

IMPORTANT NOTICE  
FROM YOUR 1986 PRESIDENT

AFTER TELEPHONE CONVERSATIONS WITH YOUR SENIOR BOARD MEMBERS I HAVE DECIDED TO CANCEL THE GENERAL MEETING SCHEDULED FOR JANUARY 8th, 1986.

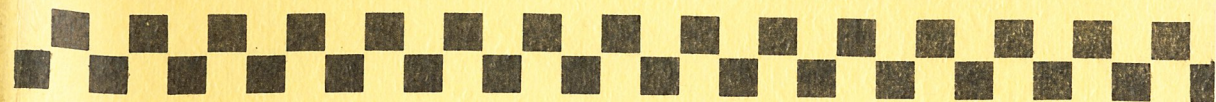
THE MAJORITY OF OUR COMMITTEE MEMBERS WOULD BE UNAVAILABLE BECAUSE OF HOLIDAYS ETC. AND IT WAS FELT THAT BECAUSE OF THE PROXIMITY OF THE MEETING DATE TO THE PEAK HOLIDAY PERIOD MOST MEMBERS WOULD BE SIMILARLY ENGAGED.

THEREFORE PLEASE NOTE OUR NEXT MEETING DATE WILL BE FEBRUARY 12th WHERE OUR PROGRAMME FOR 1986 WILL BE PRESENTED FOR YOUR PERUSAL. MEANTIME IF YOU COULD PLEASE COMMENCE FORWARDING YOUR RENEWAL CHEQUES AND NOTICES FOR MEMBERSHIP AND CAMS FEES TO THE P.O. BOX ON THE APPLICATION FORM IT WILL HELP US TO GET OUR NEW YEAR UNDER WAY.

WISHING YOU AND YOUR FAMILIES THE WARMEST GREETINGS FOR THIS FESTIVE SEASON AND A VERY HAPPY NEW YEAR.

RAY ROSS

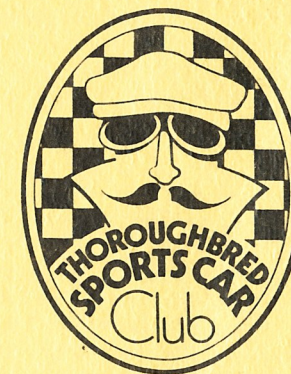
MERRY  
CHRISTMAS



*top*

DECEMBER 1985

*gear*



REGISTERED BY AUSTRALIA POST - PUBLICATION No. NBH 6791

NEWSLETTER OF THE THOROUGHbred SPORTS CAR CLUB



## SUBJECTS 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).

DISTRIBUTOR: Zig Kyzelis, 8 Prestige Ave., Lakemba, 2195.  
Phone: 758-1438 (h) 534-2122 (w).

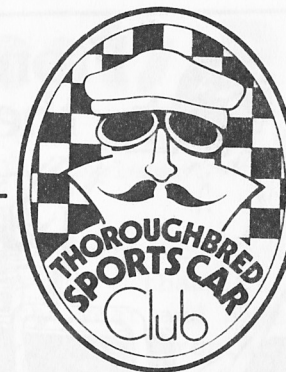
PUBLISHED BY: The Thoroughbred Sports Car Club,  
P.O. Box 84, RIVERSTONE, 2765.

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 by 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, 1/4 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 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.



## COMMITTEE

President: DAVID MUIR, 361 Penshurst St., Chatswood, 2067.  
Phone: 407-2366 (h) 888 7277 (w)

Vice President: RAY ROSS, 25 Taylors Rd., Dural, 2158.  
Phone: 651-2013 (h) 872 3439 (w)

Secretary: MICHAEL DU CROS, P.O. Box 84, Riverstone, 2765.  
Phone: 639-4153 (h) 627-2366 (w)

Treasurer: ROLAND CLARK, 44 Longleat Rd., Kurmond, 2757.  
Phone: (045) 73-1367 (h) (045) 77-2219 (w)

Competition Secretary, BILL GRETTON, 76 Elliott St., Balmain, 2041.  
Phone: 810-2556 (h) 92-0762 (w)

Social Secretary: BRUCE MACBRYDE, 11 York St., Condell Park, 2200.  
Phone: 708-1648 (h) 922-2022 (w)

Editor/Advertising: LEONARD MADAR (as advised)

Magazine Distributor: ZIG KYZELIS (as advised)

Regalia Officer: JOHN HALL, 225 Merrylands Rd., Merrylands, 2160.  
Phone: 637-9483 (w)

New Members Officer: GARRY BRUCE, 21 Barry Pde., Killara.  
Phone: 498-1486 (h) 438-3088 (w)

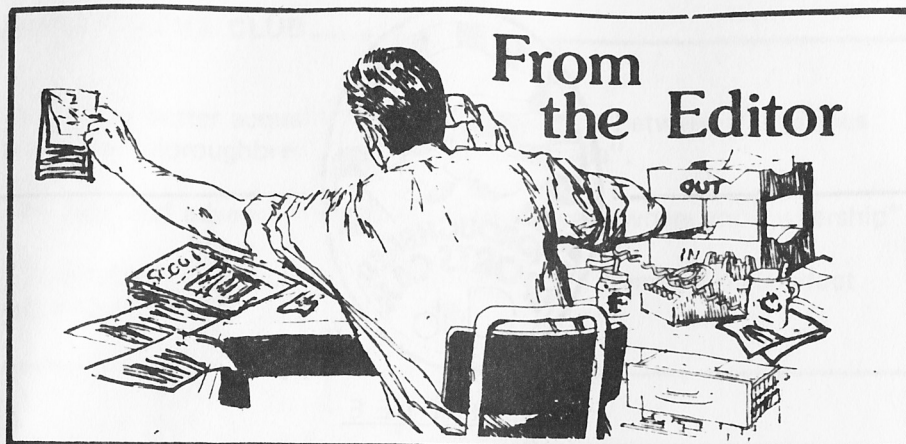
Board Members: JOHN WILLIAMS, 16 English Ave., Castle Hill, 2154.  
CHRIS JOHNSON, 22 Queens Rd., Hurstville, 2220.

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

## CONTENTS:

2 Editorial  
3 Presidents Page  
4 Secretary's Slice  
7 Welcome New Members  
8 Sporting Report  
9 Annual Concours/M'khana

10 Australian Grand Prix  
13-16 Pictorial  
19 Ralph Sarich  
24 The Twelve Days of Xmas  
28 Membership Renewal



There was no November issue of Top Gear because of the mail strike. This issue is the last for the year and my last as Editor and you are in for a treat - many pictures of many events at the cost of many dollars in this issue. I have enjoyed my stint and I am sure Geoff Sara will enjoy his editorship in 1986. Thank you David and committee for a job well done. The club experienced a resurgence in the last few months and this is a good sign for an excellent start in 1986.

Our President for 1986 is the King of the Keyboards - Ray Ross. Ray, speaking for the T.S.C.C., I wish you an excellent year as President and offer you our full support.

Friends, farewell for 1985, see you at the Christmas Party and Presentation.

*Merry Christmas and a Happy New Year.*

LEONARD.

P.S. Thank you to all advertisers for your most generous support in 1985 without which our T.S.C.C. magazine, Top Gear, would not have been possible.

### P I C T O R I A L.

*Pictures from ...  
The Adelaide G.P.  
Motorkhana 1 and 11.  
The Silverdale Hillclimb.  
Fancy Dress Boat Cruise.*

# Presidents Page

My year of office is over and what a topsy turvey year; started year with full complement of committee, end year with few original elected.

Overall, the year has resulted in constant 50% membership turn up at monthly meetings and I thank all members concerned for their support during the year and hope the same support will be given to our newly elected President for 1986, Ray Ross. *Congratulations Ray.*

I would like to express my personal thanks to my 1985 committee for the support given during the year and rallying to accept additional duties in the arranging of social functions, etc., which resulted in very enjoyable outing venues during the year.

I look forward to seeing full complement of attendance at our Christmas Dinner and Trophy Presentation night on Friday, 13th December at the Shakespeare Inn in rural Dural and for those members who have not yet booked, contact Ray Ross (651-2013 home or 872-3429 work.)

In closing, on behalf of Barbara and I, may we extend our best wishes to all members for Christmas '85 and a most prosperous New Year in 1986.

Once again, thank you members for your support in '85 and look forward to utmost support from all members in 1986 to advance the spirit of our Thoroughbred Sports Car Club.

Thank you.

DAVID MUIR.

### ROBERT ANDERSON

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# Secretary's Slice

## MINUTES - OCTOBER MEETING.

Dave Muir opened meeting at 8.20.

Apologies from L. Walker, Jim and Val Peters, Trevor and Vicki Larkey.

Social Report: Xmas Dinner will be held on Friday, December 13th at the Shakespeare Inn, Round Corner, Dural (Full details in magazine), \$23 per head.

Ray Ross announced that the Concourse has been postponed and will now be held on November 10th (combined with a motorkhana) at the Fiat Grounds, Richmond.

Roland Clark has organised a cruise on November 23rd, M.V. Jane Grey, departing Birkenhead Point at 7.30, \$27.50 per head. Up to 50 can come aboard for \$27.50 each.

The Children's Party has been changed - check magazine for details.

Len Madar had sup. regs. for Oran Park Supersprint October 20th at the last motorkhana, 15 people came along for an enjoyable day. Len has introduced a system of time penalties for non-classic cars.

Len is still accepting orders for T-shirts. Response to date has been poor. He suggested the club purchase a camera for the magazine. Dave Muir offered an old one of his, gratefully accepted.

Triathlon - Ray Ross unable to compete, Mark Anthony to be contacted to see if he might be interested.

Bob Smith has kindly offered to pick up a video for the club on his next overseas trip, might be available next meeting.

Gary Bruce knows of some difficulty to get videos (not that type) and it was generally agreed to have a video show at the meetings on a regular basis.

Discussion about the need to ensure a good roll up at our social events to cover the quite high costs involved. The Ferrari Club is holding a Dyno testing day on the 12th October, it is possible that some of our members may attend; contact Trevor Larkey.

Evidently, club rules allow nominations for the forthcoming elections to be held this meeting; the following nominations were received:

Len Madar nominates Ray Ross for President.

Adrian Walker nominates Len Madar for Sporting Secretary.

Gary Bruce nominates Roland Clark for Treasurer.

Dave Muir nominates Gary Bruce for Vice President.

Gary Bruce nominates Debbie Gough for Social Secretary.

Ray Ross nominates Lionel Walker for Sporting Secretary.

Geoff Sara nominates Zig Kyzelis for Editor.

Adrian Walker suggested the formation of sub-committees to help the onerous positions, i.e., Sporting Secretary and Social Secretary.

Meeting closed.

MIKE DU CROSS.

## MINUTES - NOVEMBER MEETING.

The meeting began at 8.20 with Dave Muir welcoming new member Ian Dreghorn.

Apologies from Zig Kyzelis and John Burton. John sends his regards to the members and expects to be back in Sydney early next year. Roland Clark received a card from John and Sue Williams, they will be returning soon. A welcome to Trevor and Vicki Larkey back from their overseas trip.

Sporting Report: Len Madar told of recent Oran Park meeting, the club fielded three entries, himself, Vic Andrews and Mark Anthony. Mark has sold his Corvette and bought a new black XJS.

The club's motorkhana on the 10th November, 1985 saw eleven entries with everyone hopefully having an enjoyable day.

Results: Dave Muir first, Lynda du Cros second, Jim Peters and Lionel equal third. The year's motorkhana points total being: Dave Muir first, Len Madar and Ray Ross equal second, Lynda won the Ladies with Judy Andrews only one point behind.

Social Scene: Roland Clark reported that the response to the Harbour Cruise has been poor. It was decided to have a ring around to promote the cruise, kids Xmas Day and the Xmas Dinner.

Concourse: Ray Ross reported that after a slow start enough members arrived to make the day worthwhile. Lester Gough with

his very smart looking 308GTB won the day. Ray and the club would like to thank Richard Nathan for judging the event with his usual skill.

An invitation to the Motor Club Show '86 has been received. After some discussion, it was decided not to accept. The last show gained few new members for the club and difficulties were encountered in manning our stand.

Trevor and Vicki extended an invitation from the Ferrari Club to their concourse at Campbelltown. A subsidised lunch for \$10 is available.

Finances: Roland Clark calculates the present balance at \$920, generally regarded by Roland to be satisfactory for this time of year, considering it is not our object to accumulate funds.

General Business: The club wishes to express its thanks to Bob Smith for purchasing the club's new video machine.

Debbie Gough still has not been receiving the magazine. Trevor suggested a source for club trophies at Chatswood. Adrian Walker felt combining the concourse and the motorkhana was a good idea. Trevor gave a description of recent Dyno day held by the Ferrari Club, some members expressed interest in attending such a day; Trevor's talk of glowing motors deterring them little.

#### Election of 1986 Committee:

After a brief though bloody skirmish (the gentle reader will be spared the sordid details) the following names and positions were matched.

President - Ray Ross.  
Vice President - Gary Bruce.  
Secretary - Deborah Gough.  
Treasurer - Roland Clark.  
Competition Secretary - Lionel Walker.  
Editor - Geoff Sara.  
Magazine Distribution - Zig Kyzelis.  
Social Committee - Dave Muir.  
Lester Gough.  
Jim Peters.  
New Members Officer - Gary Bruce.  
Regalia - Dave Muir.

Val Peters proposed vote of thanks to the outgoing committee. On a personal note, I would like also to thank the committee

and club members generally for the assistance and tolerance they have shown me this year.

MIKE DU CROS.

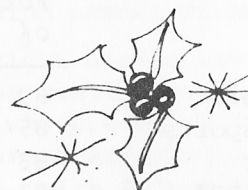


Those of you who attended our last General Meeting would have met young Ian Dreghorn, our newest member. Ian resides in Roseville, not far from Dave Muir, and works for Richardson & Wrench in Crows Nest. So if you are buying/selling real estate, give him a call.

As he drives a Renault 18, his interests lie more in motor-khanas than in speed events. There is a bit of a conflict in this, as he also describes himself as 'a bit of a greenie.'

Welcome, Ian.

GARRY BRUCE.



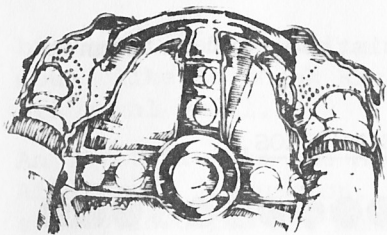
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# SPORTING REPORT

1985 has been a very close pointscore for the Drivers Championship and the champion will only be determined at the last race at Oran Park on December 8th. Mark, Vic, Ray and I are the front runners. The T.S.C.C. has a good field of 8 entered for the day.

The last motorkhana in November was a great success with Dave first, Linda second, and Jim and Lionel equal third. The overall winner of the motorkhana series is 1st - Dave, Ray and myself - equal 2nd, Rob and Mark - equal 3rd.

LEONARD.

Concours Points: The '85 concours was won by Deborah and Lester in their magnificent 308 Ferrari - see, he did have one after all!! *Congratulations.*

|                    |                    | Points out<br>of 100. |
|--------------------|--------------------|-----------------------|
| Lester and Deborah | Ferrari 308 GTB    | 89 points.            |
| Dave               | Porsche 911 sports | 85 points.            |
| Ray                | E-type Jaguar      | =83 points.           |
| Roland             | Aston Martin DB4   | =83 points.           |
| Vicki and Trevor   | BMW 323i           | 77 points.            |
| Len                | Alfa Romeo GTV2000 | 74 points.            |
| Rob                | Marcos GT          | 73 points.            |
| Adrian             | Ferrari 308        | 55 points.            |
| Lionel             | Jaguar 3.8         | 30 points.            |

Thanks to Richard Nathan for judging yet another T.S.C.C. concours.



# ANNUAL CONCOURSE/ MOTORKHANA

*or: Yes, Richard, we will have a class for ride-on mowers.*

Well, anyway thats how it looked to your harassed organiser around 10.30 a.m. on Sunday, November 9th at the Fiat Grounds at Richmond. I couldn't think of what I had done wrong.

I had organised a top day in the weather department, a R.A.A.F. fly past for the winner (just because they were on their way to the air show is beside the point) and a new rules motorkhana in the p.m. I mean, what else could you want??

However, as they say in the classics, alls well that ends well and I would like to thank our twelve eventual starters and our judge, club member Richard Nathan, for officiating on the day.

The outright winner was Lester Gough in his Ferrari (yes, folks, he really does have a Ferrari) second was Kermit the Porsche who proved she was not just another pretty face in the p.m. grass scattering competition owned, of course, by President Dave, with Roland Clark and yours truly finishing on equal third place. As our Editor, Len, has all the results, perhaps he might give full listings from our complex scoring sheets of our entire entry.

RAY ROSS.



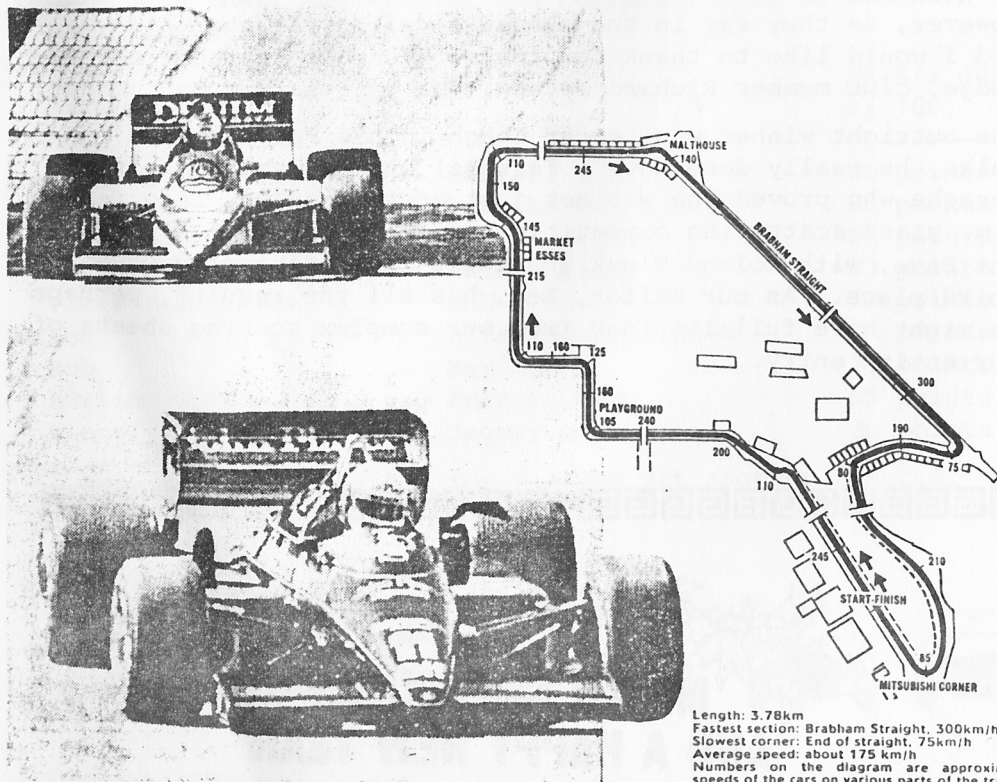
# AUSTRALIAN GRAND PRIX

## A GRAND PRIX WEEKEND PLUS TWO OR THREE.

Since I was the final pick up (the story of my life) Messrs. Peters, Muir, Madar and myself departed Sylvania Waters at 1400 hours Wednesday, 30th October in what proved to be a 'record braking Ford' (Jim the Reocrd Holder will explain.)

The first night stop was the "Fig Tree Motel" at Naranderra; the trip was uneventful apart from a few choice Grand Prix jokes. We can recommend the Fig Tree as a stopover with its very acceptable dining room and our room, prepared to sleep four, looking like something from the Three Bears, with Jim acting as Mother Bear. None of us ate the porridge!!

We left Naranderra at 0600 hours next morning and with everybody having a driving stint we arrived at the Park Royal, Adelaide at approximately 1400 hours Thursday, at which time



Length: 3.78km  
Fastest section: Brabham Straight, 300km/h  
Slowest corner: End of straight, 75km/h  
Average speed: about 175 km/h  
Numbers on the diagram are approximate speeds of the cars on various parts of the track

we enjoyed cold drinks around the pool (and lots of other times).

We must admit, rather shamefully, that we did not go trackside until Saturday morning, having enjoyed the delights of the Barossa Valley, which included a well-conducted tour of Orlando's and a very pleasant lunch at the Pheasant Farm Restaurant. We were joined in these delights by Messrs. Trevor Larkey and Roland Clark.

Saturday morning saw us seated on our 'gold' cushions at Rundle Road Corner (I have since spoken to people who were sat in 'silver' chairs at the same location.) Practice for Formula One saw the driving, speed and noise expected from such drivers and machines. Class 'A' sedans proved exciting as usual; their suspensions being far more fidgety on our 'corner' - all drivers pushing their cars to the limit, some over it. Aerobatic flying displays and vintage car parades added to the day's enjoyment.

Saturday night saw the largest group from T.S.C.C. congregated at the Pasta Palace, where a good time was had by all; eating, drinking, spoon balancing and manufacturing paper aircraft from table napkins, much to the annoyance of the owner and ground-floor patronage.

Sunday morning saw us (well some of us) up bright and early ready for the Grand Prix and armed with our specially prepared ear-plugs, we went trackside. Just prior to the Grand Prix, an 'unexpected F118', flying fast and low over our stand, started the adrenalin flowing.

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he Grand Prix excitement, noise and smell came up to expectation and since we could only see 500 yards of straight and one corner, we had to wait for the TV replay to appreciate the total race strategy.

e enjoyed this later in the cool of our Hotel room with sufficient cool drinks. Next morning we left for Sydney, which was a good trip, marred by only one thing which rythmes with Madar and is mobile - poor David!!

wonderful long weekend. Well done, Adelaide and Adelaide was well done . See you next year.

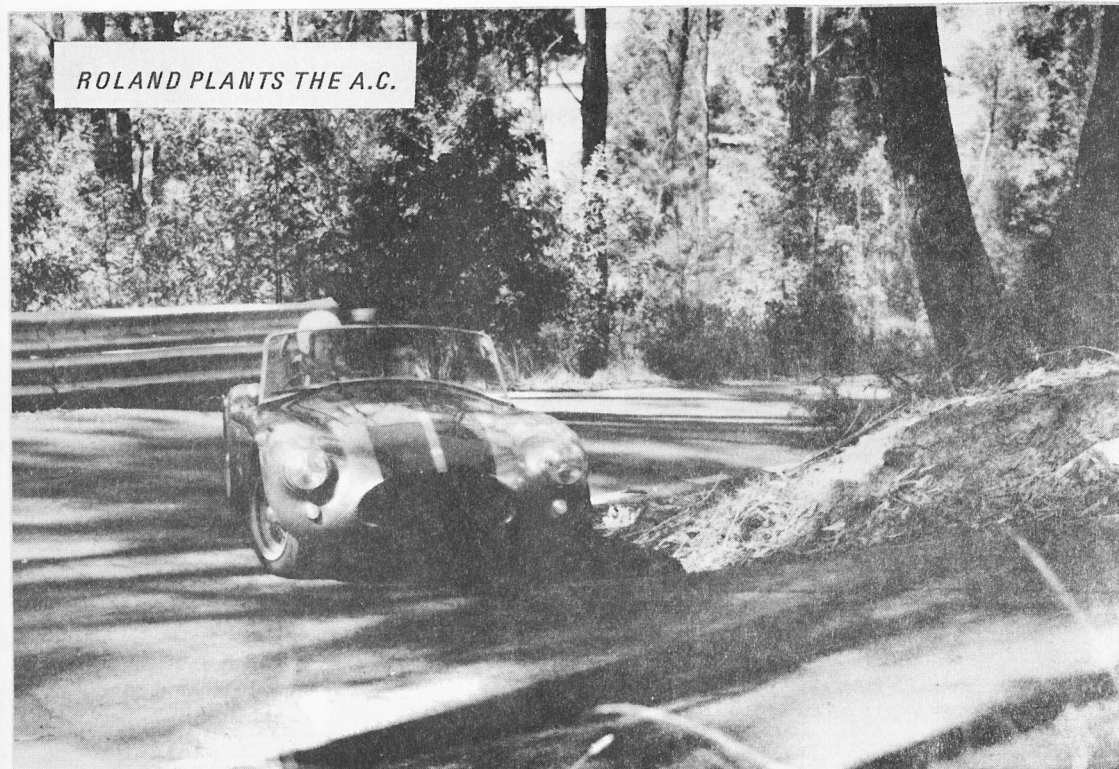
TOM COOPER.

Adelaide "Pits" Reporter.

## GRAND PRIX GRID POSITIONS

|    |    |                  |            |          |
|----|----|------------------|------------|----------|
| 1  | 12 | AYRTON SENNA     | J.P.S      | 1,19.843 |
| 2  | 5  | NIGEL MANSELL    | Williams   | 1,20.537 |
| 3  | 6  | KEKE ROSBERG     | Williams   | 1,21.887 |
| 4  | 2  | ALAIN PROST      | McLaren    | 1,21.889 |
| 5  | 27 | MICHELE ALBORETO | Ferrari    | 1,22.337 |
| 6  | 8  | MARC SURER       | Brabham    | 1,22.561 |
| 7  | 17 | GERHARD BERGER   | Arrows     | 1,22.592 |
| 8  | 15 | PATRICK TAMBAY   | Renault    | 1,22.683 |
| 9  | 7  | NELSON PIQUET    | Brabham    | 1,22.718 |
| 10 | 11 | ELIO DE ANGELIS  | J.P.S.     | 1,23.077 |
| 11 | 18 | THIERRY BOUTSEN  | Arrows     | 1,23.196 |
| 12 | 16 | DEREK WARWICK    | Renault    | 1,23.426 |
| 13 | 23 | EDDY CHEEVER     | Alfa Romeo | 1,23.597 |
| 14 | 22 | RICARDO PATRESE  | Alfa Romeo | 1,23.758 |
| 15 | 28 | STEFAN JOHANSSON | Ferrari    | 1,23.902 |

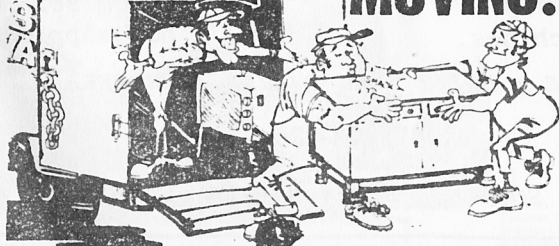
ROLAND PLANTS THE A.C.



MARK AT SPEED

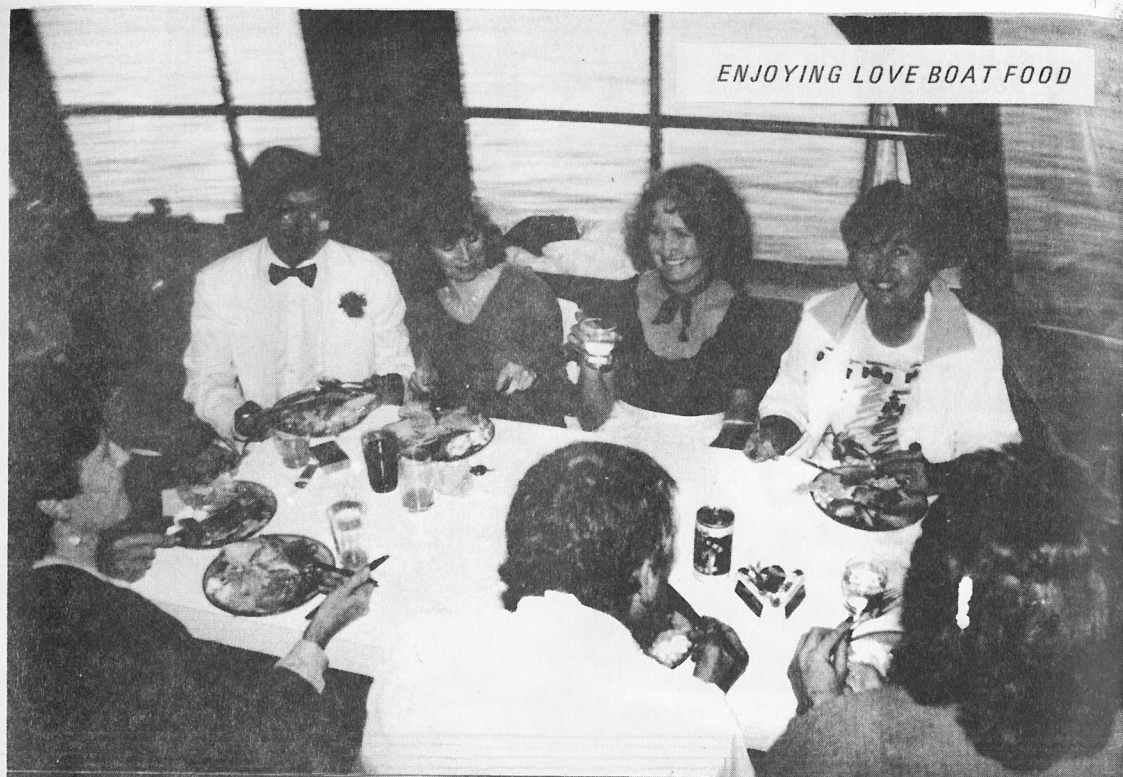


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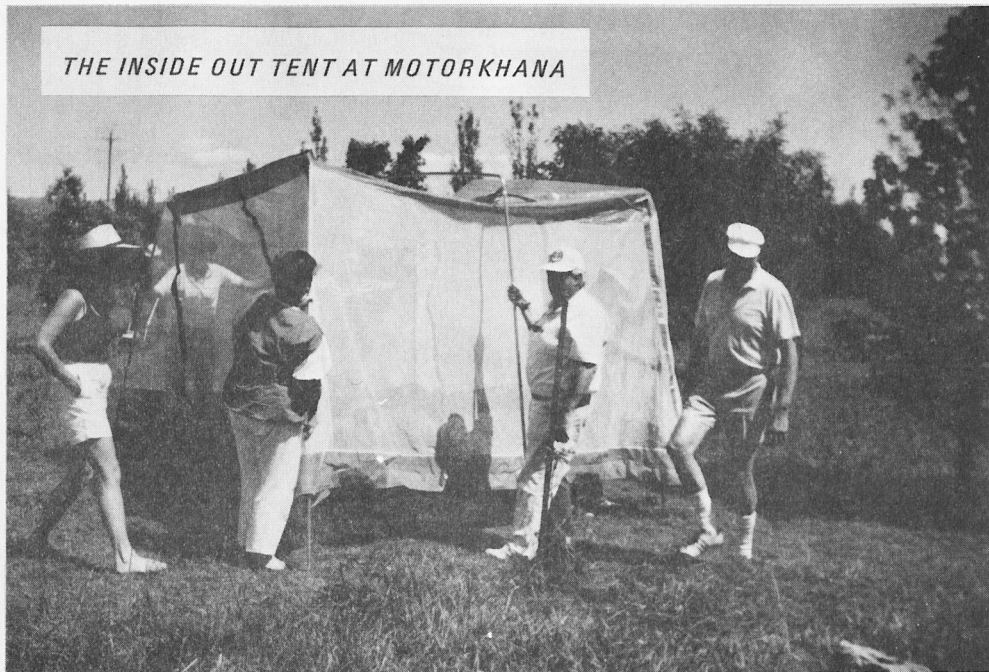
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When ordering by mail, add \$1.50 per item for postage (except for decals and cloth badges, for which you add 50 cents.)

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LEONARD MADAR.

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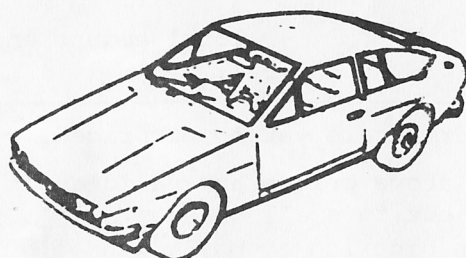
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# Ralph Sarich

Conclusion

The Sarich system injects the fuel with a blast of air, and passes it over an atomiser just before it enters the chamber giving an incredibly light misting which, in time lapse photography, is much superior to that given by electronic injectors from Europe. The direction of the injector nozzle was experimented with over a long time and at one stage a test engine was operating with each chamber receiving fuel from a slightly different direction. Emissions were monitored from all chambers individually. Sarich now has a design which keeps the fuel mist in the centre of the chamber, away from the corners, and with his OSCAR head - Orbital Staged Combustion - results are very good and well within ADR27A.

The original brief was to design an injection system to make the orbital engine clean, but the system is just as happy with a piston engine.

The main component in its manufacture is plastic and it has far easier design and construction tolerances than conventional systems. Durability should be as good as a carburettor.

Sarich is one of the few people working for Orbital who has no university degree or formal engineering qualification. He started as a fitter and turner and studied engineering at a

technical school. Most of his staff are more qualified than he. He is guided by them but has the final word. He admits that boredom sometimes nags him and he longs to be involved in some other field from time to time. A few years ago he adopted a hobby project to design a water device that connects to a garden tap and automatically turns a sprinkler off at a preselected time. It is driven purely by water pressure and is simple and cheap. A garden products company snapped it up and it can now be bought at most hardware shops.

He started the orbital project on money he'd made in land transactions during the West Australian mineral boom of the early 70's and after 18 months and \$80,000 - most of it his - he got the backing of BHP.

And while many inventors may consider Sarich lucky, he discounts the idea of luck completely. "It was hard, dedicated work," he says. "At one stage BHP was scrutinising our operation every six months. We've certainly had to justify our existence and it's very hard in a research and development operation like this to show progress every six months. The scrutinies are now annual. And they're tough. BHP have been excellent throughout. We've had our differences from time to time but overall the relationship has been good and I don't think BHP has ever been given full credit for the risk it is taking."

What happens if no one takes the orbital up? What if it fails?

"Well, we're capable of other engineering and development work here," he says. "We handle highly sophisticated technology and we're very specialised. I think we'd survive." Defence and aircraft people would make up a major proportion of Sarich's customers if he had to go out looking for survival work.

"The backyard inventor could never make it alone today," he says. "Those days are gone. It's all team effort these days. Look at the staff here. They've all contributed tremendously to the project. You can't do it on your own. There are techniques of building, production and marketing that can't be performed by one individual, especially if he's aiming at a mass market. And the costs are enormous."

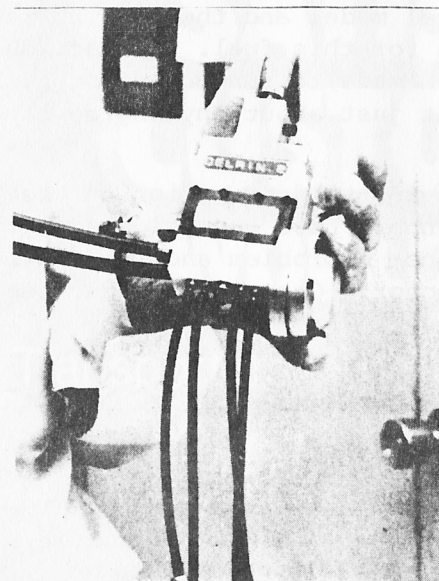
#### THE ROCKY ROAD AHEAD.

Nobody is pretending the path ahead for the orbital engine is smooth - least of all Sarich and his staff. Projects being

worked on include a diesel orbital, smaller three and five-chamber engines and, as a spare time job, a machine that does 3500 mph!!

The Orbital Engine Company is an impressive operation. Although tiny in comparison to the research and development facilities operated by most vehicle manufacturers, it can nevertheless take any engine and run a full test on emission levels to the standard required by ADR27A. It can run a fuel consumption sequence to the standard of AS2077. It can measure the rate of burning of fuel inside an engine and the speed and extent of the flame, and its computer can graph the results while you stand and watch. It can build almost all the components that go to make up an orbital engine, and it has been instrumental in bringing local companies up to a sufficient level of expertise to be able to do the only thing it can't - make the castings. It can measure the hardness of alloys and monitor the stresses imposed on parts during their operation. And it can plot the aerodynamics of variously shaped heads.

It can even build a vehicle that can achieve 950.5 km/l (2685 mpg). That's the car that won the 1980 Shell Mileage Marathon, built in just five months by the design staff as a spare-time exercise. That same staff now believes it can build a vehicle that will top 3500 mpg.



Small, light fuel injection system (left) has big future. Pic above shows engine's size advantage over piston power.

The company's coordinating engineer, Ken Johnsen, believes one of the major breakthroughs achieved with the engine is the controlled rate of burning brought about by head design and the unique motion of the piston.

At its top dead centre position the piston neatly divides the head into two separate cells. The rate of burning can be controlled very accurately by the amount of gas allowed to flow from the inactive cell to the cell containing the spark and igniting fuel. The rate of feed of unignited gas into ignited gas is determined by the shape of the head. Monitoring equipment which tracks the rate of spread of the flame allows engineers to plot the most efficient burn possible. Flame and mass burn rates are two to three times that of a conventional motor, and this Orbital Staged Combustion (OSCAR for short) has been one of the key advances in making the orbital engine economical.

Johnsen says the orbital achieves excellent low-end torque, better than a comparable piston engine, but is reticent when asked about power.

"Power comes with engine speed and so far we have not taken an orbital to more than 4500 rpm in testing. Speed is achieved through dynamic weight reduction not feasible in prototype construction. And we designed the current engine model to be competitive with big displacement, low revving American motors," he said.

The company has looked at a diesel model and there is no reason why an orbital couldn't be built for this fuel. In fact during testing the orbital has even been made to run on hydrogen, but Sarich is quick to point out that just about any engine can be made to run on that fuel.

An orbital engine has never been run to destruction on the test bench although many hundreds of hours have been clocked up. Sarich feels that durability is not a problem and the engine should easily outlive a piston motor. Once in a production environment the orbital would have fewer moving parts.

#### AN EACH WAY BET !

An Irish vicar, having advertised for an organist, received the following reply: "Dear Sir: I noticed you have a vacancy for an organist and music teacher, either lady or gentleman. Having been both for several years I would like to offer you my services".

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## THE TWELVE DAYS OF CHRISTMAS

14th December:

My dearest darling Ian,  
I went to the door today, and the postman delivered  
a partridge in a pear tree. What a delightful gift!  
Thank you, darling, for the lovely thought.

With deep love and affection always,

Your everloving Agnes.

15th December:

My dearest Ian,

Today the postman brought your very sweet gift -  
two turtle doves. I am delighted - they are adorable.

All my love,

Your everloving Agnes.

16th December:

My dear Ian,

Oh, how extravagant you are! I really must protest,  
I don't deserve such generosity. Three French hens -  
I insist you are too kind.

Your loving Agnes.

17th December:

Dearest Ian,

The four calling birds I received today are lovely,  
and should be good company for the hens, doves and  
partridge. I really must think of getting an aviary.

Your loving Agnes.



18th December:

Dear Ian,

What a surprise! Today the postman delivered five  
gold rings, one for every finger. You really are  
impossible, but I love you. Frankly though, the  
birds are beginning to squawk and get on my nerves.

Regards, Agnes.

19th December:

Dear Ian,

When I opened the door this morning, there were  
actually six bloody great geese laying eggs all over  
the front step. What on earth do you think I can do  
with them all? The neighbours are beginning to  
wonder what the smell is and I can't sleep. Please  
desist.

Yours, Agnes.

20th December:

Ian,

What is it with you and these rotten birds? Now I  
get seven swans-a-swimming. Is it some sort of  
goddamned joke? The house is full of bird droppings,  
and it's not funny any more. Stop sending bloody  
birds!

Lay off! Agnes.

21st December:

O.K. Buster,

I think I prefer the birds. What on earth am I  
going to do with eight maids-a-milking? If it wasn't  
enough with all those birds, now I have eight cows  
adding to the mess in my house and mooing all night.

Agnes.



22nd December:

Look, numbskull,

What are you? Some kind of nut? Now I have nine pipers playing, and do they ever play! When they're not playing their bloody pipes, they're chasing the maids around the house. The cows keep mooing and treading all over the bloody birds. The neighbours are threatening to have me evicted. Stop!!!

Agnes.

23rd December:

You swine!

Now we have ten ladies dancing. How on earth anyone can in fact call these tarts "ladies" is beyond me. They're keeping the pipers awake all night long, and the cows can't sleep, and they've got diarrhoea, and now my living room is unlivable. The landlord has declared the building unfit for habitation. Get lost!

Agnes.

24th December:

Listen, you rotten cad!

What with eleven lords-a-leaping all over the maids, well, we shall never walk again. The pipers are fighting the lords for the crumpet, and I'm beginning to worry about their relationship with the cows. The birds are dead and rotting, having been trampled during an orgy. I hope you are satisfied, you creep.

Your sworn enemy, Agnes.



25th December:

You unspeakable monster!

The twelve drummers drumming have teamed up with the pipers in making one hell of a din. Both lots have been doing something unusual with the lords, as well as the cows, and who knows what's happened to the milkmaids? They've probably drowned in the living room by now. The only way I have been able to save myself from the pipers, drummers and lords has been to hide in the bloody pear tree, which has been so well fertilised it's grown through the roof.

Thank God it's finally Christmas,  
Agnes..



*A Very Happy Christmas and a Great New Year to Everyone  
from Geoff and Zig – your 1986 Editors.*



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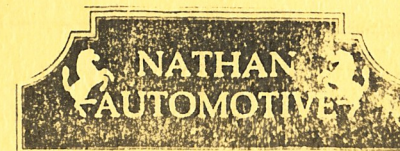
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