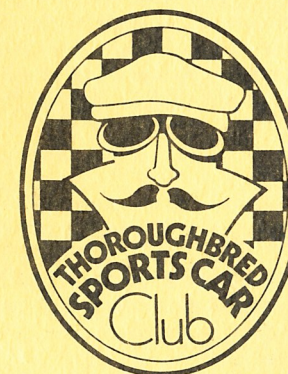




top *gear*

JULY 1985



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.

COPY DUE THE SUNDAY AFTER CLUB MEETING



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)

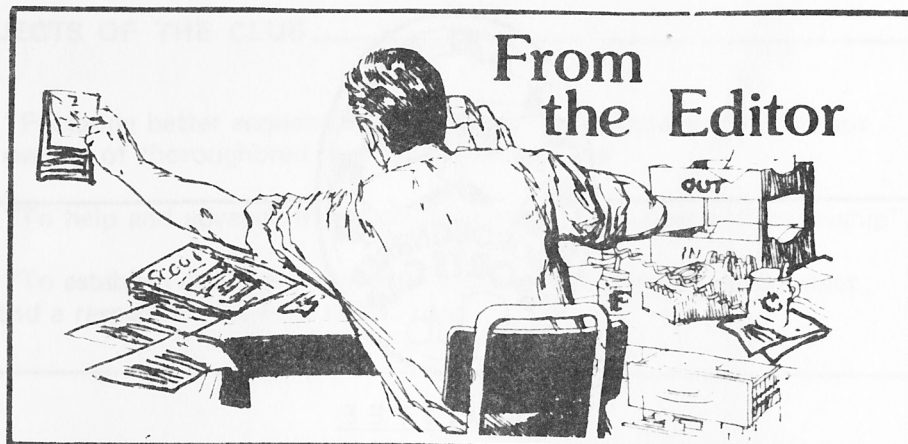
New Members Officer: GARRY BRUCE, 21 Barry Pde., Killara.
Phone: 498-1486 (h) 438-3088 (w)

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.

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Thank you Vic Andrews for the "Owners View" story and pictures; I enjoyed reading it and I would like to encourage all members to send in articles for this section.

I have never knocked back an article yet and look forward to being the editor of Top Gear rather than the author.

We have passed the half year mark and a big thank you is in order for all our generous advertisers - particularly Rob Anderson who has moved to Adelaide but continues to advertise.

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Calendar

JULY	10th	CLUB MEETING - 8. p.m. Sydney Rowing Club
	21st	PRESIDENTS BREAKFAST RUN - T.S.C.C. - Bacon & Eggs with Tennis at Brooklands. Bookings David Muir.
	27th	ORAN PARK SUPERSPRINT - U.C.C. - Supplementary Regulations from Len Madar.
AUGUST	4th	BATHURST FLYING FIFTH - Contact Bill Gretton.
	9th	DINNER SHOW.
	11th	ORAN PARK SUPERSPRINT - NSW R.R.C. - Contact Bill Gretton.
	14th	CLUB MEETING - 8 p.m. Sydney Rowing Club.
	25th	LAP DASH - A.R.D.C. - Liverpool Speedway.
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/CONCOURSE - 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 - NSW R.R.C. -
Contact Bill Gretton.
- 11th CLUB MEETING - 8 p.m. Sydney Rowing Club
- 14th CHRISTMAS DINNER/TROPHY PRESENTATION -
Bookings Bruce McBryde.

Presidents Page

What's happening to 1985? We are at the half-way mark already and I would like to thank members for their support in the first half of 1985 and look forward to increased support in the second half of 1985.

As you will have noted in our June issue, we have recorded some 52 members to date and enjoyed great support at our monthly meeting, averaging 25 plus.

I had a visit from our Southern State Club member, Robert Anderson, last weekend and Robert reported his new Chiropractic practice in down town Port Lincoln, Adelaide is going well and asked to pass on his regards to all members.

Robert informed me he is in full flight rebuilding his Scimitar and reported he will return to compete in club events. We look forward to enjoying your company once again. "All the best" with your new venture.

Must close now as it is 1.30 a.m. and the Mystery Bus Trip does start this morning and Australia is batting well.

Remember your coming "Club Calendar Events."

See you all at our next club meeting.

Your President.

DAVID MUIR.

Secretary's Slice

JUNE MINUTES:

Meeting began at 8.20 with welcome to new member, Dennis Mitchell.

Apologies from Jim & Val Peters, Bill Gretton.

Minutes from May read.

Dave Muir has supplementary regulations for Lap Dash at Amaroo on Sunday. A.R.D.C. has asked for entries for a lap dash at Liverpool Speedway on August 25th. This event will be treated as an invitation event as our calendar is quite busy in August.

A report on Oran Park Lap Dash run by Alfa club; event marred by rain - several spin-offs and incidents.

Social Scene: next event - Bus trip on June 30th.

Bowral weekend last month was similar to last year's - tennis, log fires and cool weather (cold??)

Regarding the next Breakfast Run, please keep an eye on the calendar and ring to confirm.

Correspondence: Dave received a nice letter from Rolly Boldy advising his resignation from the club due to family commitments.

Len Madar has spoken to Geoff Belshaw about T-shirts with the club emblem; order form will appear in magazine for same.

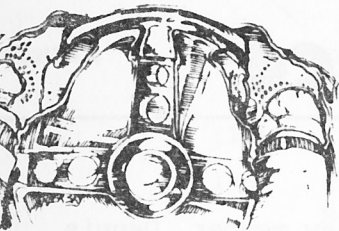
General Business: Appeal for portable T.V. to show videos at the meetings - Gary Bruce obliged. There are several interesting tapes available to the club.

Len is after more driver - car stories for the magazine.

Roland Clark gave some details of the plane used in the series "Flight into Hell" - RAAF at Richmond modified a Jaguar engine for the exercise.

It was good to see John Hall at the meeting after his serious accident.

MIKE du CROS.



SPORTING REPORT

Amaroo Park - Supersprint - 16th June: Arrived 8.30 a.m.; did not get a drive till 1.30 p.m. - cheesed off - 97 cars racing the day, far too many! Good to see Paul Colman rejoining the racing ranks with his new Torana XU1.

The event, being run by the A.R.D.C., the competition was fierce and there were some very fast runs recorded, but not by the S.C.C. in comparison. I think Ray Ross said he recorded his fastest time ever at Amaroo with a 62.70 seconds - so congratulations, Ray. Mark Anthony was not happy with his Corvette's performance and will be fitting new brakes. Vic Andrews and I ran as a pair in the sprints and had an enjoyable day.

Graeme Cox's Lotus Escort was still layed up from the last meeting, the damage being worse than expected - the whole front of his car has been moved 2" sideways and he is in for an extensive rebuild.

There were many T.S.C.C. spectators on the day:- Lionel and Brian Walker motoring out in Adrian's beautiful new Ferrari; Deborah and Lester Gough also in their beautiful Ferrari; Billy and Derek Smith in their Mini Cooper which they have almost finished; Margaret Ross and the Ross clan; and Vic Andrews' little son.

F.T.D. was Geoff Rose of the A.R.D.C. driving a Torana in the Sports Sedans 3001 - 6000 c.c., with a time of 55.79 seconds. Ian Richards laps at 55 seconds in the Australian Touring Series, and Kevin Bartlett does it in 50 seconds driving the De Tomaso in the Sports G.T. class; so you can see there were some fast peddlers on the day. I must say that Ray's motor cost \$300 and Rose's motor cost \$10,000 - so nothing that a squirt of liquid gold couldn't fix! Right, Ray!!!!!!

Results:

Prod. Touring (2001-3000)	Paul Colman (Torana)	71.34 seconds.
		6th in class.
Sports Sedans (3001-6000)	Ray Ross (Torana)	62.70 seconds.
		8th in class.
Prod. Sports (0-6000)	Len Madar (Spitfire)	67.90 seconds.
		3rd in class.

Formula Libra

Mark Anthony (Corvette) 73.05 seconds
4th in class.
Vic Andrews (A.V.S.) 66.27 seconds.
3rd in class.

* * * * *

Bill Gretton is in England taking in some cricket amongst other things and has asked me to get the racing score up to date for you. The points are scored in the following manner:-

F.T.D. (of all the clubs on the day) 5 points in addition to those of 1st in class.

<u>1st in class</u>	4 points.
<u>2nd in class</u>	3 points. (Minimum of 3 entries).
<u>3rd in class</u>	2 points. (Minimum of 4 entries).
<u>Appearance</u>	1 point (Includes D.N.F. and D.N.S.)
<u>"R"</u>	denotes "Rookie" and this person is defined as one who has not had more than 3 speed events with the T.S.C.C. at their commencement.

Points are not awarded for placings within the T.S.C.C. as this puts a Production Mini against a Sports Sedan Torana and is not evenly balanced. In other words, a Production car, which is what the T.S.C.C. is made up of, can win the T.S.C.C. Drivers Championship.

Points on the Drivers Championship to date are:-

Mark Anthony	10 points.
Dave Stone (R)	6 points.
Ray Ross	6 points.
Vic Andrews (R)	6 points.
Graeme Cox (R)	5 points.
Len Madar	5 points.
Dave Mason (R)	5 points.
Bill Gretton	1 point.
Louis Guinan (R)	1 point.
Mark Douglas (R)	1 point.
Garry Bruce	1 point.
Paul Coleman	1 point.

Congratulations to leader Mark, and leading rookies Dave and Vic.

LEONARD MADAR.

UBMAN POINTS.

e point is awarded for appearance at events, both social and
orting and including the bus trip. Ray and myself are the
ear leaders on equal 12 points. More detailed scores will
appear in the next issue.

LEONARD MADAR.

MEMBERSHIP ADDITIONS AND CHANGES:

lease alter membership list which was published in last month's
magazine as follows, and add new members.

Change of address:

erek and Sally Smith

86 Delange Road, Putney. 2112.

Telephone: 808-2860.

an & Geoff Belshaw

42 Alexandra Crescent, Bayview. 2104

Telephone: 997-4953 (h).

Renewal:

aul Colman

8 Hibiscus Street, St. Clair. 2759.

Telephone: 670-2758 (h).

New Member:

aris Noonan

6/10 Ultimo Road, Sydney. 2000.

Telephone: 211-3610 (w).

Jaguar E-type.

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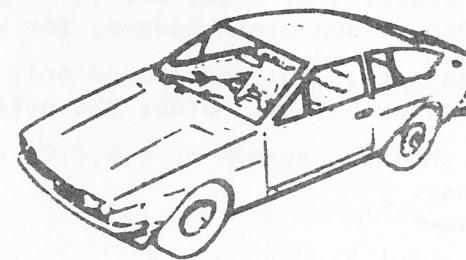


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No. Size

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☐ Sm

☐
☐ S.

☐
☐ L.

☐
☐ XL

Cloth Badges Each: \$ 4.00

☐

Total amount enclosed: \$ _____

Car Decals yet to be priced.

The above prices are valid as at date of writing and may be
subject to small changes.

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

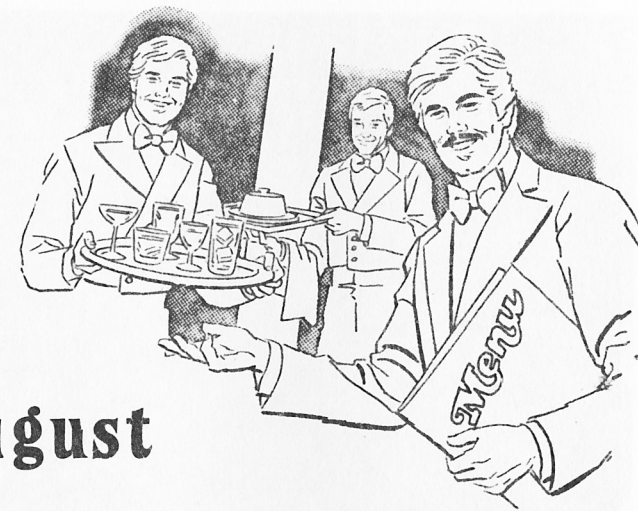
Please note: This is a once only order and I will wait for
our money before I order the articles.

Make cheques payable to T.S.C.C. and send them to my work
address.

LEONARD MADAR.

Dinner Show

9th August



Golden Garter Theatre Restaurant

121 Crown Street, East Sydney.

7.30 p.m. till 11.15 p.m.

\$24 per head, includes

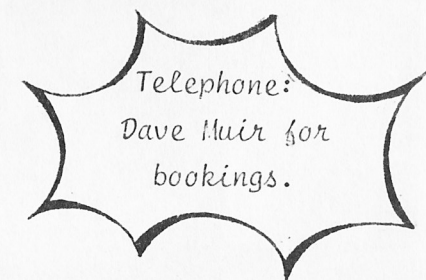


5 course meal

and show

and disco.

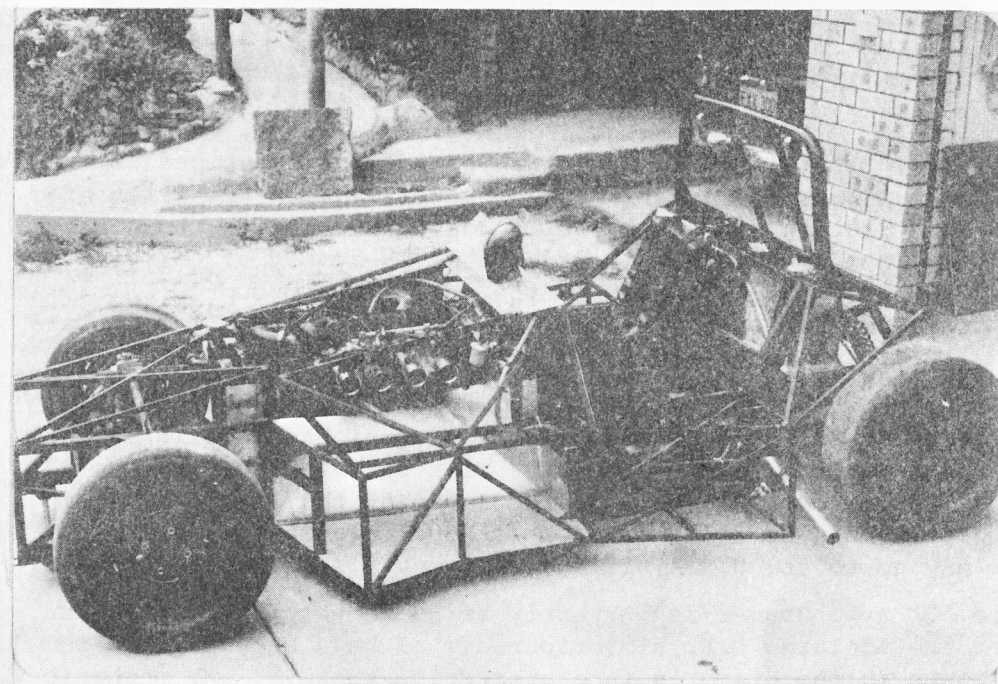
We have booked for 40.



Telephone:
Dave Muir for
bookings.



Stage 1

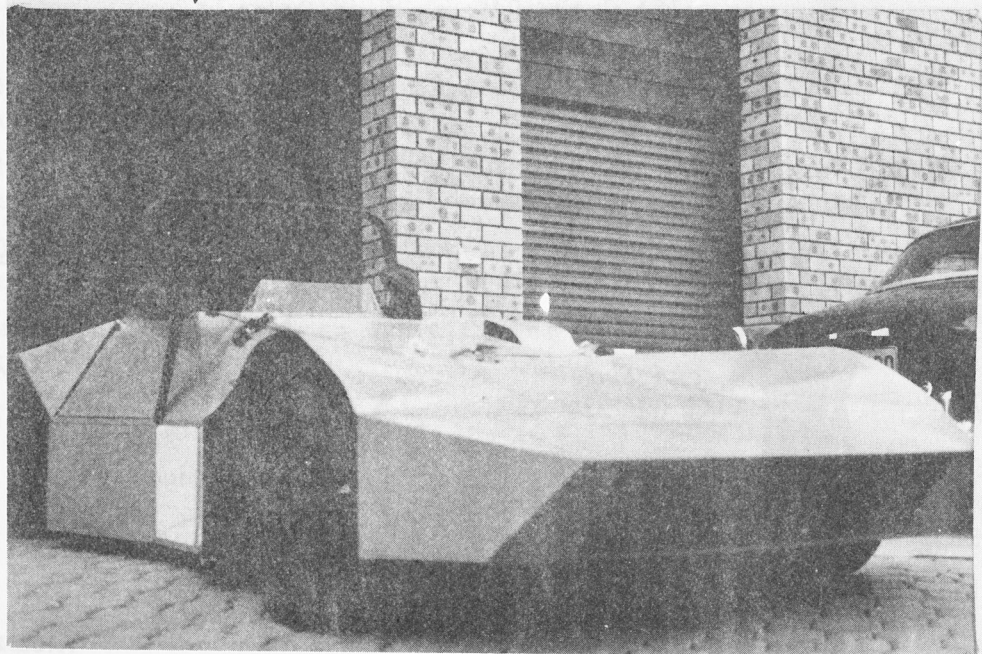


Stage 2



Owners View - the AVS of Vic Andrews under construction

Stage 3



Another shot of Lorna, Barbara and Chris at Bowral



LETTERS to the Editor

Dear Leonard,

I received the T.S.C.C. Magazine yesterday and decided it was time to put pen to paper. I have recently sold the Elfin ME5 to John Blandon from Adelaide. John is featuring the car at the Elfin museum which he established in memory of Garry Cooper the founder. He will also be racing it as a Group 'O' Historic sports car. This car was the only one to beat the Matich cars and is easily the fastest Group O car in Australia.

I competed the Repco Brabham BT31 at the Lansdown Historic meeting in February and recorded the outright historic lap record and Group O racing record. This car was Jack Brabham's 1969 Tasman car. I shall be racing it at the Amaroo Historic and will then be selling the car, hopefully in Australia, but it may go to the U.S.A. if there is not a suitable buyer here.

The 'C' type Jaguar is currently being rebuilt in preparation for the Adelaide G.P. historic race. I have been invited to compete in the Historic race preceeding the G.P. My mechanic Steven Pracy and myself will be driving the 'C' to Adelaide in the 'ultimate' gumball. Barry Graham, my Special Vehicles Manager, is taking the Sheerline Range Rover with the ladies and we are also taking a 4 or 6 seater aircraft. We have two seats available in the aircraft if anyone would like to utilise them.

My Chevron F5000 is being rebuilt by Peter Corner for my employees at JR Special Vehicles and Daytona Racing Services as their own club and closed race car. Should be fun for all concerned!!

The Repco Brabham BT23/E, Jack Brabham's 1968 Works Tasman car, is also being rebuilt as is the MGTC. The BT23/E had pole position for the 1968 Australian G.P. and competed in the 1968 Tasman series. It was then sold to Bob Jane and became the Jane/John Harvey car for 1969 and 1970. Again an unique car with a good interesting history.

The engine rebuild department is flat out with the following engines having total ground up rebuilds:- Repco Brabham 830 Tasman, Jaguar 'C', Chev F5000, MGTC with the Ferrari 275 virtually finished.

There is quite a hive of activity at my Bankstown factory in addition to our Special Vehicles. We are now producing Sheer-

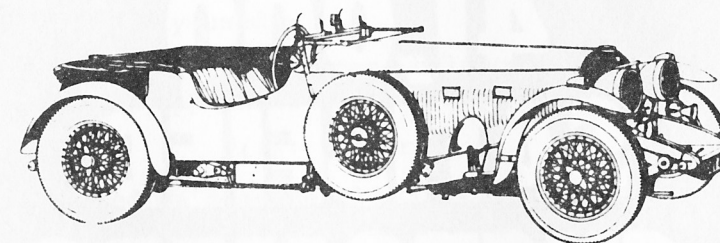
line Range Rovers, Larinser Mercedes Benz and Thiess Volvos. We expect to be the 7th largest car manufacturer in Australia this financial year, so things are developing rather well.

Barry Graham is again racing at Bathurst this year, but in a Commodore. Just keep an eye on the wheels the Commodores run this year and remember we are the sole Australian agents for Gotti road and race wheels.

I am looking forward to running a car at one of the clubs race days when we get a breather. I doubt that it will be this year, but hopefully early next. Steven Pracy is always available for any advice on any performance or costmetic requirements from wheels and tyres to Recaro seats.

Safe driving.

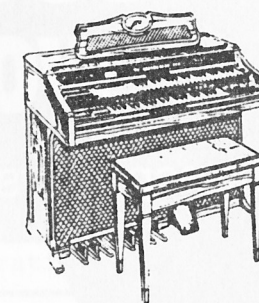
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Owner's View

THE AVS STORY - or I did it my way.

The AVS evolved from the remains of a Canatel which I decided was unsuitable for club sport due to its ill-handling and poor access to most mechanicals. So after some minor interruptions (house, kids, work, etc.) building commenced with plans drawn up and the purchase of approximately 350 ft. of square tubing. The space frame which was completed a few months later after considerable hack sawing, welding and a few band-aids was designed to have maximum triangulation for a strong stiff chassis and driver protection.

Although overall shape has clubman appearance, the body was planned to comply with sports cars Open Group 'A' rules, i.e. doors, etc. and to have as much flat aluminium sheet panels as possible to eliminate the need for special fibreglass sections. All panels can be removed via self tapping screws for easy access to mechanicals for repairs or modifications to modifications.

Mechanicals presently used:-

Engine: Ford 105E, 1650 c.c. cam, balanced, STD head, single 45 weber, approximately 100 bhp.

Gearbox: Capri; *Diff:* Escort.

Suspension: Based on some Herald components; Anti-Dive geometry, panhard rod, Koni Bike coil and damper units rear.

Brakes: Cortina discs front, Escort drums rear.

Cooling system: Two Morris 1100 radiators back to back.

Total weight: Approximately 850 lbs.

Weight distribution: 45% front -- 55% rear.

Time to build: approximately 12 months.

Some teething problems experienced:-

Brakes not releasing correctly causing erratic steering. New seals fitted and discs machined.

Overheating - pressure cap changed to 15 psi and thermostat removed.

Pressure plate shattered - release time increased.

Fly-wheel sheared mounting bolts and dropped into bell housing.

High tensile bolts fitted.
 Driving position cutting off circulation to left leg. Extra padding added.
 Steering wheel 13" too large for cockpit clearance.
 Various components shaking loose: exhaust, weber, etc.
 Engine brace fitted.
 Oversteer on bumps - rear dampers set too hard.
 Seat belt too loose. 6-point fitted.

Present Problems:-

Grind effects - chassis scraping track braking into B.P. at Oran Park. Front dampers to be improved.
 Engine output - more needed (not uncommon in club sport) - considering change over to Rotary power.
 Cylinders not getting hot enough - maybe in summer they will improve.

Best results to date:-

Maroo Park - 66 seconds.
 Oran Park G.P. - 92 seconds.

Looking forward to future T.S.C.C. club activities.

VIC ANDREWS
 (Competition Division)
 VIC'S MOTOR WORKS.



CLASSIFIED'S

FOR SALE: Aston Martin D.B. 2.4 - recent 2 year restoration. \$26,500. Motor done only 47 miles since restoration.

Contact: Roly Boldy
 Phone: 604-9085.

FOR SALE: Car Trailer, fixed axle, no registration. Good condition. \$200.00

Contact: Geoff Belshaw.
 Phone: 997-4953 (h)



FOR SALE:

1970 RELIANT SCIMITAR G.T.E. COUPE.

British Racing Green, black interior.

Engine: Ford V6 - 3,000 c.c. (plus)

Transmission: 4 speed, L.S.D. Diff Jaguar 3.8S

Extensive engine performance rebuild just completed (still running in). Only travelled 120 miles (since rebuild).

Tyres: New Yokahama A008 15" low profile. Fitted to full mag wheels. Tyres travelled approximately 200 Klm. only.

Performance: Laps Oran Park - 55 seconds.

Road registered till January, 1986.

Contact: David Muir.
 Phone: 407-2366 (h)
 888-7277 (w)



Paint Difficulties:

Their causes and cures.

Overspray — dry spray

Appearance: Dusty appearance on finish giving dry dotted effect.

CAUSE

is usually found where the finish forms a centre on bonnets, turrets and scuttle panels. If left side of car is painted first, overspray appears to the right of centre line when the right side is sprayed, vice versa. At this point, gun is held at an angle and farther from the surface than at other parts of stroke. Also caused by excessive air pressure or thinner being too fast, or by improper use of the spray gun.

REMEDY

ray a wet mist coat over the overspray area. A first coat is made by adding several parts of thinner to the colour left in the cup, or it may be straight coat of higher grade thinner. Air pressure the gun should be approximately 310–380 kPa (45–55 psi) for lacquers and nitrocellulose undercoats, and 350–420 kPa (50–60 psi) for synthetic undercoats and enamels. Use slower grade thinner with synthetic enamel. Always point the gun straight at surface, moving it at right angles to line of work.

Poor hiding

Appearance: The inability of a pigmented or coloured finish to obliterate or hide the colour of original substrate is usually referred to as "poor hiding" or lacking opacity.

CAUSE

Settling of pigmented finishes, usually after thinning, and not stirred, will cause too much resin being applied, with the pigment left caked in the bottom of the container. Faulty spraying technique, i.e., not over-lapping by 50% each succeeding stroke, will result in banding and poor overall coverage. Over-thinning of lacquers or enamels, particularly in winter, when bodying of the paint takes place, may result in too thin a film being applied.

REMEDY

Stir thoroughly to obtain a uniform mixture. Use correct spraying technique i.e., overlapping each stroke by 50% over preceding coat, and holding gun at right angles to job at all times. Follow recommended thinning ratios at all times.

Lapping

Appearance: Heavy application on the outer edges of spray fan and little or no paint in the centre of fan.

CAUSE

Excessive air pressure. Uneven lapping of the spray gun. Holding the gun too close to the job.

REMEDY

- a Use materials at recommended air pressures.
- b Take care in overlapping each stroke by 50% over preceding coat.
- c Hold gun evenly to the job at all times. (15–20 cm Lacquers — 20–25 cm Enamels). If banding has occurred recoat with a double coat using recommended thinner ratios and specified pressures and apply correct gun technique.

Runs and sags

Appearance: Apparent as a running or sagging finish, resulting from too much material in the area.

CAUSE

- a Too much thinner.
 - b Too heavy coats.
 - c Too wet coats.
 - d Short flash-time between coats.
 - e Cold shop temperatures.
 - f Wrong gun techniques.
- REMEDY**
- a Reduce material according to label directions.
 - b Apply medium coats only.
 - c Regulate fluid adjustment on spray gun to cut down flow of material.
 - d Increase flash-time between coats.
 - e Allow for temperature conditions during application.
 - f Don't hold gun too close and move at a uniform speed at right angles to the surface. If runs or sags have already occurred, sand down to a smooth finish and refinish.

Cracking or crazing

Appearance: Development of irregular line cracks in the surface of the finish.

CAUSE

- a Application of topcoats before the undercoat is thoroughly dry. The undercoat contracts on drying and pulls the topcoat, causing cracking and crazing.
 - b Too heavy an application of topcoats.
 - c Materials not uniformly mixed.
 - d Effect of old finish or previous repair.
 - e Exposed to harmful chemicals, industrial fallout etc.
- REMEDY**
- a Always allow undercoats to dry thoroughly before applying top coats. Weather conditions will alter drying times: so don't blindly follow a standard time.
 - b Stir thoroughly to obtain a uniform mixture.
 - c Avoid excessive "piling-on" of coats.
 - d Ensure top coat is compatible with substrate underneath. If cracking or crazing has occurred, sand affected areas to a smooth finish. In extreme cases remove finish down to metal & refinish.

DICTIONARY OF PAINT TERMS: — a General Guide.

BLEEDING — Paint discolouration originating from beneath the top coat.

BLISTERING — the formation of dome-shaped bubbles or blisters in paint films due to lifting of the film from the underlying surface.

BLOOM — A deposit like the bloom of a grape which sometimes forms on paint films causing loss of gloss and dulling of the colour.

BLUSHING — Lacquer films turning white or milky during application, due to cold moist weather conditions.

CHALKING — a powdery whitish coating on a paint surface, caused by gradual breakdown of the paint on prolonged exposure.

CHECKING AND CRACKING — the film breaking apart in itself in the form of "Crow's feet" or "crocodile" pattern.

COLD CRAZING — the film fracturing, due to sudden temperature change, in the form of crazy paving. This defect can also be caused by repairing a cold panel under cold conditions resulting in sand scratches opening up to give a crazed pattern.

CRATERING — small saucer shaped imperfection in the top coat, usually caused by silicone or oil.

CROW'S FOOTING — a type of film defect where small wrinkles occur in a pattern resembling that of a crow's foot.

DRY EDGE — poor melt in of overspray.

DRY SPRAY — the production of a rough or slightly "bitty" film caused by incorrect atomisation.

ETCH — to roughen a surface by a chemical agent prior to painting in order to increase adhesion.

FEATHER EDGING — sanding a repair area and extending the sanded area in a very fine wedge out onto the painted surface.

FISH EYES — small saucer shaped imperfections in the top coat, usually caused by silicone or oil.

FLOCCULATION — aggregates of fine pigment particles and liquid forming cloudy masses within the paint. A paint which is flocculated will separate quickly into a clear upper layer, and soft pigmented lower layer. Usually this leads to low gloss and colour changes, with different application conditions.

HALO OR HALOING — dark shadow around the outer edge of a spot repair.

HUMIDITY BLISTERS — fine pimply blisters which occur in conditions of extreme humidity and high temperatures. Most common in tropical areas. These blisters will often "settle back" when atmospheric humidity reduces.

LAKING — laking or sink back is usually caused by the application of an undercoat before putty is sufficiently dry.

Shrinkage occurs in the putty and is usually not noticeable until glossy top-coat is applied.

MOTTILING - mostly common in metallic finishes, usually due to poor atomisation and/or heavy application, which promotes small dark circles with a light metallic centre.

ORANGE PEEL - the pock-marked appearance, resembling the skin of an orange due to the failure of the film to flow out to a level surface.

SPOTTING IN - rubbing down and refinishing small defective patches in a coating.

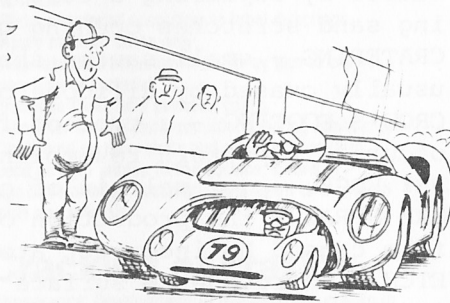
TAC RAGGING - to remove fine dust or foreign matter by means of sticky rags known as "tac rags" made from butter muslin and "tac rag varnish".

VISCOSITY - the internal resistance to flow possessed by a liquid, i.e. thickness or thinness of the paint.

WEBBING - Usually associated with acrylic lacquers, resulting in stringy filaments being deposited on the surface due to under-thinning and high spraying pressures.



"Feelethy post cards. Monsieur?"



"It began to overheat as I went down the Mulsanne Straight!"



"I left the keys in my other pants!"

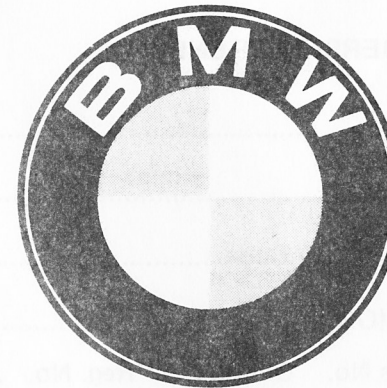
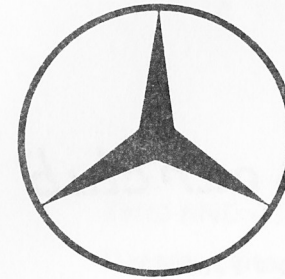
ROBERT ANDERSON

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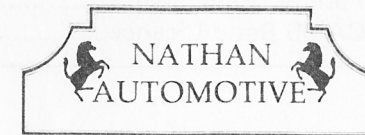


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