

NEWSLETTER OF
THE THOROUGHbred
SPORTS CAR CLUB.



top

gear

Vol.1 No.1
September 1981

Enjoying an XK An 18 Year Affair

Having been introduced to Jaguars by helping to rebuild my brother's XK 120 roadster, I decided to graduate to an XK myself. So in July 1963 I started looking.

Within the month two XK 140 roadsters came up for sale. This appears to be the last time an XK 140 roadster (let alone two) was sold in N.S.W. I purchased the better conditioned of the two, it being equipped with a detachable hardtop and AXK 140 number plates. The other one, a blue special equipment model, was sold the next week and we have not seen it since.



Enjoying an XK – An 18 Year Affair



Unfortunately about 6 months later the duco started to crack, so in December 1965 I decided to repaint the car.

This involved removing everything which would come off or out, with the exception of the motor. As the duco was so bad I stripped it back to metal and to my surprise I found that the car had never been damaged. This was my first attempt at painting so I learnt by my mistakes as I went. It took me about four months to complete.

In December 1966 a 3.8 litre MK 10 motor became available and after a few checks on installation, I bought it. To install the motor it was necessary to cut the inner guards out to clear the front carburettor and the newly-acquired XK 150S air cleaner. This involved re-locating the brake fluid reservoir to the opposite side. To enable the front carburettor to also clear the bonnet the motor was lowered in the engine mountings by 1¼".

As the original mechanical clutch was always quite heavy for traffic I decided to convert to a hydraulic clutch because I fitted a sintered steel solid-plate clutch with special 90 lb competition springs to the new motor to obtain the full effect of the new power. I found that the later Girling clutch out of the later MKVII could be fitted with a minimum of trouble.

As the two pedals were different a composite one was made up with the XK top half and the VII bottom. The fluid reservoir was mounted beside the relocated brake reservoir.

During the final stages of assembling we found we had overlooked the acceleration linkages. The butterfly operation was opposite that of the original motor. This was solved by reversing and relocating the pivot toggle.

On the road the performance proved quite staggering since she was nearly four cwt lighter than an XK 150S coupe.

The car was also lowered by 1" to stop the tail shaft from striking the centre chassis cross-member. As with all XK owners, I had always dreamed of wire wheels and then in May 1967 all my birthdays came at once – I discovered a badly damaged XK 150 coupe fitted with chrome wire wheels and overdrive.

After buying the car I fitted the wire wheels, disc-brakes and the overdrive unit to the XK 140.

In 1968 a new hood was made and in 1969 the car was re-upholstered and re-carpeted.

In December 1968 I obtained a set of 15" chrome wire wheels from England and these were fitted to the car. This considerably improved the general road-holding and steering of the car.



The car was first registered in 1955 being one of only four cars brought into Australia by Brysons. There are now eight roadsters in Australia, out of the 73 right hand drive roadsters made.

During this time I have competed in lap dashes, motorkhanas, hill climbs and drag sprints.

I have won the XK Class in the N.S.W. Jaguar Concourse 1973, 1974 and the National Concourse in 1972, 1973 and 1974.

During the last few years I have competed regularly in Club events at Oran Park and Amaroo Park.

My best times so far are:

Silverdale 43.65

Oran Park South 58.42

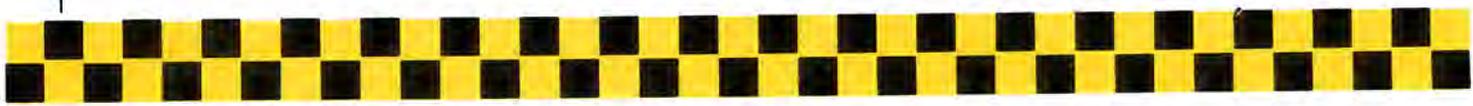
Amaroo Park 59.02

LIONEL WALKER

477 1464

*nice
one*

ACHTUNG! Das machine is nicht fur gerfinger-poken und mittengraben. Is easy schnappen der Springenwerk, blowenfusen and poppen-corken mit spitzensparken. Ist nicht fur genwerken by das Dummkopfen. Das rubbemecken sightseeren keepen hands in das pockets. Relaxen und watch das Blinkenlights.



PRESIDENT'S REPORT



At the outset, I should like to welcome the several new members and trust that they will benefit from their association with the Club, as the Club will from their membership.

During the last month Sue Hall and Sue Williams organised a picnic at Warragamba Dam. Approximately 15 cars attended this outing, together with their owners and families. A most enjoyable day was had by all. It was heartening to see so many Club cars together, especially as they had all obviously been polished for the occasion.

Bill Rankin and I attended the Highland Society Ball recently where we were both photographed in kilts and regalia. A photograph is scheduled for the next issue of the magazine.

While on the topic of Bill Rankin, I must reiterate a recent incident. Bill has had major work completed on the engine in his Aston Martin which has resulted in the car's performance having increased markedly. To prove his point, Bill and Chris Dale, in an identical Aston Martin, decided to partake in an illegal drag at the notorious Brick Works at 'dawn' on a Sunday morning. This drag came to a rapid stop shortly after they had changed into third gear (120 mph?), at which time Bill was leading by one car length. Not to be outdone, Chris promptly blew his diff to pieces!!!

Back at the last General Meeting, which was kindly hosted by Chris Dale, we enjoyed a top attendance, over half the members being present. This was the best attended General Meeting for sometime and I hope is a sign of things to come. If you want to know what is happening in the Club, or want to chat about cars, or want to be sociable, or have ideas to help the running of the Club etc. etc., come to the General Meetings – they are really good fun.

I should like to remind members of the forthcoming social and racing events, in particular the Vicary Winery evening and the gold prospecting trip. Keep the dates open. One last matter is a reminder that I have offered the Club's cars to transport invalid Scots at the Scottish march to be held on Sunday, 29th November. The march will travel from the Domain, down Macquarie Street to the Opera House. We expect T.V. coverage which will be free advertising for the Club; I feel that it is also a philanthropic gesture of merit.

BILL MARSHALL

Oran Park Lap Dash 5th July 1981

The weather was sunny but cold at Oran Park for the University Car Club Lap Dash.

The day started slowly as the organisers got sorted out but things moved more swiftly in the afternoon as runs were had more frequently.

Only three of our members competed – Bernie Leimeister Bill Marshall and myself. Unfortunately, Chris Dale's entry was received too late for inclusion, but he and Lionel Walker had fun waving yellow flags 'till late lunch time.

Bernie Leimeister in his Alfa open wheeler did well until he connected with the fence at BP Corner causing damage to the rear suspension etc.

Bad luck Bernie, but if it's any consolation, your standing start time was only half a second slower than the fastest flying lap.

Bill Marshall was spectacular as always raising dust at the esses and I was sideways most of the time in my Triumph automatic, trying to get it all together, a little difficult with only two laps at a time, but enormous fun, and I recommend these days to all those who wish to get to know their cars better by doing things you just can't do on public roads.

Our thanks to the University Car Club for the invitation, we look forward to our next meeting with hopefully more entries from our Club.

JOHN SCOTT



Report on Barbecue Day at Warrangam Dam on Sunday 2nd August, 1981

Well, Sunday was a bright winter's day and a good congregation of Club members congregated at the Prospect Hotel for the pilgrimage to Warragamba Dam.

Great to see new member Geoff Belshaw in his very nicely prepared Scimitar. Bill Marshall in his Ferrari, volunteered to drag any of the Aston Martins along the Freeway to Warragamba.

After a pleasant run to the Dam, lunches were set up and car talk got down to earnest on the arrival of Tony Lehnert's Maserati.

It was really great to see Bernie Leimeister and his wife Jeannie who made the trip from Dapto in their immaculately restored DB4.

Laurie and Sylvana Perin were offering a fine vintage of white wine to any alcoholics who were wandering in their direction.

Gordon Monk deserted his Aston Martin and MG to bring along a new V8 Rover.

Late arrival Norm Owens and wife Marg. in the 300 SL Sports with the new baby snugly nestling in the tiny space behind the seats.

Noticeable Absentee:-

Bill Rankin who furiously rang, encouraging everyone to attend was reported to be vulcanized to the sheets after two very heavy evenings consuming his favourite beverage and dancing the Scottish Reel.

Frank Grech was a late arrival and was piloting a late model 280Z.

Good to see Patrick and Suzannah Brown who had been invited along by the Williams. Hope to see Patrick as a member in the future.

Geoff Belshaw brought along some very imaginative logos for the Club. His professional talents will no doubt be a great asset to the Club.

Many of those present inspected the Dam after a most enjoyable day with family participation the key note. Everyone had a very happy day.

New Members

The following new members are welcome to the club:

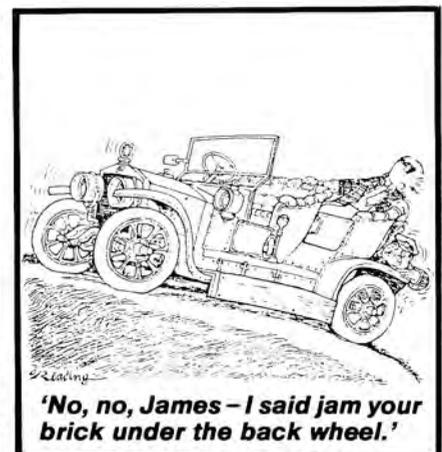
Margaret Mobbs, Associate Member, from Parramatta, driving a Honda Accord.

Les Johnson, from Chatswood, who drives a Lamborghini, two Aston Martins, and a Bugatti.

Bruce McBride, from Cabramatta, who drives a Ferrari Dino.

Geoff Belshaw, from Chatswood, who drives a Scimitar.

We hope they participate in and enjoy all the activities available.





Gold Panning Weekend

Roland Clark is organising a gold panning weekend to Nundle which is a few miles out of Tamworth. We have made a block booking for November 14th at the Nundle Hotel which is only capable of accommodating approximately 25 people, so any extras would have to stay in Tamworth, or accommodated on the Hotel verandah.

The programme will be as follows: Early start from Windsor to arrive for a barbecue lunch at Nundle Hotel on November 14th. A local gold expert will take us to an area where we can all enjoy a few hours gold panning. Return to the Hotel for a Saturday night dinner. Sunday morning members of

the Classic & Specialists Car Club of Northern New South Wales will be joining us at a nearby venue for a motorkhana. After lunch returning to Sydney.

Accommodation costs \$8 to \$9 for the night, plus meals. It should be noted that this is just a country Hotel and the accommodation standard is fairly basic but I am assured that it is clean and well run, and the meals are very good. Children will be welcome so please let me know your accommodation requirements as early as possible with a deposit of \$10 per booking.

We will be required to take our own goldpans, so keep a look out for a suitable vessel. Some sapphires may also be encountered.

ROLAND CLARK



Social Activities of the Club August - December 1981

A social evening will be held at Vicary's Winery, Bringelly Road, Bringelly, on the 30th October at 7.00 p.m. Already 25 people are attending and numbers will be limited so if you want to go please call Sue or John Williams on 634 5281 (evening). There will be a barbecue, square dancing, wine tasting etc. Should be a WOW of a night. \$5 deposit required.

Christmas Party - Friday December 4th.

Further information in future newsletters. Don't forget to mark in your calendar Friday December 4th.

Competition

Our next event will be the Amaroo Park Lap Dash on September 6th, run by the University Car Club. If you are not entered, they would appreciate help in running the event - officials and flag marshals. Contact me if you are able to help prior to the event as I won't be here on that weekend.

The next C.A.M.S. Licence Lectures will be held on Monday 31st August, Monday 19th October and Monday 7th December.

C.A.M.S. Observed Licence Tests will be held on Saturday 31st August - Oran Park and Saturday 7th November - Amaroo.

Contact me for the general licence forms if you wish to apply.

Coming Events

September 6th - Lap Dash - Amaroo.

September 26th - ARDC Driver Training - Amaroo.

LIONEL WALKER
477 1464

WANTED dead or alive

If there is anybody out there who has or knows of a 3 litre V6 Ford Capri engine for sale. Please advise Geoff Belshaw.
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WORKSHOP

This spot is reserved for the dynamic comments and Technical advice of anybody being of sound mind who wants to talk shop. Otherwise Frank Greh and John Scott will do it in the next issue.



STOP PRESS

Support your Mag.

Engage brain in gear and start writing - Exposures, Scandles & Blackmail all considered as long as the Editor gets his percentage. Saucy pictures, naked cars - please forward for the editor's perusal.

Attention - The - Editor Geoff Belshaw,
Anthony Simpson Graphics, 5 Bryson Street, Chatswood 2067 Tel: 411 4228

