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GARRY BRUCE 438.3088 (B)

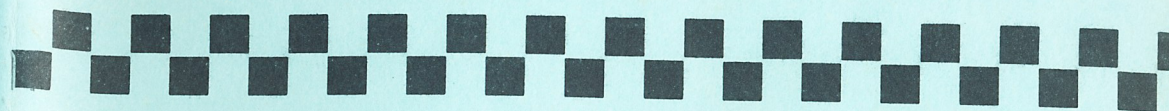
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15.12.84

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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.

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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



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CONTENTS:

2 Presidents Page
3 Calendar
4 Editorial
5 Secretary's Slice

7 High Society
8 Comp. Sec. Report
10 Recent Auctions
17 Classifieds
20 Safety in the Garage

Presidents Page

Sorry to be brief - called away on urgent business. My yearly report was in the October issue of "Top Gear".

Thanks to all for your magnificent support for my Presidential year. Happy Christmas and New Year.

JIM PETERS



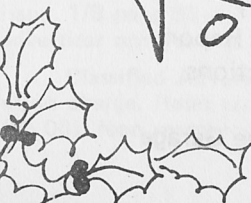
MERRY

CHRISTMAS

&

HAPPY NEW YEAR

To All, Sincerely,
Jim Peters.



Calendar

NOVEMBER

- 4 - SIX HOUR RACE - ARDC - Amaroo Park.
Bookings Lionel Walker Ph. 477.1464 (h)
- 11 - SUPER SPRINT - Oran Park.
Invitation Sprite Car Club
- 14 - CLUB MEETING - Sydney Rowing Club.
- 25 - MOTORKHANA/ BARBEQUE PICNIC - TSCC.
Fiat Grounds, Richmond.
Bookings Lionel Walker Ph. 477.1464 (h)

DECEMBER

- 9 - SUPER SPRINT - NSWRRRC/TSCC.
Oran Park South Circuit
Bookings Lionel Walker Ph. 477.1464 (h)
- 12 - CLUB MEETING - Sydney Rowing Club.
- 15 - XMAS DINNER - Camperdown Travelodge.
Bookings Garry Bruce Ph. 438.3088 (w)

JANUARY

- 9 - CLUB MEETING - Sydney Rowing Club



"Could I have a reminder call?"

Editorial

I would like to thank Ros McLoughlin and Zig Kyzelis and all contributors to "Top Gear" for 1984, for their fine efforts in making "Top Gear" a fine publication.

The T.S.C.C. has benefited greatly from their efforts. Much thanks goes to the advertisers who have supported "Top Gear" so magnificently and look forward to their continued support in 1985. Welcome to advertiser Richard Nathan.

I have thoroughly enjoyed the editorship, and recommend all members to have a go on committee. I would like to see more drivers participating in sporting events in 1985 but you may like more social emphasis - so come along to the AGM and have your say. Congratulations to President Jim for his magnificent Presidential Year, culminating his efforts over the years for the T.S.C.C..

Merry Christmas, Happy New Year and Good Luck for 1985.

Happy Motoring,

LEONARD MADAR

ALL CONTRIBUTORS

FOR JANUARY ISSUE OF "TOP GEAR" PLEASE NOTE!

I AM SWAPPING PRACTICES FOR THE MONTH OF JANUARY, 1985.

PLEASE SEND YOUR ARTICLES AND PHOTOS TO:

ROSLYN MCLOUGHLIN
3 TAMINGA STREET
BAYVIEW 2104
PHONE: 997.6932

ALL AS NORMAL FOR FEBRUARY ISSUE.

L.M.

Secretary's Slice

The meeting opened at our normal late starting time 8.20 p.m..

Apologies were recieved from John Williams - welcome to our visitor Peter Lees, invited by Len Madar.

The Minutes of our September Meeting were tabled and passed.

Our Competition Secretary Lionel Walker advised 17 starters attended the Silverdale Hillclimb event, held 23rd September (Refer to Lionels report for results - October "Top Gear").

An invitation was received from the Sprite Car Club, for a super sprint event to be held at Oran Park 11th November.

Additional Clubs confirming attendance are Lotus, Morgan, Austin Healey, M.G. Car Club (Newcastle) and any member wishing to attend this meeting are asked to contact Lionel and forward their \$20.00 entry fee.

NOTE: Our scheduled Motorkhana Event in November has been changed to Sunday 25th November.

Special Note as this is our last Social outing for 1984 (excepting our Christmas dinner) ALL Members are requested to make a "special effort" to attend - this is a barbeque picnic day so come along and enjoy the days events.

Our Social Scretary, Garry Bruce confirmed the Hunter Valley weekend is cancelled due to lack of support.

Once again "all members" are reminded of our "Christmas Dinner and Presentation Night" of Trophies for 1984 to be held 15th December at Camperdown Travelodge. "Please confirm" your bookings with Garry Bruce "urgently" by phoning 438.3088 during business hours.

GENERAL BUSINESS - The invitation to attend the "Motor Club Show" scheduled fro 14-17th March, 1985 was accepted by members in attendance and confirmation has been forwarded. A committee will be formed in early '85 to prepare our display stand. Any members wishing to assist are most welcome.

MEMBERSHIP DRIVE - The Committee wish to thank member Clive Sanderson in sending along five new members. If any member is not aware Clive can arrange your car insurance at verv competitive rates via "Classic Car Insurance" - phone 411 4708.

Our monthly meeting Raffle was won by Charles McKay ticket number 51.

NOTE - All members are reminded our Annual General Meeting for 1984 is tabled for our November Meeting, Wednesday 14th. This meeting is to elect our committee for 1985. So please make special effort to attend to cast your vote.

SECRETARY'S FOOTNOTE

As this will be our last publication of "Top Gear" for 1984 I would like to personally thank our Club President, Jim Peters for his dedicated efforts during the year 1984, ensuring that our club maintained the highest standard of operation. As Jim is stepping down from the chair in 1984 may I extend our gratitude from all members for a job very well done and I hope the new committee elect will continue to maintain the standard set by Jim.

I would also like to thank my fellow committee members for allefforts during the year and members who supported the Club calendar events during 1984.

A special mention to our raffle enforcers Christine McKay and Val Peters, for a job well done for presentation and funds raised to our club kitty - well done girls.

In closing for 1984 may I extend to all members the best for Christmas/New Year and look forward to your continuing Club support in 1985.

Yours truly

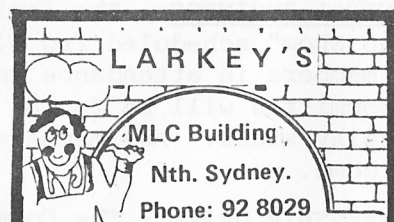
DAVID MUIR

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



PIE & CAKE KITCHEN

FERRARI FAST SERVICE

High Society

Firstly the bad news. As the number of starters for the Hunter Valley weekend dwindled from an all time high of 30 to an all time low of 4, the Club forfeited part of it's deposit paid on accommodation. This unfortunately means that in future the Club will not pay deposits unless members have put their money up front - a sad situation.

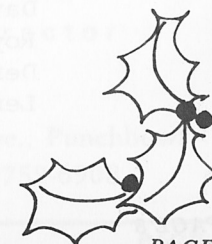
However, the good news is the Christmas party. Nearly all of our members will remember with pleasure the 1983 Christmas dinner at the Camperdown Travelodge. Besides the excellent dinner and dancing we were entertained and presented with trophies. For 1983 I received the "Rookie of the Year" award presented by the late Frank Grech. This annual trophy will now pass on to another Rookie for participation in events and contributing to the Club in General. There are many other awards and prizes - you could be a winner.

A fun night is assured, with time to eat, drink, dance, catch up with "old" friends and of course be merry. If you get too merry, simply catch the lift up to your room for the night (only \$48 double for T.S.C.C. members and guests). The cost of \$25.00 per head is very reasonable as it covers food, drinks and tickets in lucky door prizes, generously donated by the Club. Put together a party, friends are welcome and each table seats 10.

Because Christmas is approaching very rapidly, please book NOW. There is much organisation and we need to know numbers. Please send off the enclosed application form with your cheque today, or hand it to me at the November 14th meeting.

GARRY BRUCE 438.3088 (BH)

P.S. Thank you Christine McKay for again organising the venue.



Comp. Sec. Report

The next sporting event will be at Oran Park on 11th November to be run by the Sprite Car Club, a super sprint on the south circuit - probably will be too late to enter when you receive this.

Our next point score event will be the motorkhana PLEASE NOTE THIS DATE HAS BEEN CHANGED TO 25th NOVEMBER*.

We have run three out of the four motokhanas of the series. So far the leading point scorers are as follows:

Sue Hall & Val Peters	7 points
Lionel Walker	6 points
Jim Peters	5 points
Ray Ross & John Hall	4 points

To avoid the clash with the A.G.P. meeting at Calder we have put back the motorkhana from the 18th to the 25th November.

CLUB POINTSCORE

The Club trophies on the sporting side to be won are:

Club Champion - which so far is a battle between Mark Anthony and Jim Peters with Bill Gretton lurking in the wings waiting for a slip up.
Rookie of the Year - a trophy given to those who have not competed before and have done well during the year.

The up to date pointscore will be available at the November meeting. Pointscore Top Ten:

Jim Peters	34 points
Mark Anthony	32 "
Bill Gretton	25 "
Trevor Larkey	17 "
Lionel Walker	14 "
David Muir	13 "
Roy Connaughton	12 "
Derek Smith	11 "
Len Madar & Gary Bruce	10 "

During 1984 I had organised eleven speed events which consisted of seven lap dashes, two hillclimbs, one standing sprint and one flying sprint at Bathurst.

Thirty of our members competed at various times through the year and it was good to see some of the new members attending these events. The "away from home" events have always proved popular and this year the Canberra hillclimb was one of the most successful club outings to date. It was unfortunate that that Bathurst flying 1/5th coincided with the petrol strike but even so we managed to get four members to attend (still unable to unsettle the locals - but one day!).

I believe we (T.S.C.C.) have a good name for attendances with the other clubs and will always be welcomed for invitations.

Unless otherwise indicated the calendar for 1985 will be drawn up in a similar fashion with the exception that we will probably only hold two motorkhanas. It has been enjoyable organising the events and seeing the cars competing (although I personally didn't compete as much as I would have liked) and I feel that there will be an interesting array of cars competing in 1985.

I still believe this form of competition is the best way to learn to handle your car for all kinds of event that can occur on the road, by increasing your senses of awareness and feel for conditions.

LIONEL WALKER

HALL'S NEWSAGENTS

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

Chiropractor

27 Highclere Ave., Punchbowl

Phone: 759-6908

RECENT AUCTIONS

The latter part of 1948 has seen a frequency of auctions of old motor vehicles and other collectables in the motoring field that it would seem to indicate a widespread shake-out is occurring in this country. But it is probably merely a coincidence that such sales are happening at about the same period.

Undoubtedly the most important sale of recent date was the disposal of the John L. Goddard Collection. We understand that those who purchased the attractive catalogues may be informed of realised prices later. But, in the meantime, we shall report on some aspects of the sale which was held at the Hilton Airport Hotel on 8th and 9th October. Conveniently located near Sydney Airport, the sale attracted a fair number of interstate and overseas bidders.

The sale commenced at 7.30pm on the Monday with over 50 lots of marine models and artefacts. These were followed by chronometers, clocks, clockmaker's tools, scales and similar weighing instruments. The 200 or more lots of polished wood and brass were topped off with a dozen or so lots of aeronautica. Of the last section, a 1943 American-built Rolls-Royce Merlin was sold for \$9750. This engine, a 2-cylinder Scott aero engine and a Hispano-Suiza aero engine had been on display at Harold Thomas's Camden Museum of Aviation at Narellan. The Scott engine had been owned by Gavin Bain of N.Z. Mr. Bain was seen to arrive during the afternoon and would have observed that the little Scott engine went to a new owner for \$2000. A wooden four-bladed Curtiss propeller of W.W.I vintage went for \$1700.

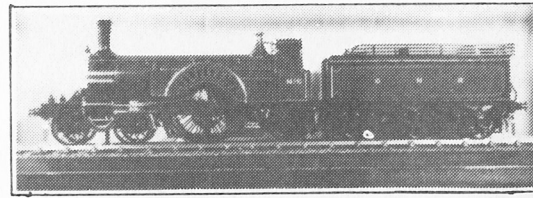
A very attractive little sterling silver model of the Wright Bros. "Flyer" (wingspan of 12½") and mounted in a glass case, sold for \$3200.

A framed print of a Terence Cuneo painting depicting Cheshire's DH Mosquito Mk.VI on a night bombing mission, and signed by both Cuneo and Cheshire VC, sold for \$275. An intriguing little model of a Clerget aero engine sold for \$200 and a working model of a 1918 Bentley R2 rotary aero engine, of approximately 10" diameter, sold for \$2800.

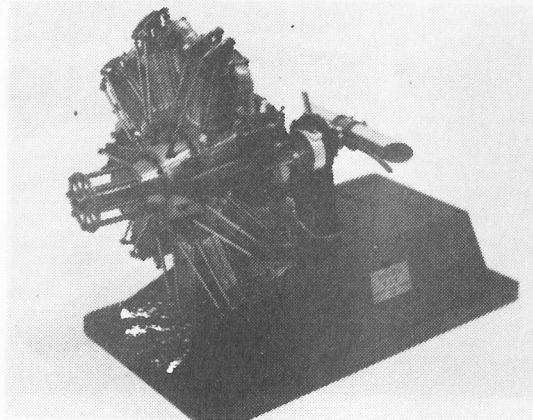
The following day saw Messrs Peter Pickles and Storm Jacklin bracing themselves for the task of working through more than 470 lots of steam models and related items (including a vast quantity of automobilia which took up all the morning session) before presenting the star attractions of motor cars and motorcycles later in the afternoon.

So on a hot Tuesday morning a couple of hundred buyers were comfortably seated and eager to acquire something of this high-quality collection. There appeared to be an extraordinary number of 14/40, 23/60 and 30/98 owners present and we almost believed that it was an impromptu meeting of a Vintage Muxhall club.

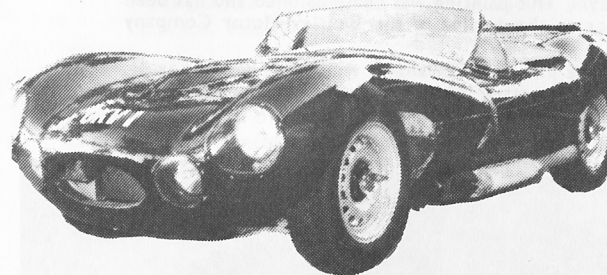
Bidding for model cars, badges and the like was brisk, with one woman spending well over \$5000 during this morning session and she was again



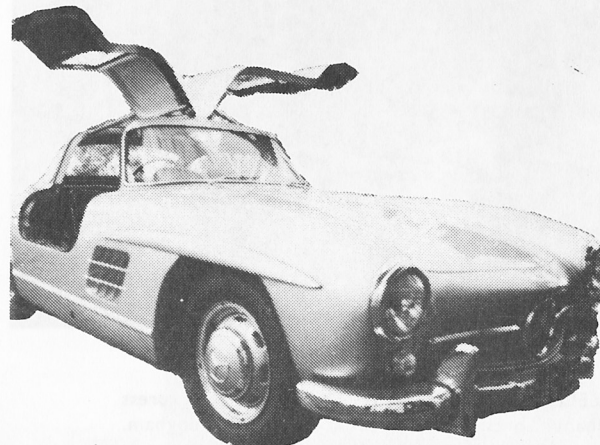
Lot 645 \$35,000



Lot 232 \$2,800



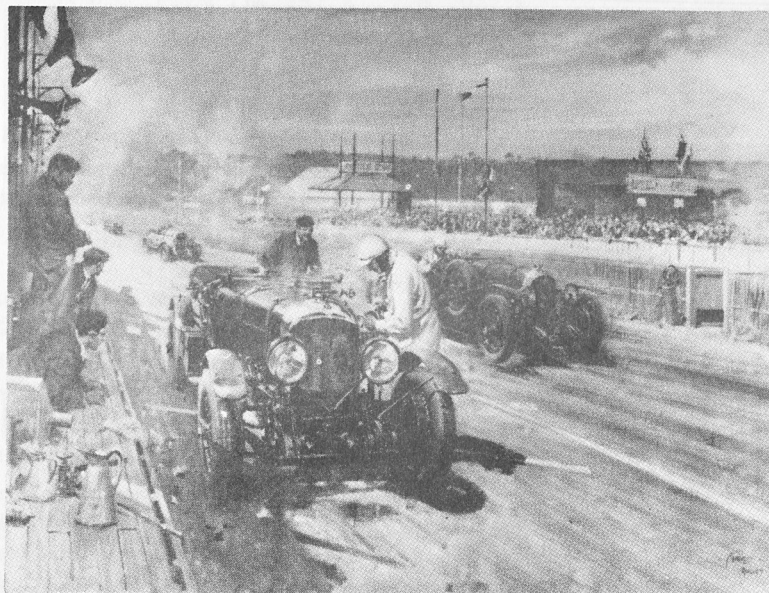
Lot 733 \$175,000



Lot 732 \$91,000

"BENTLEYS AT LE MANS —1929"

Cuneo

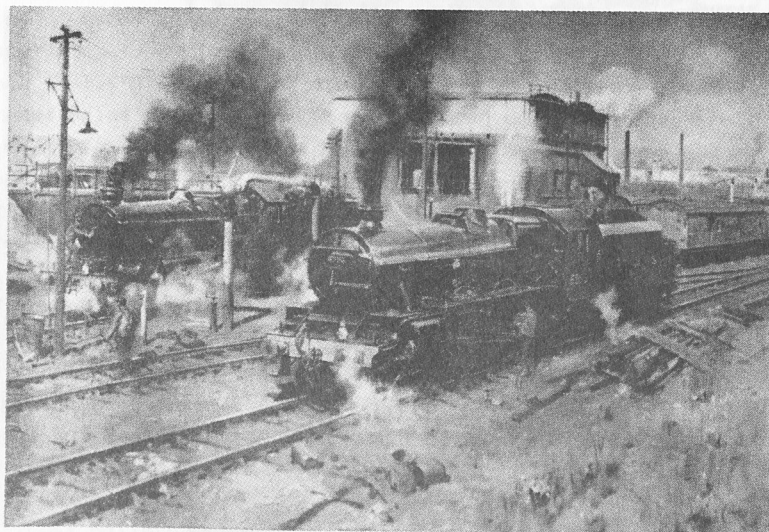


"BENTLEYS AT LE MANS 1929." This painting was commissioned and has been reproduced to help commemorate the Jubilee of the Bentley Motor Company in 1969.

No. 10 the 4½ 'Bob Tail' is at the pit with d'Erlanger, while No. 9, another 4½, with Jack Dunfee at the wheel roars passed in the background. Cuneo's working drawings are reproduced below. (Size 30" x 20").

"EXPRESS ENGINES AT TYSELEY"

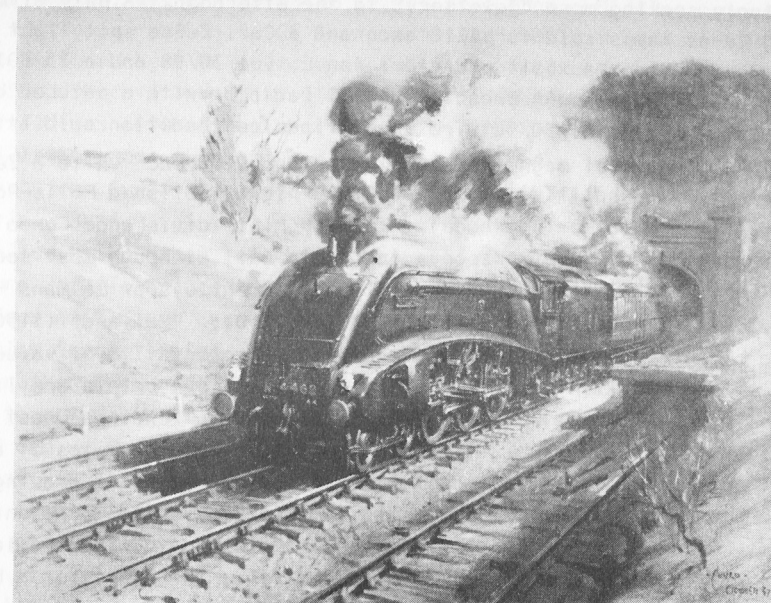
Cuneo



"EXPRESS ENGINES AT TYSELEY," the two well-known restored express engines "Clun Castle" and "Kolhapur" outside their depot at Tyseley, Birmingham. Some of the Artist's working sketches are reproduced beneath the painting. (Size 30" x 20").

"MALLARD"

Cuneo

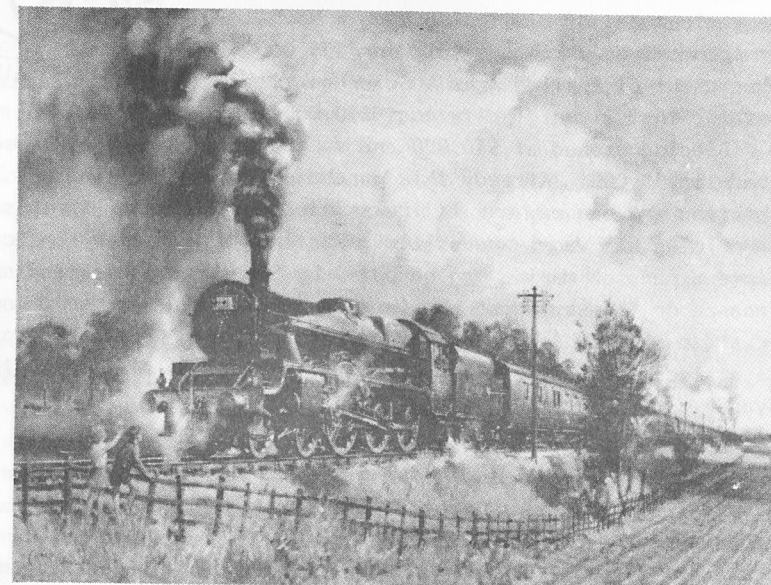


"MALLARD" is depicted leaving a tunnel entrance at speed with a train of L.N.E.R. Teak Stock. A fine picture of an impressive engine.

"THE LICKEY INCLINE." A fine impression of "Kolhapur" in L.M.S. Livery storming up the Lickey near Vigo — the favourite spot for photography and sound recording in the days of steam. Reproduced beneath the picture are some of the Artist's sketches, including an impression of the Lickey in the early days and the famous Bromsgrove Tombstones. (Size 30" x 20").

"THE LICKEY INCLINE"

Cuneo



actively seeking more "jewellery" in the afternoon. A pair of modern-type P100 Lucas lamps sold for \$210 each and a Carl Zeiss spot light (\$200) was followed by two Vauxhall radiators (an E type 30/98 and a 23/60) that went at \$400 and \$650 each. A Brescia Bugatti radiator with a patched core sold for \$1150 and a pair of 30/98 wire wheels in nice condition sold at \$380.

Several magnetos sold for around \$100 each while a Zenith carby for a Thirsty (Vauxhall) sold for \$1400. A highly-polished Rolls-Royce carby went at \$1350 later in the day. Framed prints of Terence Cuneo paintings of steam engines and racing/sports cars sold well although most seemed to be in old-varnished finish rather than glazed. "Bentleys at Le Mans - 1929" sold for \$220; "Express Engines at Tyseley" (\$150); "Mallard" (\$150) and "The Lickey Incline" (\$100) are examples representative of values of this artist's work at this particular sale. These four prints are illustrated in this issue. Four F. Gordon Crosby prints of the "Endless Quest For Speed" series sold at \$80 each. A nice oil painting by Dion Pears of a Type 35 Bugatti at speed sold for a modest \$440. A black-and-white drawing catalogued as a "cartoon type print of Bugatti cars" was observed to be an original Norman Giles study of a 3.3-litre Bugatti executed during the last war when this artist was probably at his most prolific: this went for a bargain price at \$60. Likewise, a "Black and white print of Frazer-Nash and car, 12"x8" " (to quote the catalogue) turned out to be an original drawing of A.F.P. Fane competing in 1937 in his Frazer Nash. It sold for \$130 so someone was alert to its real worth.

Several car club badges fetched astonishing prices: an oval Vintage Sports Car Club of Australia enamelled badge realising \$140.

Straight after a ten-minute break for lunch the Steam session blasted off at 1.30pm. The highest priced item was Lot 645, being a 2½"-gauge scale model of a Stirling Single No.5 steam locomotive, which was sold for \$35,000 to the Museum of Applied Arts & Sciences. It was stated that it originally cost £10,000 in 1976. Bidding opened at \$10,000 and to the astonishment of those present climbed to \$35,000. Already this purchase with public funds has caused some indignation and one may ask if the skilled model-builder in this country is under-pricing his wares and skills. Earlier in the afternoon Lot 622, being a triple expansion marine engine built by Simpson & Strickland said to be "for a pinnace or Thames barge" and in a large display case, sold for \$24,000. Other steam models, including several Stuarts, made quite high prices when one looks at local price lists for kits and castings of similar engines available in Sydney.

The catalogue was lengthy and it would not be feasible to report on all lots here. But, in view of the interest displayed in the motor vehicles especially, a brief description of the bidding on the main attractions of the sale is warranted.

Lot 722 - A TC M.G. fitted with a Marshall supercharger to its bored-

out (1500cc.) engine, was presented to buyers at 3.35pm. Bidding opened at \$10,000 and initially rose by \$1000 increments and then was sold at \$19,500. The M.G. was followed by a Mini-Cooper which was quickly knocked down for \$4,500. A 750cc. Ducati opened at \$400 and found a buyer at \$1200 by 3.38pm.

Lot 725 was interesting as it was a 3-litre Bentley with its original engine (No.1212SS) under the bonnet. This car has had a very energetic life and was driven from Sydney to Adelaide in September, 1974, in 20 hours for the 1043-mile trip. But we think it made that epic drive when it had a 4½-litre engine installed. The other interesting aspect, to which our attention was drawn by Storm Jacklin before opening the bidding, was the fact that this car was the subject of a Court case in Melbourne; and at the time of this report that litigation is continuing. With this cloud hanging over the car, the bidding was rather subdued after opening with an offer of \$20,000 which then slowly rose to a top bid of \$46,500 by 3.40pm. This bid was referred to Mrs. Goddard and we understand it is acceptable subject to the litigation.

A post-war Scott Squirrel motorcycle, which was an excellent example of this long line of water-cooled machines, was sold for \$5,000 and we believe it should be on display soon by its new owners, the aforesaid Sydney Museum of Applied Arts etc. It would be interesting to learn just what size cheque-book was available to the Museum's representative because it would seem that the Museum spent a very considerable sum by the end of the second day.

The well-known 1925 Type 35C Bugatti, in pristine condition, was next on offer and attracted an opening bid of \$50,000. Bidding rapidly took the figure up to \$135,000 from an American who flew in for the sale and was, we heard, prepared to spend very much more than he did to secure this car. It has engine No.36, Chassis No.4457, and former owners included TASO Mathieson, J. Rowley and R. Fielding. Another T35 Bugatti owner was present from Melbourne and we imagine he took a keen interest in this particular transaction.

Lot 728 was a 1924 OE 30/98 Vauxhall, with smart 4-seater Velox body, and was described as having a high-performance cylinder head fitted which was designed specifically for this car by Phil Irving. To judge by the cries of delight from the family of the successful bidder this car has found a happy home and at a very reasonable price of \$56,000.

A Hispano-Suiza V8 aero engine, of W.W.I period, was described as being unique (although some would be prepared to challenge that description) and sold for \$2,000. Lot 731 was a 1939 Manx Norton of 348cc. We understand this machine to be one of the best preserved examples of this racing model and so the successful bid of \$8,500 should please all concerned.

The next lot was a 1958 gull-wing Mercedes-Benz 300SL which had as previous owners Laurie O'Neil and Jack Jeffery. The windscreen of this car bore a card which said: "Please note: This Gullwing has a top quality Jeffries (sic!) gear box type R.H. Drive conversion (Not noted in your catalogue)" which puzzled us as we were under the impression that the late Jack Jeffery simply installed a Holden steering box to convert it to righthand drive. As the bidding commenced with an offer of \$60,000, Mr Jacklin announced that this particular car had a limited-slip differential, which caused a



nearby owner of a 300SL to whisper that he thought all such Mercedes-Benz Gullings were so fitted. The car was sold for \$91,000.

The climax of the sale was reached just before 5pm when Lot 733 was rolled in. This D-type Jaguar was driven into second place as a Works entry with Duncan Hamilton at the wheel in the 1954 Le Mans 24-Hour Race behind a Ferrari. It is usually referred to by its original (U.K.) registration number of OKV 1 and has been modified by Jaguar Ltd. in respect of minor body changes to make it more acceptable for ordinary road use. It thus served as a prototype for the proposed (but aborted) XKSS model Jaguar. Bidding for OKV 1 commenced with \$100,000 and was pushed up as phone bids from the Hamilton family in U.K. were received, but the successful bid of \$175,000 came from the United States. And so ended one of the better auctions to be seen around Sydney for some time.

The same firm of auctioneers who successfully conducted the Goddard sale had another sale of classic cars, motorcycles and automobilia ready to go under the hammer at their Glebe salerooms a couple of weeks after the above auction. Thus, on Saturday and Sunday, 20th and 21st October, over 300 lots were offered by P.L. Pickles. No details have yet been received on this sale but it did include items such as car badges, runs of motoring journals and at least four motorcycles including a 1947 Scott Squirrel, a 1953 Vincent Rapide, a A.J.S. 7R (but with a B.S.A. engine) and a 1955 Manx Norton. The bulk of the catalogue comprised collectable cars ranging from a 1928 Swift Doctor's coupe to M.G. TF, R series Bentley, etc. Also included were items of automobilia and toy cars.

Gilltraps have held their Annual Spring Auction, on 9th September, and Lot 39 was a 30/98 Vauxhall which we think hailed from Sydney where it had a replica Wensum body fitted. This sale also included horse-drawn vehicles.

Another Pickles sale, which included 52 lots of horsedrawn vehicles, also had vintage cars listed and this sale was held last August but no details were advised.

The next sale which is likely to arouse excitement amongst Sydney collectors is the disposal of Frank Illich's collections and the contents of Green's Motorcade Museum on 15-16th December. It will be held at the museum and is to be conducted by F.R. Strange Pty. Ltd. A wide variety of items to be sold include many veteran, vintage and classic type motor cars and motorcycles. Also to be sold are model cars, new and rare motoring literature, automobilia, agricultural equipment, model railway and amusement-park railway systems, etc.

We shall feature a report of this sale in MOTOR MAG 37.

THIS ARTICLE HAS BEEN TAKEN FROM "MOTOR MAG" - OCT./DEC.

This is a highly recommended magazine for collectors of motoring books and automobilia.

Contact Eric Cunningham - Phone (046) 25.1381.

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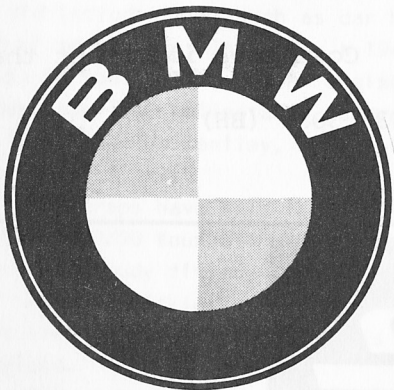
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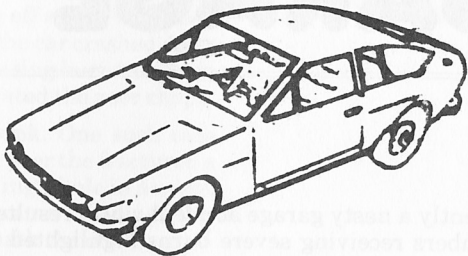


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SAFETY IN THE GARAGE

by Ron Lilley

Recently a nasty garage accident which resulted in one of our members receiving severe burns highlighted the need to be constantly vigilant when working on or around a motor car to guard against accidents that can cause injury.

It is an unfortunate fact that most home mechanics are at a disadvantage compared with workers in industry where intensive educational programs make them aware of the dangers associated with their occupations, not to mention laws requiring the use of protective clothing, equipment or techniques. Also the home mechanic is often reluctant to spend money on safety equipment that will be used infrequently, yet the modest outlay for such things as stands, leather gloves, respirators, etc., is a small price to pay for continuing good health and well-being.

A home mechanic is at a further disadvantage compared with a professional in that, because of inexperience, greater concentration on the task at hand is needed, often to the exclusion of safety precautions, which, if thought of at all will be considered unnecessary, time-consuming and non-productive. After an accident happens is not the time to appreciate that precautions should have been taken.

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One of the most serious mishaps which often proves to be fatal, is when a tonne and a half of motor car topples off the body jack, pile of house bricks or rotted timber, crushing the owner beneath. One such accident resulted in a double fatality when a wife came to her husband's assistance and became electrocuted as the car had crashed down and fractured an electrical lead snaking across the floor. A mother suffered a compressed fracture of the spine when she attempted to lift a car off her son, trapped by the legs.

The most horrifying case of a car toppling off a jack was when an exhaust pipe was being welded. When the car crashed down trapping the owner, the oxy torch he was using burnt a hole in the petrol tank, the resulting fire incinerated the poor chap.

The cases of electrocution would fill a book. One such case occurred when a steel wheeled creeper ran over the fractured a 240 volt lead. Another occurred when drilling a hole in a metal object resting on the floor. The drill penetrated the insulation of the drill lead which ran, unnoticed beneath the object.

Fire is a constant hazard when working around a motor car. Petrol in its gaseous form, solvents, paint thinners, propellants used in spray cans are all highly flammable. A fatality occurred with a chap, cleaning down an engine, thoughtlessly rested a can of petrol on top of the battery, not appreciating the immense power of a car battery when it is short circuited. I saw an experienced mechanic lose a finger while tightening a battery terminal. The spanner he was using was in contact with a ring on his finger which in turn touched the opposite polarity terminal, the lot quickly welded together and as the ring had the least resistance, quickly became red hot and disappeared below the cooked flesh.

To pour petrol down the throat/s of a carburettor is not on, when the engine fires more likely than not burning petrol will be sprayed everywhere.

Enveloping goggles or a face shield are imperative when grinding, the sparks produced often bounce off other objects and get behind ordinary spectacles. Because grinding sparks are hot, when they hit the eye they fuse on and must be prised off by a doctor, not only a painful process but the effected spot is exposed to infection.

Power driven wire brushes are useful aids in removing rust, paint, etc., but the bristles have been known to fly off and pierce an eye of an operator not wearing goggles or a face shield.

When removing an engine always ensure that you do not drop it. Use a new piece of rope of adequate size. The hoist must be attached to a gantry, beam or shear legs capable of taking the load with safety. When shear legs are used on a concrete surface, the legs must be tied together to avoid slipping. One of our members dropped an engine recently when a portable gantry being used toppled over — onto the roof of the car. Fortunately member was out of the way. Never use the hands within the engine bay with the engine hanging on a hoist,

instead use a piece of timber to manipulate the engine free, with the hands well away from danger.

Never try and lift a cylinder head off the engine unaided, use a hoist or two persons, one on each end of a beam. The body attitude when lifting a cylinder head is ideal for slipping a disc, which has been known to cause paralysis to part of the lower body, necessitating the cruel Lamenectomy spine operation, further details of which can be had from the writer.

The wearing of leather gloves when doing any kind of welding will minimise painful burns. Also make sure there are no flammable liquids in the welding area, petrol, thinners, etc. The wearing of proper welding goggles is essential, burns to the retina of the eye are very painful. When electric welding remember that the arc reflected from light coloured surfaces can cause severe eye damage.

The spraying of certain types of paints are a health hazard, particularly Acran and polyurethane enamels. A replaceable filter respirator should be used at all times, but with the aforementioned paints, the open air or a proper spray booth is essential. The polyurethane enamels, in addition to causing respiratory troubles, can get into the blood stream and play havoc with the liver.

Even skinned knuckles can be minimised if when using a spanner, a glance around the immediate area for sharp objects, will reduce the risk in the event that the spanner slips.

Treat compressed motor car springs with a lot of caution. A compressed spring stores a lot of energy, which when suddenly released when a clamp, or other restraining device slips, can be as dangerous as a hand grenade.

It would be impossible in the space available here to mention all the risks of injury possible when working on a motor car, however, it can be stressed that the observance of safety precautions can become a habit, which may explain why some people can proceed happily through life to a ripe old age with all their limbs, fingers and eyes intact.

Not only should you take precautions against injuring yourself, but others also — particularly your children. Always make sure that toddlers are not behind or in front of wheels when you shift the car in your driveway.

Reprinted from 'Around the Benz' — courtesy Mercedes Benz Club of Victoria.

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"TOP GEAR" WILL NOT BE PUBLISHED FOR
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CHECK NOVEMBER ISSUE CALENDAR FOR
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MEETING JAN. 1985, WED. 9th.