes the same way as bias-ply racing tires and often will react the reverse of race tires.

All the drivers were happy with the tire pressures we were starting with, so we gave up trying to understand the black magic of tire engineering. After the scheduled testing was complete, we changed tire pressure to what each engineer preferred. One wanted a few more pounds, the other a few less pounds. The tires were retested but course times and drivers' times remained the same. Everyone agreed that our original pressures were good and to improve them would take elaborate

testing and perhaps prove futile.

The first long day was over. We had to endure an "LA haze" that was so strong that health alerts were broadcast and signs flashed on the freeways suggesting that we cease driving unless the trip was imperative! Haze held the ambient temperatures down to 93 degrees, while track temperatures soared over 120 degrees. With no shade for us or the car. But we were here to test performance tires, not the weather. And everyone was eager to see the results of the tests. Here are the fastest 30 laps, in sequence by time in hundredths of a second.

TIME	TIRE	TIME	TIRE	TIME	TIRE
30.344	A008	30.718	Comp TA	31.184	A008
30.388	A008	30.884	A008	31.127	P7
30.438	A008	30.849	P7	31.196	P7
30.496	Comp TA	30.857	Comp TA	31.255	Comp TA
30.515	Comp TA	30.880	Comp TA	31.257	P7
30.542	A008	30.891	P7	31.290	A008
30.576	Comp TA	30.969	A008	31.428	NCT
30.668	P7	30.973	A008	31.443	NCT
30.689	A008	30.976	P7	31.480	A008
30.692	Comp TA	31.035	P7	31.614	P7

The Yokohama A008 was the clear winner, with the BFGoodrich Comp TA in a solid second place. More interesting, perhaps, are the comments made by the drivers throughout the day of testing.

BFGoodrich Comp TA: Best tire in low-speed corners where car can be made to slide out under acceleration; stable in power off situations such as entering corners; worst tire in high speed corners; does not perform well in transitions; puts power down well; performance was a little better as tires got warmer.

Goodyear NCT: Does not turn in well; front wants to push easily; poor braking; does not put power down well; handling got worse as tires got hotter.

Pirelli P7: Very controllable; gives driver a feeling of confidence; turns in well and puts down power nicely; high speed oversteer; runs good right from the start and seems to be unaffected by heat.

Yokohama A008: Harder steering effort; excellent braking and high speed cornering; takes power well; good acceleration out of corners; excellent steering response; feels very close to being a race tire.

Just as we were ending our first day, Neil Hanneman told us that the personnel from Chrysler-Shelby had been pretty skeptical about "some foreign car" coming down here to test. That was all over with now, as we had just bettered the fastest time ever recorded on the Pro-Solo II course by more than one full second. There was a new respect for the Porsche from a group of people who build some pretty fast Detroit cars.

A new day of haze, with temperatures down to 89 degrees and track temperatures at 119 degrees. We chose the 100 foot (103 foot, actually) radius skid pad, as this would allow us to complete all our skid pad testing in one day. Weather was supposed to change the next day and we did not want to enter that variable into our testing.

Skid pad testing would be easy, we thought, having never done any. Drivers, however, had a harder time because they had to run at ten-tenths for five laps in one direction, concentrating only on a white line ahead of them. They never knew where they were nor

If its music or musical instruments you, your family or friends require contact

RAY & MARGARET ROSS

We have two conveniently located stores at Liverpool and Carlingford selling records, tapes, accessories and all things musical from guitar picks to grand pianos. We have access to most brands and we will not be undersold on genuine deals and if we can't help you, we will put you on to someone that can. After sale service Sydney's best or I will help you let my tyres down.



Phone: 872 3439

how many laps they had completed. We almost had to jump in front of the car at the end of every five laps to get them to stop

After they stopped, we again took tire temperatures and pressures and recorded the drivers' impressions. Then the driver was sent out for five laps in the reverse direction, just to make sure everything was fair. We were surprised to find that the fastest times were not run with the driver on the inside, as we would have guessed, but with the driver to the outside.

Timing and recording also had skid pad problems, because the car was coming by every 11 seconds and they had a lot to do in a little time. We have heard of tire tests being performed with hand-held stop watches; no human can be accurate enough to perform this kind of test with any validity.

At last, work on the skid pad ended and we had sheets and sheets of times and notations to organize before our work was complete. Chrysler-Shelby kindly allowed us to use their offices. We also received a guided tour of the test facilities, where we saw all varieties of new engine configurations put into innocent-looking street cars: turbocharged, double turbocharged, supercharged, fuel injection built with interchangeable electronic chips that allowed fuel requirements to be changed in a matter of seconds, and on and on.

Final test results were in and again the Yokohama A008 was the winner, but with Pirelli P7 in second place this time. Here are the times in seconds, with the g (or lateral acceleration) rating by each tire's fastest run.

TIME	TIRE	TIME	TIRE
11.570	A008 (.9488 g)	11.767	P7
11.581	A008	11.773	P7
11.592	P7 (.9451 g)	11.780	P7
11.622	P7	11.783	A008
11.684	A008	11.791	A008
11.687	P7	11.805	P7
11.690	P7	11.809	NCT (.9187 g)
11.694	A008	11.811	P7
11.698	P7	11.815	P7
11.706	P7	11.819	P7
11.715	P7	11.851	A008
11.735	P7	11.856	A008 & NCT
11.748	A008	11.862	Comp TA (.9035 g)
11.750	P7	11.873	A008
11.766	A008	11.876	P7

Again, driver comments added a lot of substance to these numbers.

BFGoodrich: Very traction limited; as tires got hotter, the car went from understeer to oversteer. Its poor skid pad showing made drivers believe that its good autocross showing was because there were so many slow, tight autocross corners, where the Comp TA would slide easily. A good tire for tight gymkhana courses.

Goodyear NCT: Loose traction, will not hold a set position in a corner; either end will slide off line with ease. One driver likened it to ice driving. Tire is successfully run by SCCA showroom stock racers and we can only guess that this is because the tire gets better after a temperature we could not reach (although we ran this tire in the 200 degree range) or everyone in the

class runs NCT.

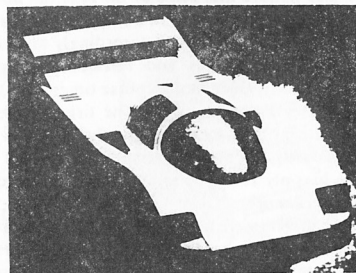
Pirelli P7: Both drivers felt this was the most comfortable tire to drive and their blind guess would have been that it was the fastest because of its ease of input and response. At the limit, however, it is twitchier than the Yokohama. It is also quieter than the NCT and Comp TA.

Yokohama A008: Who would have guessed this. After the horrible reputation of other Japanese tires, everyone seemed to write off Japanese performance tires. But some of the credit goes to BFGoodrich, who until a few years ago owned a large segment of the Yokohama company and gave it much of its technology. Although the A008 would want to understeer some right at the limit, it was found to be the most controllable and fastest performance tire, and our choice for our 944.

Everyone felt a sense of achievement at the completion of the test. The testing was fair, the results valid, and everyone had contributed to a true performance tire test. Our only disappointment was that we had hoped to reach the magic number of 1 g. Earlier in the day, when the drivers were acclimating themselves to skid pad testing and the track temperature was only 105 degrees, the car was considerably quicker and reached a time that translated to .9824 g. The heat of the afternoon prevented us from repeating this time.

We were disappointed because we felt the car should have been able to achieve 1 g. Neil Hanneman, always the bearer of good news, said that our .98 g equalled the best time of any street or race car on street tires ever tested on their skid pad. He estimated that with normal temperatures, we would have easily exceeded 1 g.

It had been a very tiring two days, but immensely educational as well as fun. But do it again—you'd have to be insane. Yet even now there are rumors of two and perhaps three new performance tires coming out at the first of 1984. You may find us again at the skid pad after all, looking for the hot tire and that elusive 1 g! ☺



CONTRIBUTED by ZIG KYZELIS
lifted from
PORSCHE CLUB MAGAZINE U.S.A.

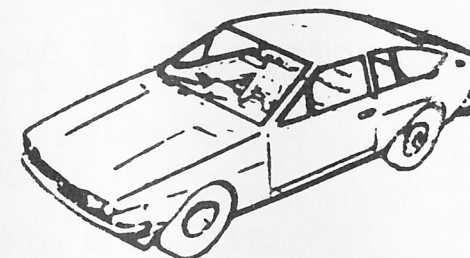


Classic Car Insurance Pty. Ltd.

Insurance Specialists in all Classic and Modern types of motor vehicles at the most competitive rates.

Clive Sanderson

SUITE 402
PROVERB HOUSE
71 ARCHER STREET
CHATSWOOD. 2067



WE INSURE WITH CITY GENERAL
AND OTHER MAJOR INSURANCE
COMPANIES.

*For an obligation free quotation
at agreed values ring* 411-4788
960-3480 (h)

Airlite

FINEST QUALITY ALUMINIUM & TIMBER DOORS
AND WINDOWS FOR THE 1980's

WINDSOR
62 DRUMMOND ST.,
SOUTH WINDSOR.
Postal Address:
P.O. BOX 124, WINDSOR,
N.S.W. 2756.
Phone: (045) 77 4577

CARLINGFORD
Shop 12, VILLAGE
CENTRE.
Phone: (02) 872 2322

TAREE
67 WHITBREAD ST.
Phone: (065) 52 2047
(065) 52 2755



thoroughbred sports car club

G.P.O. BOX 1963, SYDNEY, 2001

Tel. (02) 407-2366

APPLICATION FOR MEMBERSHIP

Name.....

Address.....

..... Post Code.....

Telephone (Home)..... (Office).....

Cars	Model	Eng. No.	Chassis No.	Colour	Reg. No.	Auto/ Man.
------	-------	----------	-------------	--------	----------	---------------

ANNUAL FEES	Single.....	\$25.00
	Family Membership	\$30.00
	CAMS Basic Licence.....	\$ 5.00

OFFICE USE ONLY

Membership No. Month joined.

Elected by Committee of Management on

Sent Receipt. M. Card. CAMS.

Rec No. Date. Cash/Cheque \$.

