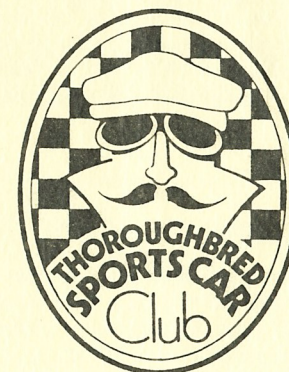




top

MAY 1987

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.

PUBLISHED BY: The Thoroughbred Sports Car Club,
P.O. Box 195, Croydon Park, N.S.W. 2133.

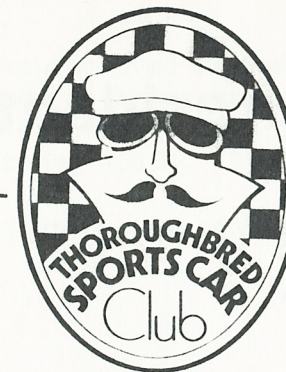
SEND ALL COPY FOR "TOP GEAR" TO: Geoff Sara,
8 Trevellyan St., Cronulla, 2230.

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

ADVERTISING POLICY AND COST

Advertisements are accepted subject at all times to the discretion of the committee. Display and Advertising: Full page \$30 per issue, half page \$20 per issue, 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 free of 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

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Vice President:	GRANT LIDDELL – (H) 81 5596 (W) 908 4711
Secretary:	LYNDA DU CROS – (H) 639 4153
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New Members:	DAVE MUIR – (H) 407 2366 (W) 888 0269
Committee:	LESTER GOUGH – (H) 799 3209 (W) 750 8188 LEN MADAR – (H) 652 2061 (W) 651 1812



presidents prose

With three months of our club year already past you should all now be in receipt of the programme for the rest of the year. I am sure you will agree with me as to the merit of our planned activities.

Unfortunately a few of you have already missed our double decker bus trip to Palm Beach and our guest speaker, Bruce Connolly, at our March meeting. Both worthwhile functions as you read by the report of the bus trip and Bruce Connolly spoke of the frustrations of becoming a sponsored race car driver in Australia even after winning two major series events in the one year. Vice-President Grant Liddell proposed the vote of thanks to Bruce and presented him with a bottle of our infamous port.

The sporting fraternity are keen to tackle Oran Park on April 5th after our last meeting at Amaroo was washed out for most of us. A few members ran regardless, a report of which should also be in your hand.

Our next event coming up is one of our two most important social events in our calendar, being the gambling night on 2nd May. The theme will be 'Black and White' this year and the venue should suit more people being at Dave and Barbara Muir's home at Chatswood. The catering will be by the same people as last year's function, the cost we hope to be also at last year's level. Please give this event some serious positive thought and ask your friends along as we will be in contact with you after the next meeting on Wednesday April 8th for your commitment.

The date again is Saturday May 2nd at Chatswood, please attend.

May I also remind you that we are awfully short of accredited financial members so far this year. Could you please send your renewals as a matter of urgency to the Secretary, P.O. Box 84 Riverstone, N.S.W. 2765.

Looking forward to seeing you soon,

RAY ROSS.

Coming Events

MAY

- 2th Gambling Night - D & B Muir Home.
"Black and White Theme"
Bookings - Jim Peters (H) 922 6807
- 13th Club Meeting - Ryde RSL Club.]'
- 16TH Competition Driving School (Training Day)
Bookings - Jim Peters (H) 922 6807
- 24th Motorkana - Fiat Club Grounds - Richmond.
Bookings - Vic Andrews (H) 528 3227

JUNE

- 6/7th Canberra Hillclimb Weekend.
Bookings - Lester Gough (H) 799 3209
- 10th Club Meetings - Ryde RSL Club.
"Guest Speaker"
- 14th Super Sprint - Amaroo Park.
Bookings - Vic Andrews (H) 528 3227



GAMBLING NIGHT



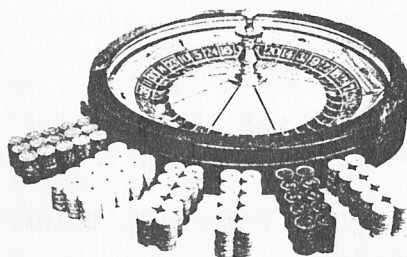
SATURDAY 2nd MAY, 1987

Venue: David and Barbara Muir's home
361 Penshurst Street, Chatswood.

Theme: Black & White.

Cost: \$25 per head which includes Dinner,
Beer, Wines, Soft Drinks and some gambling
chips to get you started.

PLEASE NOTE: Address not as printed on
tickets you have already received.



1987 GRAND PRIX TELEVISION COVERAGE

Once again, the Nine Network will broadcast most Grands Prix live. The exceptions are races on the American continent, usually delayed until Monday evening to avoid unsociable viewing hours, and the French Grand Prix, as usual held back 24 hours to avoid clashing with Wimbledon . . .

Times quoted are Eastern state times. Other states should adjust accordingly. Where 10.30pm is given as the nominal time, Channel 9 hopes to cross up to five minutes earlier where possible, to join the cars on the grid.



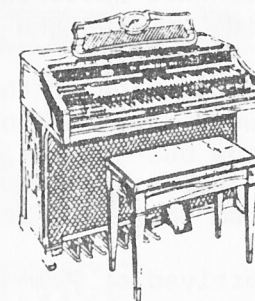
The full schedule (correct at time of going to press) is:

Brazilian GP	Monday April 13	10.30pm-11.30pm	Highlights
San Marino GP	Sunday May 3	10.30pm-12.30am	Live coverage
Belgian GP	Sunday May 17	10.30pm-12.30am	Live coverage
Monaco GP	Sunday May 31	11.30pm-01.30am	Live coverage
Canadian GP	Monday June 15	10.30pm-12.30am	Tape delay
Detroit GP	Monday June 22	02.50am-05.00am	Live coverage
French GP	Monday July 6	10.30pm-12.30am	Tape delay
British GP	Sunday July 12	11.30pm-01.30am	Live coverage
West German GP	Sunday July 26	10.20pm-12.30am	Live coverage
Hungarian GP	Sunday August 9	10.30pm-12.30am	Live coverage
Austrian GP	Sunday August 16	10.30pm-12.30am	Live coverage
Italian GP	Sunday September 6	10.30pm-12.30am	Live coverage
Portugese GP	Sunday September 20	11.30pm-01.30am	Live coverage
Spanish GP	Sunday September 27	11.30pm-01.30am	Live coverage
Mexican GP	Monday October 19	10.30pm-12.30am	Tape delay
Japanese GP	Sunday November 1	03.50pm-06.00pm	Live coverage
Australian GP	Sunday November 15	02.20pm-04.30pm	Live coverage

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,
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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

A TRIP TO THE BEACH IN A VINTAGE BUS

"All aboard" was the call from the conductor (alias Lester Gough) as the double decker vintage bus pulled up at Top Ryde. As we boarded we were greeted by the gang which had boarded at the first pick up spot, Strathfield.

It was evident that everyone was looking forward to what promised to be a great day. There wasn't a cloud in the sky, we were all well equipped (esbies under arm) and we were riding to Palm Beach in style.

When everyone was settled in our gracious host and driver, Gary Travers, started the bus and we were all ready to roll.

We were travelling along well, obtaining the occasional wave from passers by when we struck our first hill. Needless to say the old bus wasn't built for life in the fast lane, but as no one was in a hurry we just sat back and enjoyed the ride. It was my first trip in a double decker and I was enjoying the view from the top deck. Jim Peters suggested that I should experience riding in the seat in the front, and I soon found out why. I had put my foot on the brake three times before I realized that we weren't going to run over the cars in front!

We were enjoying a lovely view of the coastline as we chugged up a particularly steep hill and unbeknown to the passengers upstairs a bet had been laid down stairs between David Muir and the conductor (alias you-know-who).

The attention of the passengers on the top deck was soon aroused when the conductor was seen running on foot next to the bus (it was a very steep hill) and then stopped and jumped back on board (very out of breath) as the bus topped the crest of the hill.

We arrived at Palm Beach in 1½ hours, where Gary parked the bus in a lovely position overlooking the beach. Lester, needing to cool down from his run, immediately stripped down to his cozies) and jumped into the surf. Not to be outdone a few of the fellows followed.

Meanwhile the rest of the crew spread blankets (except for Val & Jim Peters & Co. who were doing it in style - tables and chairs) and unpacked the picnic lunches.

We popped the first champagne corks of the day and the boys arrived back (just a coincidence, I think) and we enjoyed a peaceful lunch overlooking the beach.

After lunch had settled quite a few decided to brave the surf while the rest of us opted to stay dry and enjoy the sun. The afternoon flew by and it was soon 3 o'clock, time to turn the bus around and head home.

Wine and cheese tasting (cask & coon) was enjoyed by the passengers on the top deck on the return journey and before we knew it we had arrived back at Top Ryde.

A great day was had by all. Many thanks to Gary & Julie Travers for providing the lovely vintage bus and to the social committee for organising another enjoyable day.

ROBYN HARTLEY



QUALITY REPAIRS



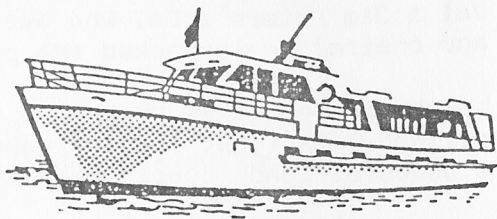
SMASH REPAIR SERVICE

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679-1529

Amaroo Park, 223-225 Annangrove Road, Annangrove

HAWKESBURY CRUISE



1987 BOAT CRUISE

SHIPS LOG Sunday 22nd February 1987, "Captain" Roland Clark at the helm, departure time 10.00 AM from 'Berowra Waters' marina.

All the 'boat people' loaded and ready to go, "Where's the Galley Goods and Cook?."

The Captain issues the first order of the day, "Man the Crow's nest; Find the Volvo Bread Van".

There's a call from the lookout, the volvos been sighted swooping down the Sss' with our cook at the controls, the crew transfers the delicacies of the day to the galley.

Second order of the day was given, "Man the Bouys" or those round things om the port side. (Thats navy talk for get those round things on the side which are not on the other side of the boat).

The Captain's order "start the engine; half speed ahead, steer starboard, we are underway, POP THE CORKS".

The passengers take up their positions. Sun worshippers head for the front (bow); Sue & John Burton, welcome back from N.G., Lynda and Mike DuCros, Lionel Walker, Grant Liddle (suffering morning after) with Robyn passing the medicine, and Geoff Sara with camera in tow.

Moving to the promenade deck at the rear (stern) we see Val Peters making hay with Adrian & Lorraine & the cask of red while Jim is O.S.

Moving up to Captain Rolands quarters (bridge), we find Sue & John Hall and Len Madar, still explaining to the Captain why he was not on deck at 9.30a.m. as ordered. A good players story was told.

A growl and rumble was heard, the order was given "man the microwave,. let the feast begin." "How do you work this thing?" was again the question of the day.

"Here we go again, where is the dam operating instruction?" The chef advises cold dishes will be served, followed by hot or cold sausage rolls, maybe!

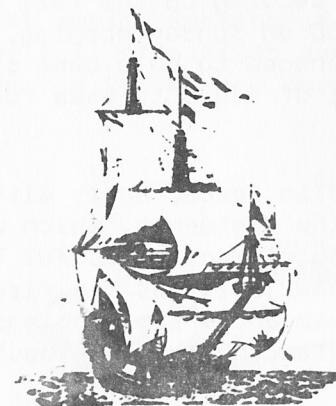
Many thanks Len for an excellent lunch.

After the feasting and a few rounds of 'pop go the corks' all settled down to watch the 'Seaworld Extravaganza', with the smooth headed 'Liddle Seal Act & Bouys', followed by various forms of diving feats performed by the 'Walkers Diving Troup' and Robyn showing her style of the 'Water Follies Review' (eat your heart out Esther Williams).

After all the excitement and the sea air rest period was proclaimed - two hours have pazzzzzzed.

On awakening it was noted the day was coming to an end. May I extend to our "Captain" Roland Clark our thank you on behalf of all aboard for a most enjoyable cruise and look forward to the 1988 cruise on the Good Ship.

LAND AHoy!
DAVID MUIR





SUPER SPRINT FEBRUARY 15th ORAN PARK

On February 15th some members of our club attended a Super Sprint held on the Oran Park South Circuit, run by the NSWRRRC. A fine sunny day dawned for the event, of which seven of us attended, together with family and friends, in a sizable field of 58. A CAMS license test was also run in conjunction with the sprint, which consisted of two 45 minute sections of practice and finally a race for those participating.

First casualty of the day was Dave Mitchell in his Bolwell, when a petrol pump packed in after only two runs, bringing his day to an early end. He did however manage a best single lap of 61.8 with a combined total of 129.8 on the cars first outing - better luck next time Dave.

For myself dramas began at 8.30 the previous evening when the Torana snapped a Clutch fork. This of course meant pulling out the gearbox and welding up the fork - a simple job that was finished at 2.30 on Sunday morning. The car ran well after this and I managed to do a best single lap of 57.4 and a combined total of 120.6 to take fourth in my class of mostly V8's.

The MacDonald family arrived in force, Garry with the Charger and Don and Val in the Statesman, which was the new car for Don's latest acquisition, an LC XUI Torana, (they're becoming quite popular). It was his first outing in the relatively standard car and after problems with oil leaks and electrical faults, he put in a best single lap of 58.2 and a combined total of 123.0.

We both had some very close racing as our cars were quite similar. Gary had the big Charger wound up and after a couple of runs reported that it was flying. His best single lap was 51.2 with a combined total of 107.7 taking fourth in his class. Unfortunately his day ended after 5 runs when the car snapped an axle in the start line and had to be retired.

Ray Ross's Torana XUI appeared after the Christmas break with wider rear tyres and body flared to match, in the hope of lowering lap times. After slight problems with the accelerator linkages coming loose, the car ran well to record consistent times, with a best flying lap of 53.4 and combined total of 112.3.

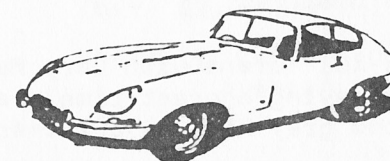
My memories of Len Madar and his Spitfire are ones of watching him cross the finish line some 30 metres or so in front of me, in a run we had together. Needless to say the little green car was running as well as ever to score Len second in his class, with a best flying lap of 57.3 and a combined total of 119.3. Also in type 4 category was Vic Andrews in his very quick Viper sports car, his biggest problem was catching the competitors in front and having to have re-runs.

With a best single lap of 51.8 and combined total of 109.5 Vic was the fastest type 4 competitor, but unfortunately the only one in his engine class.

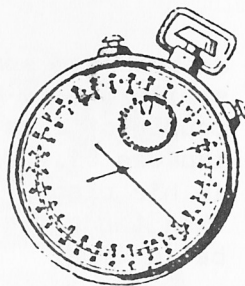
FTD again went to the Capri V8 of Ray Ode with a very quick time of 48.8 and 102.5. Fastest lady of the day was, as usual June Winterbottom in her mini sports sedan in 115.7.

With the first sprint meeting of the year such a success, on a calendar full of similar events, lets hope to see more people out on the track and having fun.

CHRIS JACKSON



AMAROO SUNDAY 1ST MARCH 1987



Saturday was the hottest day for months, however Sunday was cold, bleak and drizzling. Will I go or not? I decided to go anyway as friend and prospective club member Graham Thow arrived eager to go so we set off together.

The rain got heavier the nearer we got to Amaroo Park and I saw Ray Ross disappearing in the other direction with the Torana on trailer, so it did not look too good at that point.

There were quite a few people there considering the weather, mainly in closed cars I noticed. Officials decided treaded tyres only to be run i.e. no slicks unless the weather improves.

Club members there were Gary McDonald in the Charger Sports Sedan, with slicks so did not run; Martin O'Dell with a grey XUI Torana; Chris Jackson with a very nice red XUI Torana and myself with the green Jaguar MKII.

Len Madar arrived but left his Triumph Spitfire complete with slicks on the trailer, as it would have been no fun at all in a sports car in the rain without an umbrella.

The drizzle kept up most of the day, and the circuit was very slippery, particularly in Mazda and Winfield corners and quite a number of people "lost it" as they went back a gear in the Winfield braking area a little too vigorously, bringing the rear wheels unstuck.

Martin O'Dell shared his XUI Torana with Gary MacDonald and the two of them were having a great time - almost every time I looked up the grey XUI was out there having another run.

I availed myself of only two or three runs in such ideal conditions, and managed not to have any major excursions, the day being mainly to run in and test the new engine (remember the pistons in the picnic basket at Parramatta Park Concourse day?)

There were some interesting cars there - two well prepared Datsun and Cortina Sports Sedans, and an enthusiastically driven Porche 911 Carrera sporting Yollohama 008 radials which seemed to have as many runs as the Martin/Gary Torana, all proved to be well suited to the very damp conditions (mudrunners some said).

Times generally were not brilliant due to the less than outstanding conditions, FTD being a lap of 67.28 seconds by R. Bridge from ARDC in the very quick Datsun Sports Sedan. However on the bright side club member Chris Jackson scored a first in class for TSCC. Our times were:

Chris Jackson	XUI Torana (Class II 3000+)	80.52
Gary McDonald	XUI Torana (Class 1 2000-3000)	79.61
Martin O Dell	XUI Torana (Class 1 2000-3000)	83.82
Adrian Walker	MKII JAGUAR (Class 1 3000+)	90.33

See you all next event at Oran Park on April 5th hopefully with the sun shining!

ADRIAN WALKER

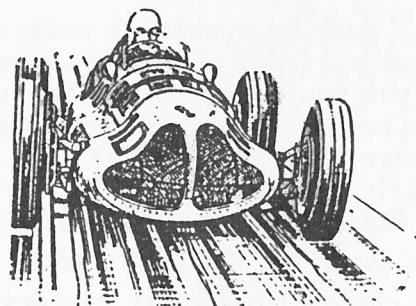
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sporting report



ORAN PARK 5th APRIL or...

IN SEARCH OF THAT PERFECT LAP

We had a total of eight starters, a fine day, a track which became slippery and no problems. The day started with the girls discussing how they could have better spent our entry fees - "A mans got to do what a mans got to do."

TYPE 1 UNMODIFIED ROAD CARS

3000+ Don McDonald wheeled his well prepared and set-up Statesman around for a best time of 55.21 for second place, just 0.02 sec behind a BMW 635.

3000+ Adrian Walker and his Jaguar MkII achieved a 61.15, the Jag fitted with a neat set of do-it-yourself extractors and exhaust system. The new bananas not only look good but sound great at full bore.

TYPE 2 MODIFIED ROAD CARS

2001 - 3000 Grant Liddell brought his TVR out of intensive care (or expensive care) for a shakedown cruise. He did a best time of 59.84, a good result for first time out for this machine which must have a lot of potential.

3000+ Chris Jackson in a Torana LJ had a creditable time of 56.87, unfortunately there were no other competitors on the day for this class.

The 7.25in racing clutch

The Borg and Beck racing clutch has a Formula One success record unmatched even by the Ford Cosworth DFV engine. Now it has won its makers a Design Council Award.

One of the products from the AP Racing Division is the 7.25in racing clutch which was put forward for a Design Council Award. AP Racing clutches have totally dominated Formula One Grand Prix racing since 1967, and have been progressively strengthened to keep pace with increasing engine power. These power increases accelerated through the 1970s while design constraints on the clutch in terms of size remained unchanged. In effect improved clutch performance had been achieved through increases in mass, but by the early 1980s the clutch had reached the limit of its capacity by conventional automotive engineering practice.

The introduction of the turbocharged engine resulted in major new demands on clutch performance, in terms of power output, burst speed, vibration resistance, fatigue life and weight. The easy solution would have been to increase the clutch size, but the knock-on effect of this would have been unacceptable changes in vehicle weight distribution. Given the existing size envelope, the Racing Division set out to satisfy an interwoven series of problems, some complementary and some conflicting.

The techniques used included the following:

Material selection to maximise strength while minimising weight — this led to the use of high grade aluminium alloys and titanium, as well as very high grade iron castings.

Special heat treatment techniques to enhance material strength.

Improved machining methods, necessitated by the use of exotic materials.

Material mass reduction, validated on purpose-built test rigs — the resulting reductions in weight and inertia gave the added benefit of faster gear-changing under racing conditions.

Finishing processes, to reduce stress after machining.

Finally, AP Racing has to remain a viable commercial concern, so the use of expensive materials and methods had to be offset by improvements in overall design efficiency.

The results gained included the following: size remained unchanged; power output was up by 100 per cent, increased from 500bhp to 1000bhp; burst speed improved by 50 per cent, increased from 12 000rpm to 18 000rpm; weight was reduced by 0.7kg, or 20 per cent — all for an engineering cost increase of only 16 per cent.

In February 1986 it was announced that this improved racing clutch, which won every Formula One Grand Prix in 1985, did indeed win an award from the Design Council.

Because the available space for the clutch remained the same, the resulting task may be compared with taking the combined horsepower of four Jaguar XJS engines and dumping that power in a standing start through a clutch no

bigger than that on the Austin Metro. But the clutch must also be versatile, so apart from withstanding the brute force of a 1200hp Grand Prix start, it must tolerate 24 hours of non-stop punishment in endurance racing, and enable the driver to change gear every two or three seconds in the special stages of major rallies.

The award-winning unit has a modular construction which allows for a range of standard parts to be interchanged to meet a variety of specific performance requirements. It is a measure of the success of the clutch that in 1985 it was used by: every Grand Prix team throughout the season; the European Touring Car Champion; every Indianapolis finisher; and innumerable winners of lesser events. It made Automotive Products the only motor component manufacturer to win a 1986 Design Council Award.

The clutch naturally features exotic materials and special manufacturing techniques, but at its heart is the Borg and Beck diaphragm spring which regulates power transmission capacity and the feel of the clutch pedal when starting and changing gear. This is where the motoring public benefits from racing technology, because the racing spring is designed and manufactured using the same computer-controlled equipment as the millions of road-going springs produced every year. On a Maserati or a Metro, on a Ford or a Fiat, AP Racing technology is playing its part in the development of quality and reliability for the motorist at large. □

Guy Keith Osborne is the Engineer in charge of AP's Racing Division.

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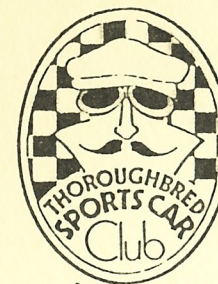
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