



top *gear*

APRIL 1985



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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.

EDITOR: Leonard Madar, Lot 3 Old Northern Rd., Glenorie. 2157.
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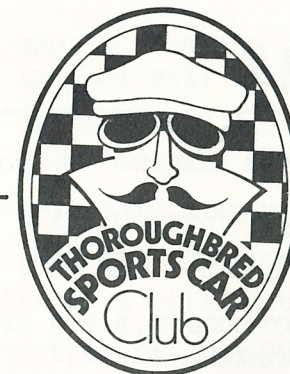
DISCLAIMER: Any opinions published in this journal should not be regarded as being the opinion of the club or the committee which also cannot accept responsibility for the accuracy of any information in the journal which is published in good faith as supplied to the editor. Articles and or photographs are invited and should be forwarded to the editor for publication bearing the name and address of the writer.

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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 THE SUNDAY AFTER CLUB MEETING



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Board Members: JOHN WILLIAMS, 16 English Ave., Castle Hill, 2154.
CHRIS JOHNSON, 22 Queens Rd., Hurstville, 2220.

Past President: JIM PETERS, G.P.O. Box 1963, Sydney, 2001.

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Calendar

APRIL	10th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	14th	CANBERRA HILLCLIMB - Contact Bill Gretton.
	27th	FERRARI MOTOR SHOW 1985 - Circular Quay.
MAY	5th	MOTORKHANA/B.B.Q Picnic - T.S.C.C. - Fiat Grounds, Richmond.
	8th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	18th-19th	BOWRAL WEEKEND
	25th	ORAN PARK LAP DASH - A.R.O.C.A. - Contact Bill Gretton.
JUNE	12th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	16th	AMAROO PARK SUPERSPRINT - A.R.D.C. - Contact Bill Gretton.
	30th	BUS TRIP - T.B.A.
JULY	10th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	14th	ORAN PARK G.P. - Lap Dash - A.R.O.C.A. - Contact Bill Gretton.
	21st	PRESIDENTS BREAKFAST RUN - T.S.C.C. - Bacon & Eggs with Tennis at Brooklands. Bookings David Muir.
	26th	DINNER/SHOW - T.B.A.
AUGUST	4th	BATHURST FLYING FIFTH - Contact Bill Gretton.
	11th	ORAN PARK SUPERSPRINT - N.S.W.R.R.C. - Contact Bill Gretton.
	14th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
SEPTEMBER	1st	SILVERDALE HILLCLIMB - T.S.C.C.
	11th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	14th	GAMES NIGHT - T.S.C.C. - Bilgola Plateau Bookings Mark Anthony.

	22nd	AMAROO PARK LAP DASH - A.R.O.C.A. Contact Bill Gretton.
	29th	MOTORKHANA/B.B.Q. Picnic - T.S.C.C. - Fiat Grounds, Richmond.
OCTOBER	9th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	20th	ORAN PARK SUPERSPRINT - A.R.D.C. - Contact Bill Gretton.
	27th	PICNIC DAY/CONCOURS - Location T.B.A.
NOVEMBER	10th	MOTORKHANA/B.B.Q. Picnic - T.S.C.C. - Fiat Grounds, Richmond.
	13th	ANNUAL GENERAL MEETING - Election 1986 Committee.
	22nd-23rd	DISCO CRUISE - T.B.A.
	30th	CHILDREN'S CHRISTMAS TREE - Saturday Afternoon - location T.B.A.
DECEMBER	8th	ORAN PARK SUPERSPRINT - N.S.W.R.R.C. - Contact Bill Gretton.
	11th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	14th	CHRISTMAS DINNER/TROPHY PRESENTATION - Bookings Bruce McBryde.

NOTE:

This calendar supersedes the March Issue as there have been a few additions and date swaps.

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

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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

Presidents Page

The Motor Club Show is over for '85, to those members who did not attend, you missed an interesting display of all forms of motor sport. To the members who supported our club presentation I extend my personal thanks, Robert Anderson, Garry Bruce, Bill Gretton, Louie Glynn, Lionel Walker, Mike and Linda DuCros, Bruce and Sandra McBryde, Laurie and Salvana Perrin, Len Madar, Rita and Ilmar Tooming, Val and Jim Peters, Roland Clark, Ray Ross, Richard Nathan, John Edwards, Lester and Debra Gough and my wife Barbara.

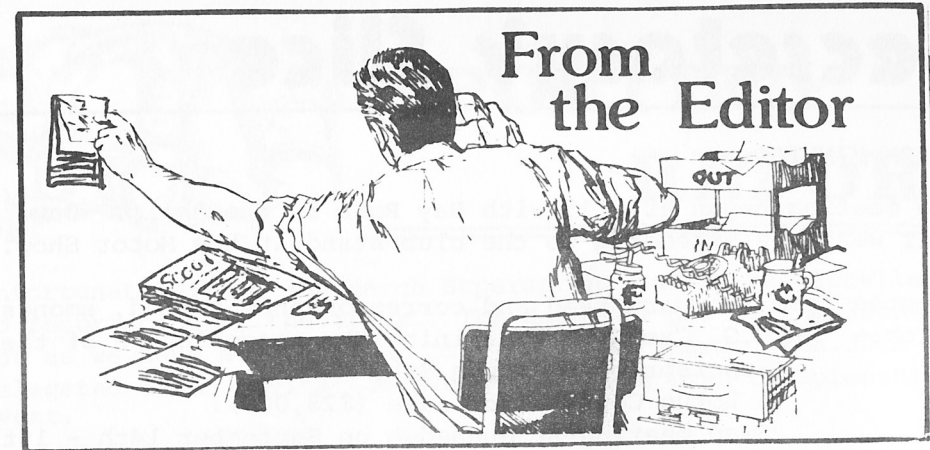
I would like to make special mention to Richard Nathan in supplying the basis of the stand presentation, lights, etc., and to Roland Clark in delivery of the back boards, etc. Thank you for your assistance. I would also like to mention Ray Ross for the inconvenience caused to him in a last minute hick-up to supply a replacement vehicle, due to a situation of a previously offered vehicle not arriving. It was to complete the presentation in conjunction with Mike DuCros's E type and Roland Clark's Aston Martin DB4. I extend my personal thanks Ray and on behalf of your fellow club members.

The results of our attendance indicates some 7 to 10 new members. Moving on from the Motor Show, all members would have noted the complete '85 calendar was listed in the March issue and dates listed against each venue. Please assist in contacting your committee member in confirming your attendance.

Special Note: On behalf of your committee, we wish to advise those members who have overlooked our *many requests* to forward your 1985 club fees, this will be the last club magazine you will be receiving *unless* outstanding dues are received by the 8th May, 1985. Your committee consider 4 months is sufficient time to forward your membership dues for 1985.

Look forward to seeing as many members as possible at our next meeting on the 10th April, 1985.

DAVID MUIR.



Hello folks!! The Motor Club Show is now over and those who participated are probably wondering if it was worth all the frustration and effort. Anticipating your comments at the next club meeting.

Ros McLoughlin is no longer doing the typing and layout and on behalf of the T.S.C.C., I would like to thank her for her great efforts in helping to establish our "Top Gear" magazine.

Judy Sosimenko, is now doing the job. Judy knows well about cars as she does the same job for three other car clubs. I urge all magazine contributors to write clearly if they cannot get to a typewriter. How about contributors !! I had to write 80% of this issue myself - it's not on - this is your magazine, so get writing.

LEONARD MADAR.

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for sale.
Contact Editor
Leonard Madar 651-1812

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Secretary's Slice

MARCH MINUTES:

The meeting began at 8.15 with Ray Ross in the chair. Dave Muir was away attending to the club stand at the Motor Show.

Minutes from February read and correspondence tabled, amongst which:-
M.G. Car Club explaining the cancellation of the Supersprint on March 9th.
A Lotus Cortina for sale (\$28,000).
Swap meeting at Gunnedah on September 14th - 15th.

Roland Clark gave a financial summary, pointing out that things should be in pretty good shape once all the membership renewals are received.

Ray than asked for help with the Motor Show; John Edwards volunteered.

Details of the Ferrari Motor Show (details March magazine, page 13) were discussed.

Len Madar pointed out that contributions for the magazine should be received no later than the Sunday following the meeting, he also suggested the club print 'T' shirts with the club's motif as a promotional exercise.

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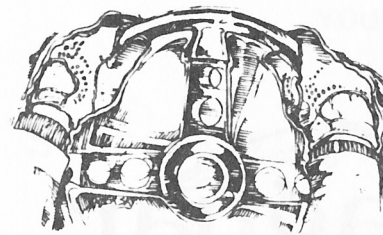
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SPORTING REPORT

Unfortunately, the 9th March Supersprint had to be cancelled due to resurfacing of the track. The date was put to the 30th March but as we have a run on the 31st, also at Amaroo, the 30th was relegated to an invitation event and not a club championship event.

I hope the new surface was worth waiting for. So our first track event still to be run - 31st March (over by the time you get this).

Regards.

BILL GRETTON.

Our Cars

Sold

Bruce MacBryde - Ferrari
Leonard Madar - Triumph Spitfire Marque
Sports.

Bought

Roland Clark - Honda Prelude Coupe
John Gilmour - M.G.T.F.

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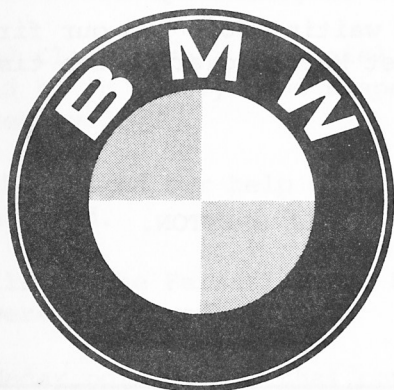
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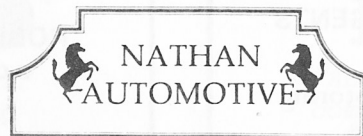


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YOUR COMMITTEE 1985

Secretary:

Michael DuCros



BORN: Sydney - 15th December, 1948.

LIVES: Baulkham Hills.

WORKS: DuCros Tapes, Riverstone.

EDUCATED: Northmead High.

MARRIED: Lynda in 1984.

FAVOURITE FOOD: Wine (Yes!!)

FAVOURITE DRINK: Beer.

DRIVES: Jaguar E type, Jaguar Mark II Saloon, Holden HZ Waggon, and has two Jaguar XK 120's under restoration.

FAVOURITE CAR: Renault Dauphine.

HISTORY OF INTEREST IN MOTOR SPORT: Mick's dad raced XK 120 Jaguars in the 1950's, notably at Phillip Island and at 12 years of age, Mick used to tag along to all the V.S.C.C. races and hillclimbs.

OTHER CLUBS: Now ordinary member of Jaguar Drivers Club; used to be a committee man.

HISTORY OF INVOLVEMENT WITH T.S.C.C.: Joined in 1983, introduced by Ray Ross and Lionel Walker.

FUTURE OF THE CLUB: Mick likes the club the way it is. He finds it small, intimate and friendly and he would like this atmosphere to continue.

LEONARD MADAR.

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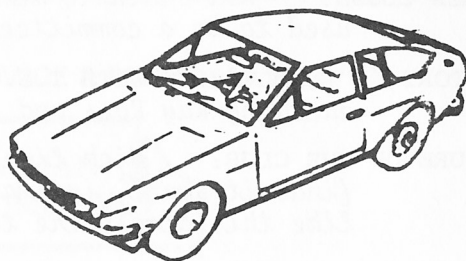


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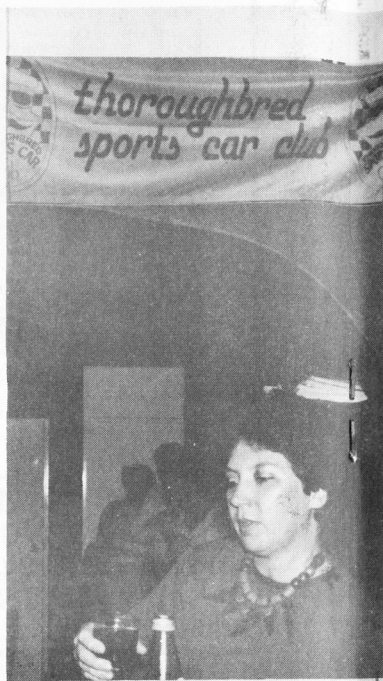
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B.B.Qed Haggis !!



Chris Recharging.



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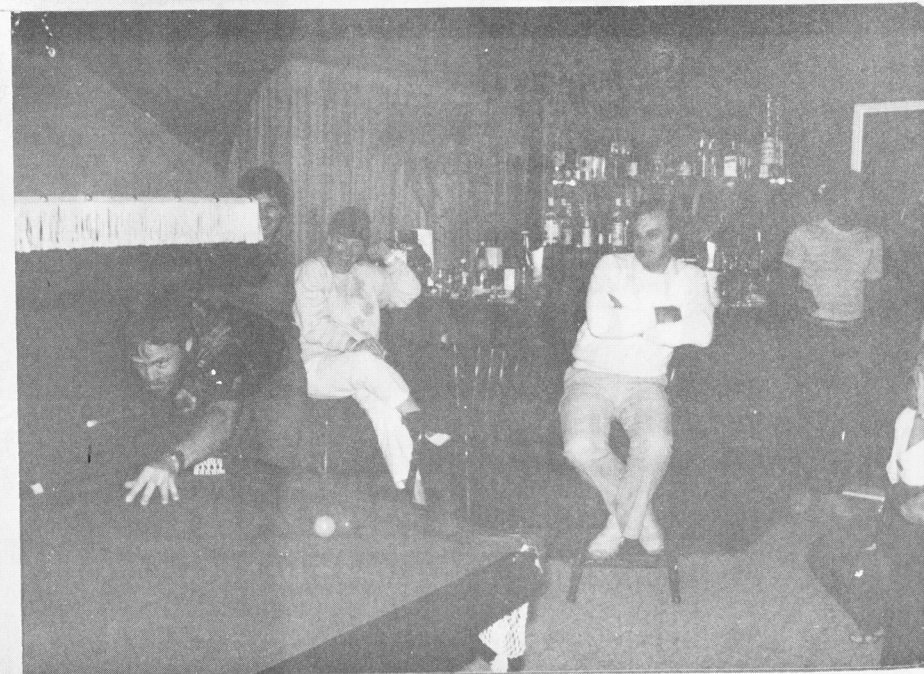
Charles doing it easy.



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President's

Pool

Party



Well, it was a pool party alright... ..the 22 guests at Barbara and Dave's lovely home choosing the green baize in preference to the blue tiles... ..a decadent bunch, but storm clouds were threatening.

After dinner, Jim was anxious to rack 'em up and when he threatened to skinny dip, everyone ran for the cues. Jim knocked off all challengers, but he did not reckon on Bruce "Minnesota Thin" displaying his misspent youth.

The ladies, spearheaded by Sandra and Ann played a dazzling game - Tessa like Bruce, showing the talents of her misspent youth.

A thoroughly enjoyable night was had by all and the last ball was sunk at 2 a.m.

Thank you Barbara and Dave for a wonderful night. Nobody ripped the baize.

LEONARD MADAR.



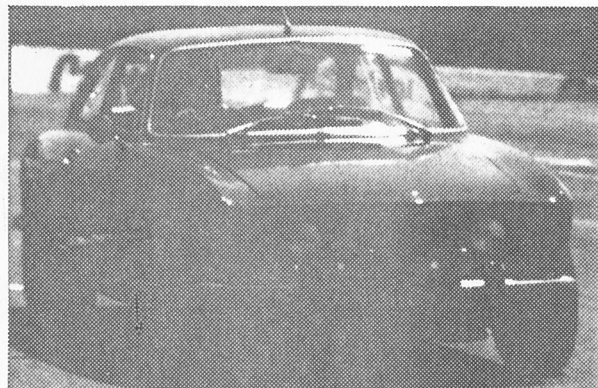
NEW MEMBER:

We welcome new member Vic Andrews of 45 Van Buren Court, Bonne Bay. Vic drives a Volvo 123 GT and a Clubman.

AN OWNER'S VIEW ..

Alfa Romeo

GTV 1974



Alcoholics have their A.A., but what do car addicts have? Poor hapless creatures like myself go to motor shows and displays and are left with many restless nights thinking about THAT car. My passions were inflamed when the T.S.C.C. was invited to a display at Richard Nathan's body works - it was the colour and finish on a red Alfa Spider that set me drooling. This was madness - I had just spent \$12,000 and 18 months restoring my Scimitar and now I wanted another car.

The Alfa GTV Coupe 1974 was the choice as here was a car that would accommodate three small children and two adults. Besides here was a car that almost won the 1975 Australian Touring Championship driven by Christine Gibson (French) being beaten by Colin Bond in a very hot XU-1 Torana in the last race.

Once more, as the GTV has all the goodies to start with, modifications were minimal compared to other cars in the 1975 A.T.C.

Twin overhead cams, five speed gearbox, 4 wheel disc brakes, and L.S.D., a good base for a car. 1962 c.c., 150 b.h.p. at 5,500 r.p.m., top speed 122 m.p.h., 0 - 60 m.p.h. 9.6 seconds, standing quarter mile 16.7 seconds, 22 m.p.g., better still.

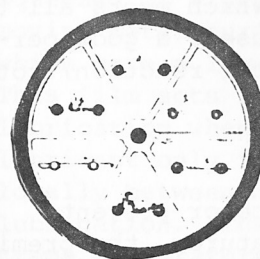
I bought a green GTV and gave it to Richard for a complete back to the metal strip down, engine out, conversion to brilliant red. Next a complete mechanical overhaul consisting of new Bilstein shocks all round, overhauled motor, gearbox, completely new brake system, new universals, exhaust pipes, added sway bars added a warm Randall Perkins cam, new lights, new springs and the car was lowered 1". Yokohama 6" low profiles were added after the rims were widened and the back guards slightly flared. The whole exercise costing \$14,000 and I was completely happy.

The Alfa is used as my everyday transport and it is still a tonic to drive. My first timed runs in it at Oran Park were a cautious 67 seconds, but with practise this is now a respectable 59.1 seconds.

The irony is that I now think the Alfa is too good to race and have now bought a Triumph Spitfire Mk. III Marque Sports racer for that purpose.

Addicts never die - they just keep dreaming.

LEONARD MADAR.



1985

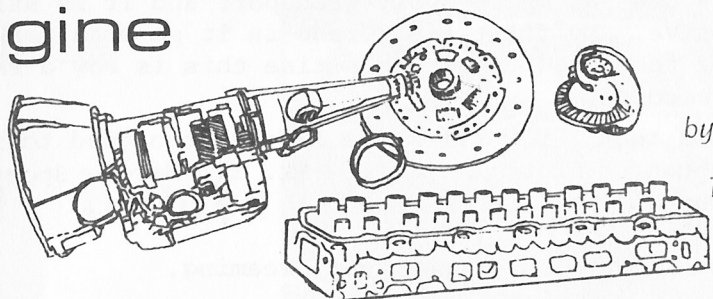
MOTOR CLUB SHOW

A view of the club's stand at the recent Motor Club Show at Macquarie Centre in March.



Engine

Oils



by

Paul Jones.

The advance in engine design over the last 10-15 years has been paralleled by oil development, specifically the research, and the use of new additives.

Why are additives necessary?

Since the parameters under which base oils operate conflict, it is practically impossible to develop an oil which meets all the requirements. Indeed, if additives are not used, a good performance in one area may often (due to chemical reaction) totally exclude good performance in another area.

Common Additives.

Detergent additives. These are used to reduce or prevent deposits in engines operating at high temperatures, the premise being that their use results in a cleaner engine. The detergent, or cleansing action, is necessary to neutralise acidic contaminants (oil oxidants or blow-by fuel combustion products.)

Dispersants. These additives disperse 'cold sludge' formed at relatively low cooling jacket temperatures. Sludge is a complex mixture of fuel combustion products, unburned fuel, carbon, lead residues and water. Unless maintained in fine suspension, this sludge deposits itself on engine parts such as oil screens, valve train components and oil control rings, where it eventually interferes with engine operation.

Corrosion inhibitors. Additives which protect corrosion-susceptible non-ferrous metal components. Most corrosion inhibitors function by reacting chemically with non-ferrous metal components to form a corrosion resistant film on the components.

Anti-oxidants. In most environments where a lubricating oil is employed, it comes into contact with the air, often at high temperatures. The harmful results of such oxidation include principally an increase in the viscosity of the lubricant, the development of petroleum oxy acids and the formation of carbonaceous matter. Anti-oxidant additives are used to combat this

problem, usually consisting of hydroxyl phenols or amines.

Viscosity index improvers. A base oil without the addition of viscosity index improvers tends to thicken at low temperatures and become thinner at high temperatures. To arrest this trend, additives are used so that the oil remains thin when cold (thus circulating more quickly and preventing excessive wear), and thickens when hot to retain oil pressure and maintain a good surface film.

Advantages of a high viscosity index include less friction due to viscous drag at low temperatures as well as reduced lubricant loss and lower wear at high temperatures.

Extreme pressure additives. These are chemicals added to lubricants to prevent destructive metal to metal contact in the lubrication of moving metal surfaces where the film of oil is squeezed or wiped out. They function by reacting with the moving metal surfaces to form an adherent film of metallic salts which have a lower shear strength than that of the metal surface. This film acts as a solid lubricant and takes over the task of lubrication when metal to metal contact occurs. This solid lubricant only forms at elevated temperatures which develop locally between moving surfaces under the conditions of boundary lubrication. These lubricants might more aptly be called extreme temperature additives.

Miscellaneous additives. Frequently, an additive treated lubricant will give quite satisfactory overall performance, but will exhibit certain deficiencies which mar that performance and detract from the saleability of the product. For example, an otherwise satisfactory lubricant may tend to cause rust, promote foaming, spark plug fouling, squawk or chatter. Usually the simplest solution is the addition of a corrective additive or fix to the lubricant.

Some of the more important additives are described in the following table.

Additives employed as fixes:

Commercial Designation	Typical Chemicals Used	Principal field of application.
Rust Inhibitor	Alkenylsuccinic acids and derivatives. Alkylthio-acetic acids and derivatives. Substituted imidazolines. Amine phosphates	All types of lubricants.

<i>Anti-foam</i>	Silicones. Organic copolymers.	All types.
<i>Anti-stain</i>	Polyoxo-aluminium acylates. Dibenzothiazole.	Gear oils.
<i>Anti-chatter</i>	Amide-metal dithiophosphate combinations. Amine salt-azomethine combinations. Amine dithiophosphates.	Gear oils for limited slip differentials.
<i>Anti-squawk</i>	N-acylsarcosines and derivatives. Sulfurised fatty acids and esters. Organophosphorous acid - fatty acid combinations Esters of dimerised fatty acids.	Automatic transmission fluids.
<i>Anti-foulant</i>	Chlorinated hydrocarbons	Two-stroke engine oils.

Lifted from the Alfa Magazine by
L.M.

BARGAINS

FOR SALE: Lotus Escort - Minilite Maga, De Carbon shocks, alarm, driving lights, radio/cass. \$450.00.

Contact: Leonard Madar
Phone: 651-1812 (w)
652-2061 (h)

FOR SALE: Mini Sports racer and trailer, home unit at Cremorne, motor bike - all as last month's issue and very, very cheap.

Contact: Mark Anthony
Phone: 43-3873 (w)
918-6948 (h)

"WHAT WERE THE FIRSTS"

PART 1.

The following list of Automotive firsts is only a tip off the ice berg. The motor vehicle's development started long before the actual internal combustion engine was developed especially in such areas as suspension, steering, etc. The wheel for instance was developed some 3500 years BC then redeveloped and redeveloped again until now where it has evolved into a wheel and tyre capable of assisting in steering, stopping and supporting the vehicle.

To knowledge no one has ever made up a complete list of Automotive firsts although "Motor Trend" made a good start with American Automobile First in 1965. These firsts are only a taste of what has taken place in the industry and what took place before the internal combustion engined motor vehicle was produced.

Air Conditioning -

1938, Pacard introduced automotive air conditioning in the USA.

Automatic Transmission -

1904, Sturtevant used the first one in a motor vehicle. It wasn't of today's standard though, a simple centrifugal clutch with low and high speeds.

1907, Stilson produced a hydraulic automatic transmission using a planetary gear train.

1912, an electro magnetic operated automatic was produced by Columbia Magnetic. 1934, First modern automatic introduced by Oldsmobile.

Brakes -

1873, Morcees ran a wooden spoked wheel with metal rims, wooden blocks were used to rub on each rear rim.

1902, F W. Lanchester took out a

patent for disc brakes in Britain.

1904, Sturtevant first introduced air brakes in the USA.

1906, saw the first front wheel brakes by Mercedes, Germany.

1911, the first four-wheel brakes in France designed by Perrot and known as the Perrot Brake System. 1914, Loughhead (Lockhead) developed the hydraulic brake system.

1919, Hispano-Suiza, France and Spain fitted Servo assisted brakes on all four wheels.

1946, Studebaker produced the first self adjusters fitted to all four wheels.

Batteries -

1858, introduced the first lead acid rechargeable storage battery that was later fitted to the motor vehicle.

Bearings -

1930, shell type bearings of a thin walled type were manufactured by Cleveland Graphite Ltd in USA.

Battery Ignition

1893 Duryea had battery ignition although he went back to magnetos again USA

Bumper Bar

1905, "Simms" introduced a pneumatic and rubber front bumper bar.

Bosch

1897, Robert Bosch and Simms produced a low tension ignition system.

1902, Bosch introduced a high tension ignition magneto.

Car

First vehicle undisputedly was produced by Cugnot in 1769, was powered by steam and moved under its own power at a speed of 4.8k/h in France.

1771, Cugnot produced a three-wheel steam tractor.

Car

Isaac de Rivaz, France claims the first ever car produced in 1787 this was powered by steam also Karl Benz, 1885, manufactured his first tricycle.

Daimler, 1885 also produced a cycle and it was found he manufactured his after Karl Benz.

**** DAIMLER AND BENZ ALTHOUGH THEY LIVED ONLY 60 MILES APART NEVER MET.**

1884, A Danish car called a Hammel was supposed to have been built. Historians give this date at 1894 though.

Car

1886, Daimler made his first vehicle.

1886, the first Tricycle was built in the USA although a failure by Charles Duryea.

1893, Duryea brothers built the first successful American Automobile using a two-cycle engine.

Car Show

1900, first all car show was held in the USA.

Chassis

1905, first alloy frame by Rover in 6.B.

1913, Lagonda introduced the chassis and leody as unit construction.

Differential

1828, Pecqueur of France developed a differential that was used on four-wheeled steam waggons.

1893, Duryea used a differential in the USA.

1902, Autocar took out the first patent on a differential, USA.

1913, Spiral bevel was introduced by Pacard, USA.

1926, Hypoid was introduced by Pacard, USA.

1956, Studebaker introduced a limited slip differential for production, USA.

Electric Ignition

Isaac de Rivaz, 1804, used electric ignition, Switzerland.

Electric Car

1834, T. Davenport produced the first electric car in the USA, non-rechargeable batteries were used and it was operated on a track similar to a locomotive.

1847, Moses Farmer, USA, operated the first off track battery operated vehicle.

1881, Jenatoud of France powered a road vehicle using 21 Fulham Batteries.

1894, Duryea, manufactured battery operated vehicles in the USA.

**** FUEL 500 BC.** The Romans used what was called "icilian" a surface oil that was a form of petroleum.

Fuel

15th Century, Gunpowder was used to propel a cannon ball similar to a piston being driven.

1794, Robert Street described what appeared to be a piston engine fueled by turpentine and air, *no drawings are available of this description.

1804, hydrogen gas used as a fuel by Isaac de Rivaz in a piston engine. *In this engine combustion raised the piston rather than pushing down.

1862, Lenoir used coal gas as a fuel.

1876, Petroleum spirit was first made available.

*Petroleum Spirit is from the latin, petra - (rock) oleum (oil).

1893, petrol was first used commercially, brand name "Standard" and sold for 11 pence per gallon.

Fuel Injection

1910, Adams-Farwell, USA made this a National first.

Fuel Additives

1923, Ethyl gasolene, developed by General Motors Research Corporation.

Free Road Maps

1908, the White Car Co, USA, issued maps free of charge followed by Gulf Oil Co in 1913 with modern day maps.

Foot Controlled

Dimmer Switch

1926, General Motors moved the dimmer switch off the steering wheel to the floor.

Fluid Flywheel

1930, Daimler first introduced it to the Motor Car.

Front Engine

Car

Gears

1892, Panhard - Lavassor. Bevel Gears 1878. Bollec of France first used them, then again on the car in 1893.

Gas Turbine

1954, Plymouth, USA, first used one in a motor car.

Glass

1912, Triplex produced first splinterless glass.

1927 Triplex first marketed laminated glass for cars.

Heater

1908, exhaust heated air used as a car heater.

1926, hot water heaters used instead of exhaust manifold heaters.

Hydraulic Valve

Lifter

1929, Cadillac first introduced them USA.

Ignition

1868, Siegfried Marcus, Austria operated a vehicle with magneto ignition

Lights

1893, See Battery Ignition Acetylene carbide light introduced in change of kerosene and oil

1906, first electric light operated by an accumulator.

1909, first dipping device for acetylene lights.

1916, stop lights introduced in USA.

1920, back up lamps were introduced by W. Clair coming on automatically when reverse was selected.

1920, General Motors used the first interior dome light, USA.

1938, sealed beam lamps were first used.

1898, electric lights introduced by Columbia electrics, using parabolic reflectors in headlamps, side and tail lamps.

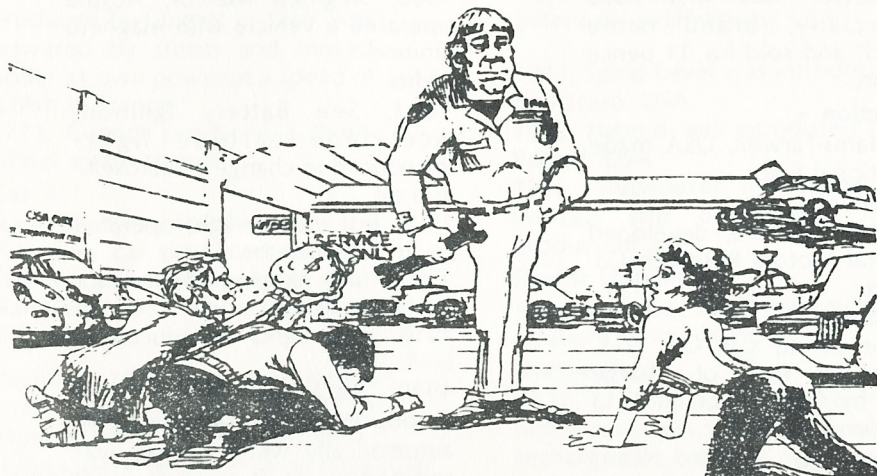
Cont. next month.

FINDING THE RIGHT MECHANIC...

One of the hardest things to do is to find the right mechanic to work on "THE LOVE OF YOUR LIFE" - your car. Some people have searched for years looking for that particular person and only when they've found him do they realise that others have discovered how great he is also.

This leads to the next problem - when can he fit you in to work on YOUR car. Of course, you may have to pay more for his services, but isn't that what owning that special 'pride and joy' all about? So, good luck in your quest for perfection and trouble free driving.

*But once you've found him, never let him go -
be very patient, respectful and kind*



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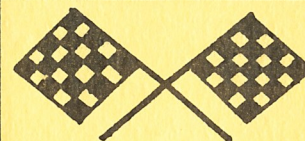
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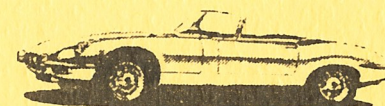
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