

ASTON MARTIN and THOROUGHBRED SPORTING CLUB



I am absolutely delighted that our club has prospered and developed so rapidly. Our numbers swell weekly with new and enthusiastic members, such that we have now formed into a highly viable car club both on a competitive and social front.

It is heartening to see how many members are active in the organising and running of the club. This co-operation has been most obvious in the planning and execution of our stand at the Motor Club Show. We are the smallest and newest club, exhibiting at this Show, yet we have had no trouble in enlisting the services and time of so many members to help plan and execute our stand. The Club can only prosper when so much enthusiasm is forthcoming from its members.

The Club has been involved in several events, to date, which are reported on more fully in this magazine. I should like to take this opportunity to encourage members who have not yet attended a Driver Training Day to do so at their earliest convenience as we all feel certain that you will be so excited and proud of yourself once you have taken the plunge. These events do not place abnormal stress on the cars and each driver may use his car to his own satisfaction. There is no pressure for the cars to be driven hard, but there are the facilities to do so, if desired. An excellent example of the devil dwelling within us has been exemplified by Piot Fast who had his first taste of motor competition at the first Driver Training Day. The mere mention of a race meeting and Piot is off to grab his helmet and buckle himself in. As a slight aside, I must report that Piot was so excited about attending the last meeting at Oran Park that he drove straight past the entrance to the raceway and was not aware of this until he reached Penrith!!!

I would like to congratulate Siggy Schember for his class win at Oran Park in his immaculate Ferrari 308 GTB. Siggy is now the first club member to collect a racing trophy. Even more creditable was Chris Dale's result in his Aston Martin DBV8 in that Chris finished less than 1/3 second behind, Siggy's time. Congratulations to both these members. The University Car Club, the organising club, were very pleased to see our Club's exotica out and racing. We look forward to having more entries at the next club race meeting at Oran Park on Sunday 17th May. I commend this event to all members but even more importantly is the Driver Training Day at Oran Park's main circuit on Saturday 16th May. This is the ideal time for novices to have driver training the day before an event and at the same venue.

Lionel Walker will be able to assist members with any problems relating to entries, how to go about it etc.

Returning to the Motor Club Show for one minute - The Club has been succesful in interesting a number of sponsors who have made donations ranging from cash to trophies. This sponsorship illustrated the enthusiasm within the Club that has spilled over to encourage outside support.

Bill Marshall.

CLUB POINTS SCORE

SPORTING EVENTS.

Attendance 1
Entry 1
Competing 1

PLACE POINTS

(a) 4 or more in class

1st - 4
2nd - 3
3rd - 2
4th - 1

(b) 3 in class

1st - 3
2nd - 2

(c) 2 in class

1st - 2

(d) 1 in class - No points awarded.

F.T.D. on day - 1, extra

Points all based on total entries in class.

Officials - 3 Points for all day including attendance point.

Tours - 1 Point.

Club meeting attendance - 1 point.



New Member Chris Johnston - DB 4 Convertible.

NEXT GENERAL MEETING - TUESDAY ~~MAY~~ 7th, AT
124 TAMBOORA AVENUE, BAULKHAM HILLS.

SOCIAL EVENTS.

Please note country drive for May 17th has been postponed to June 21st and will be held at Parramatta Park. A venue for our Xmas Party is now being booked, so if you have any bright ideas Phone Sue - 624-1329 or Sue - 634-5281.

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THE CLUB WELCOMES THE FOLLOWING NEW MEMBERS.

Norm Owens 300 SL
Diort Fast - Jenson Healey.
Siggy Schuler - Ferrari.

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JUNIOR MEMBERS.

A new group of members has been created aged from 12-17 with a joining fee of only \$2.00. So Lets see our future members get into the action. Applications from the Secretary.

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CLUB MOTOR SHOW.

Come to the Club stand, tell your friends, at YENNORA WOOL CENTRE.-
1st - 3rd MAY 10 a.m. to 10 p.m.

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M.

COMPETITION.

A couple of items which need to be clarified for those people who want to run open sports cars in Club competition are:-

- (a) Most clubs will allow open cars to compete without rollover protection as CAMS do not require it to be mandatory.
- (b) The use of goggles eliminates any goggles which are made of glass. A full face helmet with a front shield or a jet style helmet with plastic lens mask - eg. Ski mask, or the CAMS approved goggles.
- (c) The basic competition licence required can be obtained from the Secretary of any CAMS affiliated club (hopefully we will be soon) for the cost of \$4.00 with no other formality.
- (d) The obtaining of a general competition licence requires a medical examination, the signature of the affiliated club secretary, the attendance at a CAMS lecture and finally participation in an observed practice held by CAMS at one of the race circuits. The practice session is actually an observed race where each entrant is critically assessed.

Details of the dates and venues for the lectures and practice dates are listed below.

If you wish to obtain the general competition licence form or have any other questions answered, please contact Lionel Walker.

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Application forms are now available for the following events.

- May 16th. Driver training day - Oran Park
- May 17th Alfa lap dash - Oran Park 81
- May 30th. Driver training day - Amaroo Park.

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CAMS LECTURE/PRACTICE.

LECTURES

- ~~4th May~~
- ~~13th July~~
- 7 th September
- 20th October
- 7 th December.

PRACTICE

- ~~February 7th - Amaroo Park~~ ~~May 16th - Amaroo Park~~
- ~~April 12th - Oran Park~~ ~~July 25th - Amaroo Park~~
- November 7th - Amaroo Park.

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New Member Chris Johnston - DB 4 Convertible.

TWO DAYS OF (SERIOUS) FUN.....

Sunday 29th March at Amaroo Park and Sunday 12th April at Oran Park north circuit (figure 8) for driving instruction and a lap dash respectively have been two highly successful events organized and run by the University Motor Club so far this year. Our thanks to the race secretary, Lionel Walker, for arranging our participation in both of these events.

AMAROO PARK - Great weather, an interesting variety of cars, (attended by UMC, Alfa Romeo Club - GTV's and Alfasuds - and 6 of us - Aston V8's, DB 4, XK 140, Jensen Healey) and good instruction made a very worthwhile day. Proceedings commenced with introductions to our four instructors (Sue Ransome, Noel Crichton Harry Lewis and Cameron Smart) and a 10 minute blackboard talk by Noel on the principles of smooth circuit driving. After an initial timed lap, helmets on but under instruction to drive well within ourselves, the instructors then accompanied us and corrected our faults. Most demonstrated by driving our cars, unless we desired otherwise. We were then left on the circuit to our own devices (vices?) until flagged in. Since there were about 30 cars taken on the circuit in batches of 6 or so, this arrangement gave good track exposure to everyone.

About mid-day, we were put through a braking test from 80 kph. and a slalom-and-into-a-garage, both manouvers designed to give us additional feel for our vehicles. By this time Lionel had discovered a brake problem with his 140 which unfortunately proved to be unfixable on the day.'

There followed an afternoon session of lapping with instructors again, this time somewhat faster, with helmets etc. Commentary was made on our improvement (or otherwise) from the morning session, and again we were left on the circuit solo. but circulating faster this time, with about 6 other cars, some under instruction, some not. To my mind, this was the high point of the day, and certainly great experience, legally unobtainable on the road in such concentrated doses.

For both circuit sessions by the way, the apexes had been marked by witches hats which certainly facilitated finding reasonable lines through the over-the-hill-left-no-right-oops'-right hand double apex look end of the circuit. From his own account, Piotr "Solidarity" went waltzing with his Jensen Healey at this trickiest part of the circuit - I forget how many rotations were mentioned - which doubtless scared some valuable experience into him, likewise those of us who came close.

A thought occurs to a partly initiated novice: the race commentator says it is s-and-so's home circuit, he knows it backwards (literally?), and this is worth 2 seconds a lap to him.

Enthusiasts doubts this because really its just a circuit with curves and straights and surely its not so hard to identify apexes and join them with straight lines is it?..... Yes it is. When there are gradients, cambers and surfaces to be accomodated too. One enthusiast can now see that the frenetic commentator may not be carried to far away from the mark, and only the top echelon of drivers could probably go really fast first time out.

Finally, a timed lap for each car and a summing up talk and a vote of thanks for excellent instructions and a well-organized day. Noteworthy was an improvement per lap up to 10 seconds for most cars throughout the day; the fastest time (I think) being recorded by a Bolwell Nagari, with a few more Alfas before the quickest Aston.

ORAN PARK - Again great weather and an odd variety of cars from open-wheeler Brabham to mundane unmentionables (but before we feel a swell of superiority let's remember that some of these unmentionables tend to go unmentionably quickly....) this being attended by UMC, Fisher^m Ghost (Campbelltown), NSW and North Shore.

There were 10 of our number present, (Bill Marshall, Roland and Graham Clark, Bill Rankin, Chris Dale, Lionel Walker, Piotr Solidarity, John and Sue Williams, and Ziggy Schuber). It was good to meet Ziggy and entourage, with superb modified (standard car wasn't fast enough) 308 GTB.

We could tell that after his recent operation, Roland was just itching (to get back into the drivers seat) but instead generously, confined himself to flag marshall's duties for most of the day, leaving the DB 4 to an enthusiastic Graham. Open cars without rollbars were excluded from running so this sidelined Piotr and Lionel.

After scrutineering and brief briefing, we were straight into it. Cars lined up and in order of assigned numbers and were timed around the tight figure-8 section, 2 laps per run. Two cars were permitted on the circuit at once, separated by half a lap. This continued virtually without a break until about 4PM., when numbers of competitors and spectators had dwindled, and most enthusiastic or masochistic drivers had managed up to 12 pairs of timed laps. (Bill Rankin decided not to tempt fate in number 13, so only went out once).

For those who are unfamiliar with Oran Park, north circuit, one lap with one DBS V8 went something like this: 1st gear out of the service road on to short straight, into 2nd over the timing strip. Think left, apex, dip into hard right harder with wall. Car goes light, brake hard in straight line brings it down, ease brakes into apex - power on - damm! Wrong apex or going too slow, not close enough to wall - still if we had been..... foot to floor, keep in second, keep to right over bridge, track must go left...yes! Keep power on, no time for 3rd, easy left apex, then try to make short straight, before left loop. Wall's looming up fast, what do the experts do here.? No rubber marks - dunno - brake hard, sharp left, get apex, power on, slide wide almost grass - phew! - made it, but what the hell do you do here --- there's another left, apex, yes ----no! Decreasing radius, full understeer (from a V8?), straighten up, idiot! You should be 2 yards to right, 10mph faster! drifting to clip grass verge, straightening up under full power. Helmet shakes in disgust, full power in 2nd gear along straight under bridge. No point snatching 3rd now. 5500rpm, 6000 redline, what's that? 75-80 maybe... (Ziggy reckoned 100 along here - bullshit), heavy braking keep left until last moment, turn she's going light, ease off brakes, tails coming round power on. Fool! You've taken too early on apex again through this loop, power on, straighten on to grass, up to timing strip again. Do it better next time!!!

Of our little group, Ziggy was fastest, and Bill Marshall most spectacular. Bill showed us what happens when freshly swapped tyres are sprayed with an oil mist from an angry little V 6, and so created a record total of spins for the day out of just 4 laps. Great stuff. Some of us tried to emulate him.... thankfully without damage. All good experience!.

So FTD goes to an A 30 (!) with Holden engine and racing tyres. By a large margin. Also V 8 Escort, RS 2000 and a few non-descripts before "our Ferrari, hmmmmmm.....

All in all an interesting day, with a club racing event in progress on the south circuit just over the hill, featuring an assortment of more or less modern racing machinery travelling at speeds (and emitting sounds) sufficient to remind us how fast proper racing cars do go.

A thought here, relative to the format of lap dash events; to the inexperienced, there is a major problem with 2-lap shots at a short circuit - 2 laps, when both are timed, does not give a driver an opportunity to thoughtfully attack a circuit, since for each run there is some competitive urgency right from the start, and there is no real opportunity to experiment with lines knowing there will be no immediate subsequent-lap feedback. At the start of a day, there is no guarantee of the number of runs available to each competitor. Much better would be, I think, to halve the total number of runs by making each run of at least 4 laps duration. I don't see that this would cause timing problems, with 2 cars on the circuit together separated by 1/2 lap, just as for 2-lap runs.

There are many enthusiastic helpers required to run even the simplest club event, since there must be scrutineers, pit and flag marshalls, timers, etc. (This would make it difficult for ourselves to run such an event at this stage, without guaranteed outside help, since it is difficult for competitors to fulfill double roles. However, in conjunction with another club perhaps...) So far our 2 days so far, many thanks to those who helped.

We can all look forward now to the 16th and 17th May at Oran Park, when we have an instruction day and a lap dash consecutively on the south circuit. This should prove to be a most constructive and enjoyable exercise.

BY CHRIS DALE.

GRAHAM CLARK DB4.

CHRIS DALE DBS V 8.



BILL RANKIN AM V 8
AND THOSE LIGHTS.

