

top

AUGUST 1989

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 Ryde RSL Club, 724 Victoria Road, RYDE

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

SEND ALL COPY FOR "TOP GEAR" TO: Val Taylor
P.O. Box 269, TURRAMURRA 2074

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 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.



thoroughbred sports car club

Secretary: Penny Creighton, 43 Spencer Street, Killara NSW 2071 Tel: 499 2102

Monthly Meetings

Date: 2nd Wednesday each month 7.45pm

Location: Ryde RSL Club, 724 Victoria Road, Ryde.

1989 Committee

President	Adrian Walker	(h) 477 4299 (w) 411 1055
Vice President	Lester Gough	(h) 799 3209 (w) 750 8188
Secretary	Penny Creighton	(h) 499 2102 (w) 264 8403
Treasurer	John Burton	(h) 875 1050 (w) 410 6729
Competition Secretary	Vic Andrews	(h) 528 3227
Social Secretary	Ray Ross	(h) 651 2013 (w) 872 3439
Editor	Val Taylor	(h) 488 8643
Committee	Margaret Ross	(h) 651 2013
	Len Madar	(h) 651 1812 (w) 651 1812
	Roland Clarke	(h) 899 1205 (w) (045) 77 4577
	Chris Jackson	(h) 871 2806

QUALITY REPAIRS



SMASH REPAIR SERVICE

679-1080

679-1529

Amaioo Park, 223-225 Annangrove Road, Annangrove

Hi fellow members,

Just a very quick short note this time, I'm running very late, but I do apologise and I have had a very good reason. One is we have shifted and the other is we are also setting up our new business in Turrumurra so with everything happening at once the magazine I must admit has been in the background, at the bottom of the pile of things to do.

I trust you will find in it something of interest and may be we will see some new faces at an event in the near future. You will also find renewal notices and a flier for the President's Run, so if you haven't as yet renewed your membership as this will ensure you getting our next magazine.

Must fly

Val.

PS The insert below is next months Guest Speaker.

OLD CAR GEARBOXES NEEDHAM

Austin 7,
Colongrove Hithcumb 1917

... For the greatest breadth of experience covering over 25 years, with the most comprehensive range of gearbox and overdrive spares in Australia for VETERAN, EDWARDIAN, VINTAGE and POST WAR, for standard cars, sports cars, 'slugs', and racing cars, YOU NEED 'EM... I'VE GOT 'EM!!

John NEEDHAM

PENRITE

presidents prose

PRESIDENT'S REPORT - JULY/AUGUST

At this point we are about two thirds of the way through our calendar of scheduled events, and despite pretty average to awful weather we have managed to enjoy ourselves at most of them.

The live comedy night in May proved to be interesting and sporting events held since at Oran Park and Amaroo Park have produced some good results with Club members doing fairly well as you can see from writeups in this issue of our Club magazine.

Instead of going to the Canberr hill climb long weekend, this year because of a problem with dates we opted to go for the Alfa Club Oran Park Super Sprint on Monday June 12th which turned out to be a very enjoyable day with some interesting cars turning up.

Plans for the Adelaide Grand Prix weekend are pretty well set up by John Burton/Ray Ross including tickets to the Grand Prix itself.

The day trip away to Seven Mile Beach proved to be quite enjoyable also with the weather not being too bad and a nice relaxing long-lunch at the Seven Mile Beach Fishing Club and a look at the historic shopping village at Kiama on the return.

It has been brought to my attention that only half the members of the Club have paid their 1989 Membership fees which are now six months overdue. I would ask that people who have not paid their fees please use the flyer in this magazine to fill in and return with a cheque to the Secretary whose address appears on it. UNLESS YOU DO THIS WE CANNOT CONTINUE TO SEND YOU magazines etc. and Club Bulletins.

Attendances at Club meetings in the recent months have been very good and perhaps our interesting range of guest speakers/videos etc have had something to do with this. Recently we have had videos of group C motor racing, the Technical Director of Valvoline who gave us an interesting talk about oils, and a presentation by John Hudson, a TSCC member who had some video of the the Prologue/Wynns Safari and the Nubrik Hallet rally year which preceded the Adelaide Grand Prix in which he ran his Lancia Fulvia. Many more interesting guest speakers/videos will be presented in the months to come and members who have ideas your views would be quite welcome - phone me any time on 411-1055 office or 477 4299 ah.

I am looking forward to our Club Social Golf day in August at the Castle Hill Country Club, kindly organised by Ray Ross, and don't forget our Breakfast Run/tennis day heading up towards Point Avoca Beach scheduled for early September - a flyer on this should be with this magazine. Hoping to see you at future events.

Adrian Walker
TSCC PRESIDENT



August	9th	Wed	Club meeting - Ryde RSL Club with raffle, video/film/guest speaker
	20th	Sun	Motorkhana and family BBQ day For further information and bookings Phone Vic Andrews 528 3227 (h)
	27th	Sun	Club Social Golf Day Castle Hill Country Club 7.00 am hit-off - Book early For further information and bookings Phone Ray Ross 651 2013 (h)

September	10th	Sun	President's Breakfast Mystery Run Bring your classic cars, partners and tennis gear. For further information and bookings Phone Adrian Walker 477 4299 (h)
	13th	Wed	Club meeting - Ryde RSL Club with raffle, video/film/guest speaker
	24th	Sun	Amaroo Park - Super Sprint For further information Phone Vic Andrews 528 3227 (h)
October	1st	Sun	Bathurst 1000 - BYO Social Day Venue to be announced
	11th	Wed	Club meeting - Ryde RSL Club with raffle, video/film/guest speaker
	15th	Sun	T.S.C.C. Hill Climb and family picnic day Amaroo Park For further information and bookings Phone Vic Andrews 528 3227 (h)
	29th	Sun	Oran Park - Super Sprint For further information Phone Vic Andrews 528 3227 (h)
November	3-5th	Fri-Sun	Australian Grand Prix Weekend - Adelaide Club trip away - including Barossa Valley For further information and bookings Phone John Burton 875 1050 (h)
	8th	Wed	Club meeting - Ryde RSL Club ANNUAL GENERAL MEETING Full attendance is required for the club AGM to be successful.
	19th	Sun	Club Display and BBQ Day Bring out all your classic and racing cars - let's really put on a display to promote our club at the Rozelle Hospital Oval For further information Phone Lester Gough 799 3209 (h)
December	2nd	Sat	(No Club meeting) Club Xmas Party and Trophy Night Carlingford Bowling Club Including dinner and dancing For further information and bookings Phone Ray Ross 651 2013 (h)

Airlite

FINEST QUALITY ALUMINIUM & TIMBER DOORS
AND WINDOWS FOR THE 1980's

WINDSOR
62 DRUMMOND ST.,
SOUTH WINDSOR.
Postal Address:
P.O. BOX 124, WINDSOR,
N.S.W. 2756.
Phone: (045) 77 4577

CARLINGFORD
Shop 12, VILLAGE
CENTRE.
Phone: (02) 872 2322

TAREE
67 WHITBREAD ST.
Phone: (065) 52 2047
(065) 52 2755

REMEMBER: Writing articles for the club magazine on events and activities or submitting interesting articles from magazines adds one point to your point score to a maximum of 5 points.

COMEDY NIGHT - SATURDAY MAY 20TH

The live theatre Comedy night outing held in May was very successful with quite a number of people attending from the Club.

The venue was the Comedy Store Theatre which is set up in a beautiful old National Trust type building down in Sydney's mid tow area near Jamieson Street

The format of the evening began about 7/7.30 with a few drinks at our tables and chatting, then queuing up for an a-la-carte dinner. After an hour or so dinner was more or less finished and the comedy performers began.

Around 20 or so Club members and partners attended, and the dinner proved reasonable. The half a dozen or so comedy performers were quite different from each other and some of them extremely funny.

Some of the comedy performers were a touch blue in their turn of phrase, and several people commented to me that it was interesting that the really funny ones didn't need to resort to blue humour at all. However the extremely funny ones made up for it and overall Lorraine and I had a good time and thought the evening was a resounding success.

Adrian Walker

AMAROO SUPERSPRINT 21.5.89

The occasion was overcast, track still wet following overnight rain. Early runs were slow with no one breaking one minute.

Eventually the track dried sufficiently to allow competitors to put down some respectable times.

Our members results were as follows:

<u>Class I - 2001-3000</u>	<u>Car</u>	<u>Best time</u>	<u>Place</u>
Don MacDonald	Nissan	65.28	2nd
<u>Class I - Over 3000</u>			
Gary MacDonald	Commodore	64.14	2nd
Adrian Walker	Jaguar	64.84	3rd
<u>Class 3 - Over 3000</u>			
Chris Jackson	Torana	65.16	6th
<u>Class 4 - 0-2000</u>			
John Burton	Robin	56.68	1st & FTD
Ray Ross	Forumala Ford	61.06	2nd
<u>Class 4 - Over 2000</u>			
Victor Andrews	Viper	62.08	1st

Both Ray and Vic had there share of problems which prevented better times. Margaret got to sit in the Formula Ford and bleed the clutch.

Chris Jackson was attending his first outing since rebuilding his car and found he still had some fine tuning of the suspension to do, to better his best time.

Don had a battle with a well driven Capri and was pipped by a mere .16 for 1st place.

Gary had to mince it with a V8 Commodore which obviously had more grunt up bitupave hill.

Adrians time is, I think, the quickest he has done at Amaroo and considering his steed is over 25 years old the result is even more remarkable.

For the writer, this was his quickest ever time at Amaroo and first FTD for a super sprint.

John Burton

COMPETITION REPORT - SUPER SPRINT
ORAN PARK 28TH MAY 1989

The day started with forecasts of rain however it didn't look too bad, just a bit overcast as we made our way out to the circuit.

Infact the day turned out to be excellent as there was not a large field, and although the track was a bit damp for the first hour it dried up as the day progressed and some very good times from our club members and others were acheived.

The MacDonald contingent was there in force with Don driving his Nissan Siloute 3 litre, Gary driving his V6 Commodore and Angus driving Don's old faithful turbo Starion. One of the highlights for us were the hair-raisingly close dices which developed between Angus and Gary - I heard Val say a few words under her breath as they entered the bottom corner off the straight side by side.

Ray Ross and Vic Andrews entertained us with some interesting high speed dices in their Formula Ford and Viper rotary machines . We all had quite a few runs and I have listed TSCC members times and results as published in class order - 1st time is fastest lap (bracketted time is fastest standing + flying lap combination):

Don Mac Donald	Nissan Siloutte 3Ltr	56.6 (1.59.4)	2nd in Class
Adrian Walker	Jaguar 3.8 MKII	56.4 (1.59.1)	1st in Class
Angus Mac Donald	Starion Turbo	56.4 (2.00.9)	2nd in Class
Gary Mac Donald	Commodore V6	56.4 (1.58.9)	1st in Class
Ray Ross	Formula Ford	50.0 (1.46.8)	1st in Class
Vic Andrews	Viper Rotary Sports	51.4 (1.48.2)	2nd in Class

Vic was unlucky as very late in the day that P76 V8 Formula 5000 type machine turned up again and after a couple of runs bettered Vics time, but he assures me he enjoyed himself thoroughly.

Overall it was an extremely enjoyable day - my best time was acheived running against a blinder of a red Porsche 911SC with a 2.9 flat six engine and enormous rubber who got down to 50.8 in the course of the day- trying to hang on to him around Oran Park was quite an experience.

Our next event is on 12th June the Monday of the long weekend at Oran Park and we are quite looking forward to it and expect a good rollup. I am particularly pleased with my time, as I try to rip ONE second off each year with "racecraft" techniques I pickup - the quickest I have been around there last year was 57.5 and getting down to a 56.4 proves the worth of playing around with things like castor & camber angles, tyre compounds etc. The good thing about this time is that I did not need to call the EASY-TOW !!

Adrian Walker

SPORTING CHAMPIONSHIP 89

Pointscore method

Categories 1 to 4, all engine classes

1st =8 points (min 3 entries in class)

2nd =6 points (min 3 entries in class)

3rd =4 points (min 4 entries in class)

4th =3 points (min 5 entries in class)

1st =3 points if only 2 entries in class

DNS,DNF ie arrived,entered for competition

vechicle became sick or weather condition

unsuitable =2points

FTD =10 points+class points

When there are less than 3 entries in any class then for our pointscore these will be combined with the next larger engine class until 3 entries may be achieved.

Vic Andrews

Sporting pointscore after event 4

- 32 -John Burton
- 28 -Gary Macdonald
- 14 -Ray Ross
- 13 -Adrian Walker
- 10 -Don Macdonald
- 8 -Vic Andrews
- 7 -John Hudson
- 4 -Chris Jackson
- 2 -Angus Macdonald
- Greg Read
- Lester Gough
- Peter Maggs

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

RAY & MARGARET ROSS

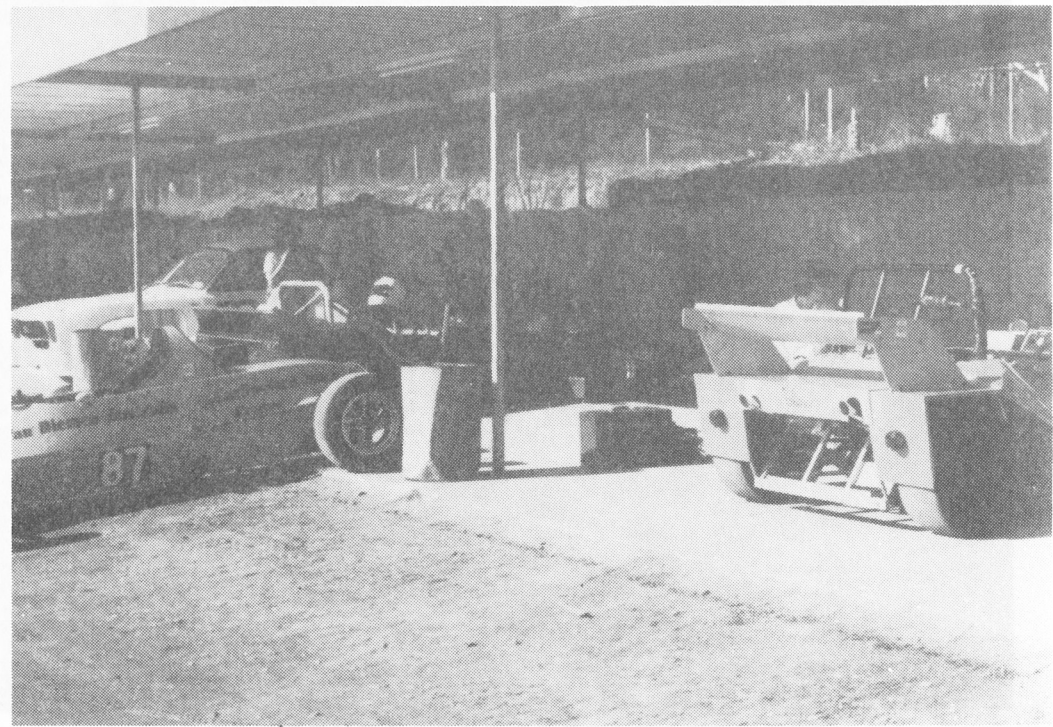
We have two conveniently located stores at Liverpool and Carlingford selling records, tapes, accessories and all things musical from guitar picks to grand pianos. We have access to most brands and we will not be undersold on genuine deals and if we can't help you, we will put you on to someone that can. After sale service Sydney's best or I will help you let my tyres down.



Phone: 872 3439



In the Pits





On the Track



The Aston AdVantage

here was movement at the magazine for the word had got around that an Aston Martin V8 Vantage had got away (from the factory in the UK) and had joined the wild colonial boys. What's more, the story was true. After something of a hunt we found this rare 400bhp sports coupe and convinced the dealer it would be none the worse after a road test by *Sports & Classic Cars*.

That required some fast talking when you're looking at a vehicle with a new car price tag of \$300,000 in this country. Not that our Vantage was new. The three-year-old Aston had been bought in Britain and delivered to Australia about two years ago.

Having owned two DBSV8s, one of which ran out of steam at 163mph, I was more than interested to see what an extra 100bhp would be like in a car weighing slightly more but having a re-worked power plant.

The Vantage engine differs from its sisters by having forged pistons, higher

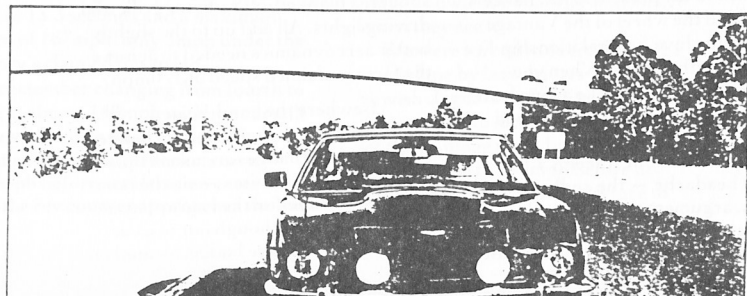
Big, black and beautiful . . . the Vantage showed new levels of speed and refinement over the old DBSV8.

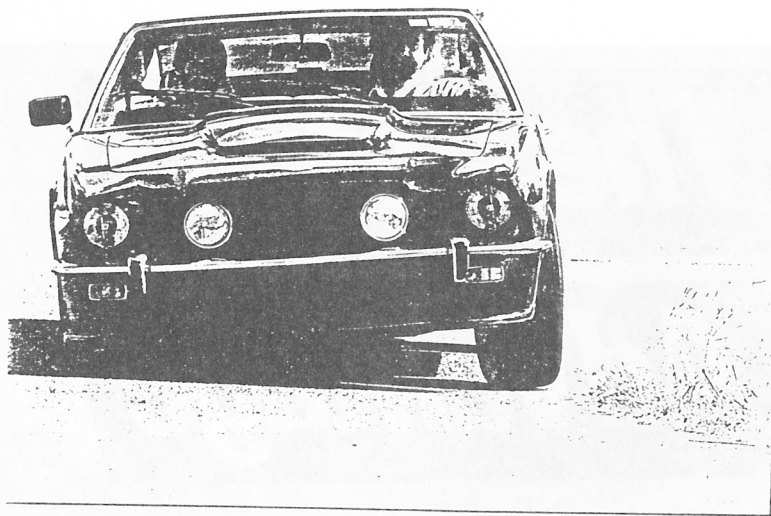
compression, bigger valves, larger Weber carburettors and special camshafts. All this effort blows through a big-bore exhaust system. (More recently Astons have introduced electronic fuel injection. Webers remain on the Vantage.)

But the existing extras on the Vantage all combine to produce a staggering amount of raw power and torque. How much? Newport Pagnell has never disclosed exact figures on their engine in "normal" or Vantage specifications, but Aston boss Victor Gauntlett let slip during an interview with the UK Aston Martin Owners' Club that "we are getting 432bhp power out of the Vantage on the dyno . . ." Torque has been estimated at around 400lb/ft at 4500rpm, a hearty figure for 5.3 litres.

It puts the non-turbo Vantage way out in front in the supercar power race when compared with the Porsche Turbo or the V12s of BMW and Jaguar — all of which claim around 300bhp. Ferrari and Lamborghini are both powerful and have slightly higher top speeds than the Aston, but they are not four-seaters.

Aston competes in a separate market for two-seaters, producing the Aston





Martin Vantage Zagato in limited numbers. Unfortunately the Zagato is not available for testing in Australia.

We were keen to examine the new Vantage to compare it with a David Brown Aston Martin DBV8 (circa 1972) and see how far the company had come since Sir DB bailed out some 16 years ago. There is no denying he left the various Aston Martin owners a great car with a superb V8 engine, and a blueprint for enormous development.

That engine, which was first tested at LeMans in the mid-'60s, is now being re-worked in four-valve format for a possible return there this year. According to Gauntlett, three engines will be ready soon and he believes they will be capable of between 650bhp and 700bhp. The LeMans attempt has the backing of Ford which picked up 75 per cent of Aston last year.

Astons are no strangers to the great race having won in 1959 and having the distinction of being the first cars to be officially timed at 300kmh (187.5mph) down Mulsanne. The legendary Innes Ireland did that at the wheel of project car 214 in 1963.

But back to the present. The chance to get behind the wheel of the Vantage re-kindled the love-hate relationship I've always had with Astons. When you haven't got one they are like a long lost lover — you only remember the good times.

When you have one it seems a constant headache — the endless search for parts, arguments with alleged panelbeaters who never learned how to beat or weld aluminium, fighting with

Cornered hard, the Vantage did lean in and bottom-out on the front suspension.

insurance companies for the best premiums, the nerve-wracking dinners and theatre nights worrying about bumps in the car park from others who don't appreciate cars made of aluminium.

You forget all this when strapped into an Aston Martin thundering down the freeway passing everything in sight. That was all I had on my mind when Tickford Sales of Camberwell, who provided the car, rolled back the garage doors to expose a gleaming black beast with white leather interior. This

Vantage, one of only three in the country, according to the local Aston Martin Owners' Club eggheads, soon restored my faith in the marque. It brought back the best years of my Aston motoring.

At first glance, it appears to be in a semi-crouched position like a giant hunch-backed beetle. There seem to be few differences in the exterior cosmetics from the normal Aston V8. But the changes are there... a deeper front spoiler, a blanked-off radiator grille and driving lights. All add up to the slightly better aerodynamics needed to achieve the factory claimed speed of 170mph.

Elsewhere the hand-beaten aluminium panels are unchanged. Vantage badges are usually placed at strategic points — on the boot lid and sometimes on the engine bay air extractor vents, although our test car only had one Vantage badge, located on

the boot. The massive bonnet bulge suggests — and delivers — exhilarating horse power.

For this road test the Vantage had been specially tuned and new plugs fitted — we were aiming for the test figures which had made the Vantage a legend on the motorways of Europe, particularly in Germany where sales have been good.

Despite being dead cold, the engine (all alloy except for the obvious crankshaft, wet liners, etc.) fired after flooring the pedal a couple of times. Having no choke the engine has a tendency to stop without warning until slightly warm, but I was told this habit could be eliminated by minor adjustment to the butterfly setting screws. Either way, after a few seconds this engine settled down to a throbbing idle at 650rpm.

Instrumentation is full and in the tradition of Aston Martin: The tachometer — with no red line — is set to the left; speedometer on the right; the all-important oil pressure gauge sits in the middle. Other, less important, instruments are located on each side of the main gauges and can be clearly seen.

With the engine warm we prepared to go, and my pulse rate rose quickly in anticipation of what lay ahead. I wasn't disappointed. Acceleration is unexpectedly fierce from a car weighing almost two tons. The 'gauge' in my spine estimated the 0-100mph time at under 13 seconds. I was spot on the first time we actually timed it — and on the second attempt, with the smell of burnt rubber still in the cockpit, we slipped past the magic ton a shade under 12 seconds!

It was hard to believe this big, heavy car had rocketed from rest to 100mph in less time than some of its lighter and more aerodynamic European competitors. More shocks were on the way. We managed one standing quarter mile of 13.3 seconds and a maximum speed of 167mph, only 3mph under the factory's claimed top speed.

I remember changing from fourth to fifth at almost 140mph with the car still giving me a firm push in the back. That's excitement. It rockets on to 160mph before acceleration eases off and the rev counter approaches the limit

which had been verbally imposed on me.

(Unlike my old DBSV8 which began to groan over 6000rpm, the new Vantage gives no indication it is past this figure and you learn to watch the white needle closely. I was told not to exceed 6250rpm — or if I did, not to tell the owner about it!)

AM have gone to a lot of trouble to make sure the quad-cam Vantage performs well throughout the rev range. Thanks to engineers like Frank Matthews, who has his name engraved on a small brass plaque on one of the cam covers of this car, 'his' engine pulled cleanly from 2000rpm to 6000rpm in fifth without the slightest shudder. We ran the car up and down our test road all day, delighting in its ability to accelerate rapidly in any gear.

High speed runs gather in mile after mile with the greatest of ease, until you are suddenly awakened from a dream by a road sign which reads 'Albury 50 kilometres.' Then you realise 100 miles has suddenly become 200 without any effort. This car is a glutton for distances. It consumes them while coaxing the driver to relax.

It reminded me of when, shortly after DB had sold his company, the new chairman, William Wilson, told the Australian motoring press he lived about 120 miles from the Aston factory. We all thought: "What a long way to travel. It would mean a couple of hours each way every day." Of course he had the answer... his chauffeur-driven AMV8 averaged 120mph each way. "I only live an hour away," he would say to visitors at the plant.

While Wilson's chauffeur may not have had problems maintaining such speeds, we did. Apart from the constabulary, we found once again how poorly disciplined Australians are on freeways. They do not acknowledge superior machinery when they see it.

We were forced to overtake on the inside lane by lazy drivers in their newish Jaguars or five litre Mercedes who refused to move to the slow lane to let the Vantage pass. In fact we paced one Merc up to 140mph before he pulled over. He seemed to refuse to believe there was something faster on

the road. We hope we educated him.

With such an expensive car, fuel consumption is of academic interest. With four big Webers feeding 5.3 litres it is obviously going to be thirsty. But it wasn't as bad as we had expected, even though we had been in bumper-to-bumper peak hour traffic for five miles. Our first 100 miles also took in fast freeway driving with long bursts up to 150mph and about 30 miles of cruising on twisting country roads. Our average was 14.5mpg. For the remaining 400 miles of the test, circumstances prevented us from taking accurate readings but we do suspect it was slightly lower.

The Aston's brakes stopped the big car without any real vices even when used for constant high speed 'hot' stops. The factory mags hide huge 10.75in (front) ventilated discs and 10.38in rear discs, these mounted inboard to reduce unsprung weight.

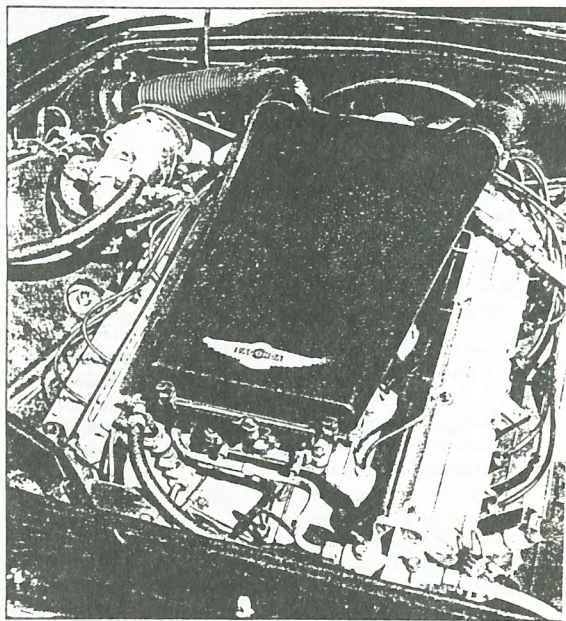
Sitting behind the adjustable three-spoke steering wheel you soon realise the Aston is a *big* car and its sheer size and performance would be enough to intimidate many would-be drivers. But on the road you wear it like a glove. The power steering, coupled with massive Pirelli tyres enables precise handling in almost any situation.

From a driver's point of view the car is superbly comfortable. We set out to cover about 200 miles during our test,

but by midnight discovered we had covered a staggering 500 miles! All that was done without any weariness creeping in.

The weight of the V8 has crept up in the past 19 years — yes, that's how long they have been making it — but our test cut almost one second off the 0-60mph time of a highly tuned DBSV8 (5.3sec compared with 6.1sec.). The standing quarter mile saw the Vantage trim a full second from the DBSV8 time (13.3sec compared with 14.3sec).

I'm told even quicker times could be obtained from the Vantage by taking it to 4500rpm and dropping the clutch. However the owner, understandably, advised against such practices.



There are some criticisms of the Vantage which would probably apply to what might be termed 'normal' cars. The doors are far too heavy and seem fragile on their under-engineered hinges — you get the impression that a jerk in the wrong direction and they would be impossible to close.

Although adequate, the speedo and the rev counter dials are too small for a vehicle of such outstanding performance. Owners of this type of car would no doubt explore its full potential from time

to time, and instruments which relay such critical information should stand out and stare at the driver. Didn't Aston learn from their Le Mans cars?

In styling, the Aston looks a bit old. That's not surprising, as the shape of the AMV8 dates back to 1966 when designer William Towns was briefed to come up with the lines for a new car based on a widened DB6 chassis. This design was at first to be fitted with the reliable 4 litre six cylinder engine and later with the V8.

At that time production of the new model was less than a year away so there was, according to Towns, no time for untried features or techniques that might extend development dates.

Similarly, the chassis was to utilise as many production items as possible, although structurally less important areas were not to prejudice the design. Towns began by widening the DB6 chassis by 4¾ inches, moving the front wheels forward by one inch, lowering the engine behind the front crossmember and fitting the now famous de Dion rear suspension. His new Aston, called the DBS was only 4ft 4in high, incorporating a steeply raked windscreen (59°) and carried four people.

The DB6's much-loved rear spoiler disappeared in the DBS design only to reappear with the introduction of the AMV8 Vantage 10 years later.

Underneath, there is nothing unconventional in the Aston's stiff-chassis suspension layout. The front suspension is independent, utilising unequal length wishbones, coaxial spring shock absorber units and an anti-roll bar. The rear suspension has a de Dion axle located by parallel trailing arms and Watts linkage, and coil springs. The steering is power assisted rack and pinion.

The engine sports twin overhead camshafts on each bank of the V8. Capacity is 5540cc (bore and stroke 100mm x 85mm), and there are five main bearings. The compression ratio is 15:1. The light alloy cylinder block has entruturally cast chrome vanadium liners. Light alloy heads with hemispherical combustion chambers round out the power plant.

The transmission is a five-speed all-synchromesh ZF gear box with Salisbury limited-slip differential.

The final drive ratio of 3.54:1 reduces 26.5mph per 1000rpm.

The Vantage is only available with the massive five-speed ZF gearbox which has been with the V8 ever since it rolled off the assembly line in 1968. There have been complaints about the shift from second to third, which takes a lot of rehearsal if you are attempting to get the car from 0-60mph in around five seconds.

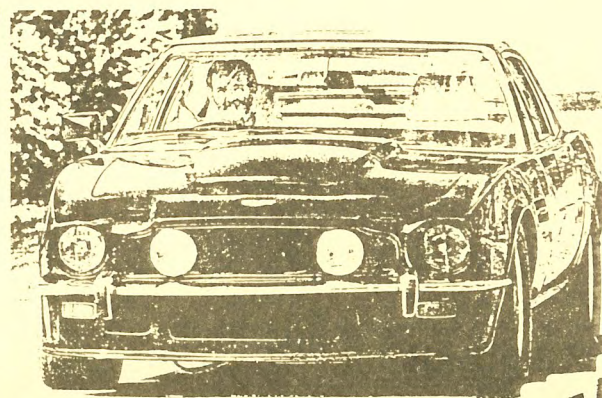
Handling is good, but has a peak. Pushing such a wide, heavy car to its limits on winding country roads provoked situations where the front suspension bottomed out with noticeable lean.

Grip from the Pirelli P7s never faltered, but when we went too far the car lost its neutral balance and tended to oversteer on light throttle. However a slight dab of power and a quick twist of the wrist always brought it back into line.

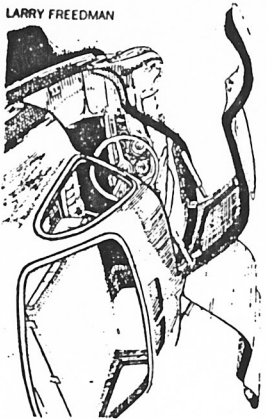
Obviously a mid-engine car would be quicker through certain bends, but to me the Aston's conventional front engine rear drive provides *predictable* handling and clear warnings of when you are approaching the limit.

I wonder what the engineers could do, if anything, to improve road holding? It is so good, took so many years to develop and is so well sorted out it might well remain the same for the new '88 models.

And what does the future hold for this modern British dreadnought? Aston Martin is currently busy cutting out templates for a completely new body which will be matched to a lighter chassis, retaining the unbreakable V8 motor. It is due for release at the Birmingham Show this year.



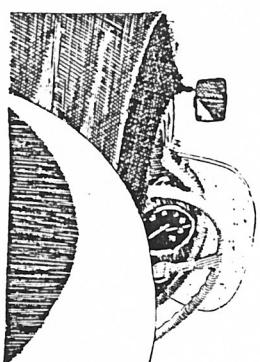
LARRY FREEDMAN



PRESIDENTS

BREAKFAST

RUN



BILL TOMSA

Time: 7.00 A.M. SUNDAY SEPT 10th - Bring your thoroughbred cars out for a lovely relaxing drive in the country - I guarantee sunny weather and a most enjoyable day.

Place: We intend meeting at the MT. COLAH PIZZA HUT CAR PARK cnr Pacific Hwy & Jersey St. at 7 am and together proceeding up the old Pacific Hwy via the Calga rd to Gosford - Green Point is on the main road to Avoca Beach thru East Gosford - Kantara House is just past Green Point (arrowed on map). My advice is just follow the rest of us - its only 66km and a very pleasant hour's drive.

(1) Breakfast: 8.15 - Fruit juice, cereals, bacon, eggs, sausages, grilled tomatoes, marmalade, tea & coffee etc.

Locn: Kantara House, Avoca Drive, Green Point 2250

Cost: Adults \$12.00, Children \$6.00 (043) 691528

(2) Tennis: 10 am to 12 pm. After a leisurely breakfast, we have arranged 3 TENNIS COURTS for our enjoyment at the

Kincumber Hotel/Motel which is just down the road.

Locn: Kincumber Hotel/Motel, Avoca Road, Kincumber

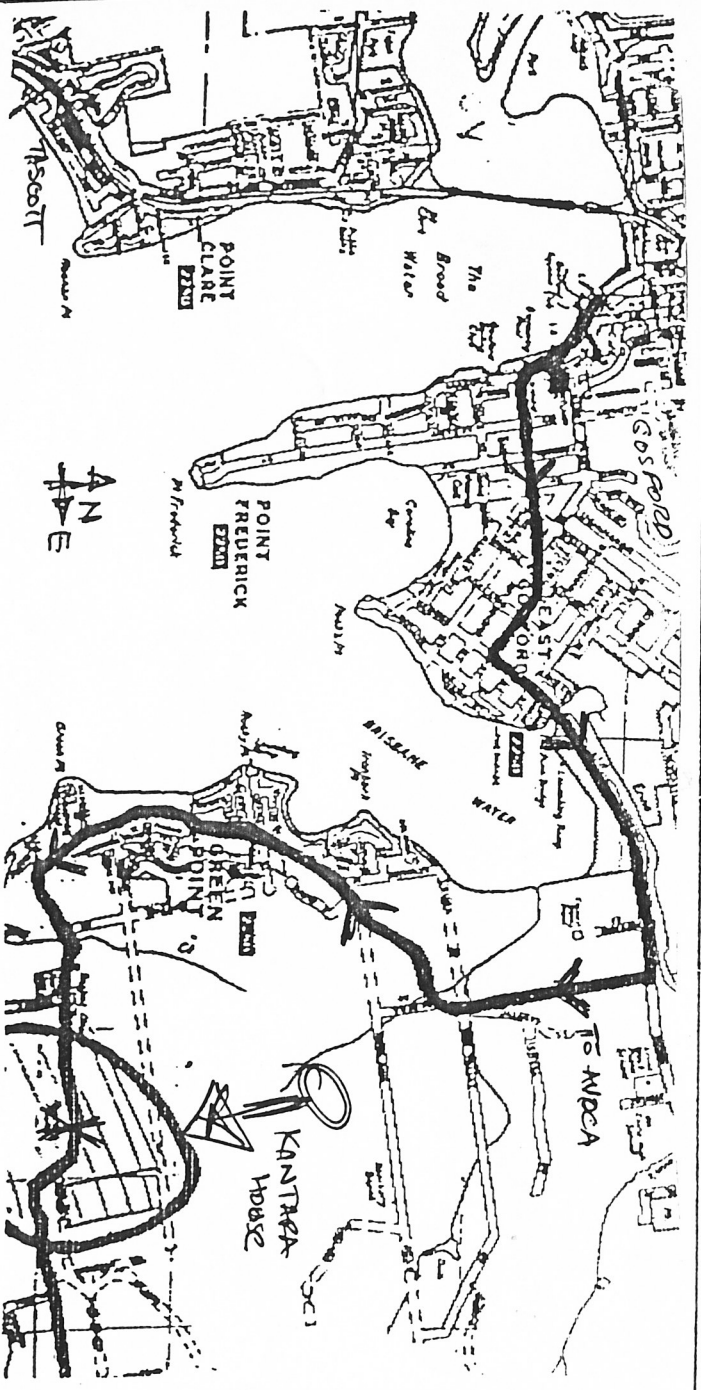
Cost: Adults \$3.00, Children \$1.50 (043) 69 2166

(3) Lunch: After this we may need a rest -- coincidentally a COURTYARD BISTRO LUNCH is available within earshot with a LIVE AFTERNOON BAND just like the Newport Arms! No plan exists for what could follow - what a way to spend a Sunday.

BOOKINGS ARE A MUST - Please phone NOW 4111055 Office
Adrian Walker 4774299 Home

Visitors
Welcome!

REMEMBER Each section is optional (1)breakfast (2)tennis (3)Lunch
It is possible to book for one/two/three(or four) as time permits.



To
Avoca