Racing since 1980

Action-Line

Journal of the Appendix J Association of NSW Inc

Monthly General Meeting

1st May, 2007

8:00pm

Denistone Bowling Club,

59 Chatham Road, Denistone

"Camaros in Concert"

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THE DEADLINE FOR MAGAZINE CONTRIBUTIONS IS 17TH EACH MONTH

Editorial contributions are welcomed, but may be edited for readability or to meet space requirements.
While every effort is made to verify facts as stated in this publication, Action-Line cannot be held responsible for their accuracy

Opinions expressed in this publication should not be taken as those of the Association, its committee or editorial personnel.

President's Report

Bathurst has now been run and won. Darren Pearce from Tasmania in his Mustang took out first place overall and ran some pretty quick times. Rumour has it he will head up for the Muscle Car Masters in September so be prepared for some stiff competition from the Apple Isle. I have had a quick chat with the promoter and we are likely to get another opportunity to run next year. I would like to get a few members opinions on how we could better administer this event and if people see it as taking too much of the Committee's focus.

Doug Westwood made an important point at our last General Meeting. Attendances have been progressively falling off so we need to know what we are doing wrong and how we can get more members to attend. Are we placing too much emphasis on events like the BIMF and MCM and not paying enough attention to other issues? What would get more members to regularly attend? Are we still at the wrong venue? If you have an opinion on this drop me an email and let me know. New email address is warren.bossie@execujet.com.au.

We are still seeking some new guys to take up the mantle of Eligibility Officers. Ken and Vince have done their time and it is time for someone else to step up to the plate and give these guys a chance to get back to competing. Ken and Vince have done quite a bit over the last few years trying to be on the club executive and perform eligibility duties so it is time for them to have a well earned break. (Perhaps our search is keeping you away from the meetings?).

Now that Bathurst is out of the way, I will be setting up a meeting with the ARDC pretty soon so that we can once again have some input into the format for the Muscle Car Masters. If you have any input after last years event, let me know so that we can pass the info onto them. We have already had a few comments on room in the pits so I expect to have some vigorous discussions with them to ensure we have more room.

I spent last Saturday at the Historic Commission meeting. This was my first time at one of these and it was certainly an eye opening experience. Tony Caldersmith, who looks after tyres for the Commission, has done a comprehensive survey of exactly what tyres are available. The 50 Series Bulletin currently approved until June will drop dead at that point. There are a few 50 series tyres available for some cars but, none for many others. In 15" there are 3 manufacturers who make 205/60/15 race radials and all of these will be approved for use. If you want something wider than this you will have to use a cross ply, unless Yokohama makes more 048s or 032s in 225.

Individual approvals for tyres of less than 60% may be made on application to the Commission, but only where there are no competition tyres available in the size that you require. This will not be easy to get if you can run a race tyre one size up or down from your current tyre. This is not in force yet but is certainly on the Commission's agenda for likely approval in the near future.

The Commission is also seeking to fully review the current tyre list and remove all of the superseded tyres. Tony Caldersmith has also recommended a revised and simpler method of adding a new tyre to the list instead of the current trial on a vehicle approach. Basically if a new tyre becomes available that is the correct size and construction, is not a dedicated wet weather tyre, is not based on a racing slick and is a DOT approved race tyre, it will be added to the list on application.

Application will require details of the compound, rolling diameter and dimensions, construction and tread pattern. It is expected that tyre manufacturers or dealers rather than competitors will make the application, however competitors are not precluded from applying. Hopefully this revised procedure will be adopted as it will make getting a new tyre on the list a whole lot simpler. You can also expect to see the list detail the actual sizes of each tyre that are approved to remove any confusion when manufacturer's incorrectly mark tyres.

Another area that concerns us, that was discussed at the Commission meeting, is the make up of the HTCEC. he Commission are seeking to reduce numbers to around 6 from the current 8 and to replace some EO's with AHTCA reps. This would give the AHTCA a voice on eligibility issues with the current recommended option being that all Group N eligibility issues being resolved by the AHTCA and then recommended to the Eligibility Commission. If this goes ahead as suggested this would be a great improvement for us in the control of our category and ensuring we stayed Historic.

See you trackside

Warren Bossie

Walker-ism No 14:

"This has been a great season for Nelson Piquet, as he is now known, and always has been."

Secretary's Report

Just a reminder that the Appendix J Association's next general meeting is on Tuesday May 1st starting 8.00 PM at Denistone Sporting Club, 59 Chatham Road, West Ryde. Phone 02-9874-3650. Come along and join us in a lively discussion over a couple of drinks or a meal.

Earlier this month I received copies of a new magazine for motor racing enthusiasts edited by club life member Max Stahl. RACER Australia is a bi-monthly tabloid, printed in colour, which gives our group great coverage. I will have some copies at the May meeting for your perusal. Those of you who have reached the age of enlightenment [past 50] will no doubt remember Max's "Racing Car News", which was compulsory reading for me as a pimply youth!

The annual race numbers auction will be held immediately following the May General Meeting. Any memberships not renewed by 30/4/07 will find their allocated race numbers are made available at auction to all club members. The committee has been very reasonable in continuing to send out magazines over the past four months to memberships due for renewal on 31/12/06.

This column has advised of the possible loss of "your number" if you haven't renewed by April 30th. Either send in your cheque now or come to the meeting and make a bid. [after rejoining if necessary] Some spirited bidding is expected!

Hope to see as many members asa possible at HSRCA's Eastern Creek meeting on April 28 &29.

If you have any ideas on how to improve the way the club is run then please speak up at the meeting or e-mail me and I will present your suggestions to the committee !

Cheers

David Roberts

HSRCA Report

Events in 2007

Dates for this year's HSRCA meetings are as follows:

* April 28th- 29th Eastern Creek
* June 2nd- 3rd Oran Park South
* September 15th-16th Eastern Creek
* November 24th- 25th Wakefield Park

It is hoped that there will be more support this year for these meetings as the Appendix J committee has limited the 2007 pointscore to 8 rounds and the 4 meetings listed above are included.

Eastern Creek April 28th- 29th

This meeting will be over by the time you read this article.

Overall entries are very disappointing. Approximately 200 with Group N providing 40. 2Na, 17Nb and 21Nc. There are a few new cars and many of the regulars have not entered.

The break even point for HSRCA at Eastern Creek is 240 entries.

Oran Park South June 2nd-3rd

It is the intention of HSRCA to feature Touring Cars at this event. There will be a 25 lap relay race for Group N. More details to follow.

This may be your last opportunity to run on the South Circuit. The property has been sold and will soon be subdivided into housing blocks.

Please support this meeting.

Competitors Input Required

At a recent Registrars meeting it was decided to survey competitors in an effort to lift entry levels.

The committee of HSRCA needs to know what can be done to improve their meetings.

If you have ideas or concerns please contact me as soon as possible so I can take this information to our next meeting. My contact details are listed on the inside front cover of this magazine.

Dominic Truelove

Minutes
April General Meeting

Held at

Denistone bowling Club Tuesday 3/ 4/07

Meeting commenced at 8.05 PM

Apologies

Greg Luca, Mike Dyer

Visitors

Gary Attenborough

Acceptance of Minutes

Chris Dubois, Greg Tracz.Chris noted a misreporting of his last AHTCA report in the minutes of April Action Line. The 15" tyre decision was by two members from the Historic Commission. [Secretary apologized for his poor reporting of this matter]

President Report

BIMF has had another 2 entrants drop out. Faxed entries were accepted to keep up the numbers, however the final cheques did not accompany these. Given that 2 of the faxed entry competitors subsequently dropped out the club is out of pocket until we can be reimbursed by those entrants. A recent targeted scrutiny was successful with 18 cars being passed. A common problem was the required sealing of front and rear firewalls for fireproofing (please check your car complies). CAMS 2007 manual now requires all drain plugs to be wired. [includes differential, gearbox and engine] To tighten in the presence of a scrutineer no longer applies. All 18 passed with only minor repairs.

There has been a change to NCR80 which used to allow for a replacement vehicle after the close of entries. This rule was abused and is now dropped, making it harder for promoters. A substitute driver is still OK. A replacement driver and then a replacement car may be a solution to this.

The club should seek to have NCR80 repealed. HSRCA & MG Racing agreement is to be sought. Terry Thompson to carry this to the Historic Commission. We as a club need to present as a majority on this one. [there were 4 entries for BIMF received by the club after close of entries]

Secretaries Report

Peter Addison, President of HSRCA, made a presentation to the club at last week's committee meeting. They want to feature Group N at June's Oran Park meeting. At present it seems a relay race of 25 laps may be suitable but our club will be required to help run the change over [in the dummy grid area]. There is a possibility of cheaper entry fees if we as a club get in early, committee to discuss and report back. We need our members to be proactive in this area in order to save! If we are slow getting entries in the result will be the promoters raising entry fees.

Treasurer's Report

Don was unable to get to the meeting due to last minute work commitments, but rang in prior to our start. No report tabled but this will appear in May's magazine

HSRCA Report

Dominic has spoken to Noel Bryen re the April EC meet. Only 180 entries as of Friday 29/3/07 which is a little disappointing. Currently calling for ideas for a Group N headline for the June Oran Park meeting.

Tasman Revival to be run again in 2008. Qualifying at Oran Park South Circuit is often difficult due to grid density and the shortness of the circuit.

Competition Report

Chris advised of the concerns the HSRCA with low entry numbers for April's EC. We should show promoters our support by entering and perhaps having to withdraw later. Carefully read the supplementary regulations in order to avoid loss of moneys. Meetings after Bathurst to optimize our deals with both the ARDC and HSRCA. We are working hard to get a better deal and it would be great if our members showed their support by entering. Next meetings are

* Morgan Park May
* Winton May
* HSRCA June

MG Racing July

Bruce Smith reported the poor deal regarding pits and parking for us at last years MCM. This was not as per the clubs agreement with ARDC and will be addressed at the meeting with them.

Cont'd next page

April Minutes (cont'd)

AHTCA

Not much to report although the club has received a letter from South Australia which does not directly relate to Appendix J. A meeting with Jervis Ward and Justin Brown at BIMF may provide the solution to this problem. The Tri-state series will now be attempted next year. MCM & HSRCA Eastern Creek in September will clash as they are 2 weeks apart. The AHTCA Cup will be contested at MCM. The Biante Series may change the dynamic of MCM and Warren & Chris will advise after meeting with the ARDC next week. The difference between CAMS fees for a Multi club meeting [$3000] and a National meeting [$10,000] and the resultant entry fees will be discussed at a future meeting.

Historic Commission

Terry reminded us that there are no national series in Historics. Biante was the breakaway group to achieve this. This month is the state council of CAMS meeting [14th & 15th] The 50 series tyres debate continues with it now being revealed that tyres were available. It has been suggested that certain group S competitors [Porsche] were behind the push.

Michael Smith [CAMS NSW State Manager] has taken over the role of Ben Alexander [CAMS Historics] and will shortly relocate to Melbourne.

HTCEC

Nothing to report.

CAMS

Included in Terry's Historic Commission

Eligibility

There has been no contact, and no news. A general silence since Ben Alexander left his position at CAMS. Recent targeted scrutineering showed only minor faults, nothing major.

General Business

The clubs recent targeted scrutineering was not just for Bathurst entrants, with 18 cars being passed by 11.30 AM. More of these days are to be organized. Thanks to Ryde Toyota for providing the venue and hoists.

Doug questioned the success of the move to meet at the Denistone Club. Only 23 members present tonight. Committee to discuss at next meeting. Members seemed happy with the suburb's location as being reasonably central.

Raffle drawn by David Roberts and won by Adam John. There being no further business the meeting closed at 9.10 PM

The next general meeting is on Tuesday 1/5/07 at 8.00 PM

Marshall Cass Photography

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Treasurer's Report
General Meeting March 2007

Balance as per Bank Statement 6/3/07	$29624.17
Deposits to Account - 6/3/07 - 25/3/07	$ 3485.40 +
	$33109.57
Cheques & Bank Charges 6/3/07 - 25/3/07	$29604.80 -

Major Payments

Chq No. 634 - $27000.00 - BIMF 2007
Chq No. 637 - $ 1980.00 - BIMF 2007
Chq No. 636 - $ 509.80 - Bookworks P/L

	$ 3504.77
Less outstanding Chq No. 630 - $500	$ 500.00 -
	$ 3004.77
Deposits since 25/3/07	$ 180.00 +
Agrees with Cashbook	$ 3184.77
Account submitted for Payment 2/4/07	$ 581.51 -
	$ 2603.26

Above figure does not include any membership renewals received tonight.

TOTAL FUNDS HELD

Cheque Account	**$ 2603.26**
On-Line saver Account	**$ 25910.74**
Cash Float - Raffle & Merchandise	**$ 70.00**
	$ 28584.00

We are to issue some refunds for BIMF 2007 of approximately $4000. These will be made after the event when the full position is known.

The Committee has approved transfer of $5000 from the On-Line Saver Account to the cheque account to provide working capital.

If you have any questions please contact me by phone or Email.

Don Titcume

Treasurer

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Race Results

WPS Bathurst International Motorsport Festival

MOUNT PANORAMA

Historic Touring Cars - Race 1 - 7 Laps

Pos	Car	Entrant	Driver	Vehicle	Cap	CL	Laps	Race.Time	Fastest.Lap
1	83	Darren Pearce	Darren Pearce (TAS)	Ford Mustang	4803	NC	7	21:27.7795	4 2:32.7596*
2	68	Grant Wilson	Grant Wilson (QLD)	Chevrolet Camaro	5700	NC	7	21:32.4759	3 2:35.1417
3	76	David Stone	David Stone (NSW)	Ford Falcon XY GT	5700	NC	7	21:57.1971	5 2:39.3445
4	82	Cameron Worner	Cameron Worner (NSW)	Ford Falcon XW GT	5700	NC	7	22:03.9911	3 2:41.4018
5	89	John Harrison	John Harrison (NSW)	Holden Torana XU1	3300	NC	7	22:07.2527	6 2:41.6433
6	101	Vince Macri	Vince Macri (NSW)	Holden Torana XU1	3300	NC	7	22:16.8790	3 2:42.4722
7	19	Steve Bye	Steve Bye (TAS)	Ford Mustang	4803	NC	7	22:22.6998	6 2:43.2954
8	69	Michael Micelli	Michael Micelli (VIC)	Ford XW GT	5700	NC	7	22:28.0864	4 2:40.2903
9	202	Greg Luca	Greg Luca (NSW)	Holden Torana GTR	3300	NC	7	22:33.8174	4 2:46.7465
10	6	Bob Sudall	Bob Sudall (QLD)	Mazda RX2	2292	NC	7	22:42.3331	7 2:46.6850
11	94	Anthony Frost	Anthony Frost (NSW)	Holden Torana XU1	3300	NC	7	22:44.7094	7 2:46.8550
12	116	Alan Smith	Alan Smith (NSW)	Mazda RX2	2292	NC	7	22:49.9780	6 2:48.5376
13	36	Paul Truelove	Paul Truelove (NSW)	Lotus Cortina	1600	NB	7	22:51.1473	6 2:45.9391
14	5	David Clement	David Clement (NSW)	Holden Torana XU1	3300	NC	7	22:54.5669	7 2:48.3129
15	10	Michael Terry	Michael Terry (NSW)	Holden Torana XU1	3300	NC	7	23:01.4839	6 2:50.3910
16	33	Lewis Bush	Lewis Bush (TAS)	Mazda RX2	2292	NC	7	23:13.5616	7 2:52.0836
17	65	Ben Tebbut	Ben Tebbut (NSW)	Morris Cooper	1200	NB	7	23:18.6265	7 2:52.5965
18	42	Historic Road Australia	Robert Ingram (NSW)	Lotus Cortina	1598	NB	7	23:37.9660	7 2:53.5530
19	45	David Paterson	David Paterson (QLD)	Holden Torana XU1	3300	NC	7	23:40.3017	3 2:46.7393
20	51	Colin Warrington	Colin Warrington (QLD)	Chevrolet Camaro	5700	NC	7	23:47.5984	6 2:48.9886
21	43	Bill Campbell	Bill Campbell (QLD)	Holden Torana XU1	3300	NC	7	24:07.6974	6 3:00.6623
22	1	Chris Dubois	Chris Dubois (NSW)	Ford Escort 1300 GT	1300	NC	7	24:13.2538	5 2:59.0245
23	131	Bob Harris	Bob Harris (NSW)	Holden EH	2997	NB	7	24:13.9383	6 3:00.8675
24	290	Timothy Brown	Timothy Brown (NSW)	Holden Torana XU1	3300	NC	7	24:15.9702	7 2:58.3140
25	104	Robert Hayden	Robert Hayden (NSW)	Holden EH	2997	NB	7	24:23.9125	3 3:04.3779
26	53	Craig Lind	Craig Lind (QLD)	Escort Twin Cam	1600	NC	6	21:31.3660	6 3:03.9896
27	270	John Battersby	John Battersby (NSW)	Morris Cooper	1200	NB	6	21:34.9698	6 3:02.4218
28	50	Rod Brincat	Rod Brincat (NSW)	Ford Cortina GT	1600	NB	6	21:37.1790	6 3:05.6146
29	14	Rodney Gelston	Rodney Gelston (TAS)	Holden EH	2997	NB	6	21:41.8251	6 3:10.0177
30	107	Kerry Hughes	Kerry Hughes (NSW)	Cortina GT	1600	NB	6	21:42.7060	5 3:06.1280
31	4	Ian McIlwain	Ian McIlwain (QLD)	Datsun 1600	1600	NC	6	21:43.3561	4 3:06.4834
32	25	Justin Brown	Justin Brown (VIC)	BMW 2002	2000	NC	6	21:45.1551	6 3:03.4362
33	44	Teresa Campbell	Teresa Campbell (QLD)	Holden Torana XU1	3300	NC	6	21:59.7244	4 3:10.3328
34	22	Warren Bossie	Warren Bossie (NSW)	Holden Torana XU1	3300	NC	6	23:23.8116	4 2:45.9183

MOUNT PANORAMA

Historic Touring Cars - Race 2

Event R4 7 Laps

Pos	Car	Entrant	Driver	Vehicle	Cap	CL	Laps	Race.Time	Fastest...Lap
1	83	Darren Pearce	Darren Pearce (TAS)	Ford Mustang	4803	NC	7	18:09.9029	2 2:32.3184*
2	68	Grant Wilson	Grant Wilson (QLD)	Chevrolet Camaro	5700	NC	7	18:22.4963	3 2:35.3892
3	82	Cameron Worner	Cameron Worner (NSW)	Ford Falcon XW GT	5700	NC	7	18:52.6444	3 2:40.1561
4	76	David Stone	David Stone (NSW)	Ford Falcon XY GT	5700	NC	7	18:53.3050	6 2:38.7219
5	101	Vince Macri	Vince Macri (NSW)	Holden Torana XU1	3300	NC	7	18:53.8393	3 2:40.4602
6	19	Steve Bye	Steve Bye (TAS)	Ford Mustang	4803	NC	7	18:55.4170	4 2:39.4209
7	89	John Harrison	John Harrison (NSW)	Holden Torana XU1	3300	NC	7	19:03.8941	4 2:41.3060
8	26	The Creative Parrot	Jervis Ward (VIC)	Ford Mustang	4803	NB	7	19:12.1013	6 2:37.7744
9	95	Matthew O'Brien	Matthew O'Brien (NSW)	Holden Monaro	5700	NC	7	19:16.2265	6 2:38.5002
10	69	Michael Micelli	Michael Micelli (VIC)	Ford XW GT	5700	NC	7	19:16.6461	5 2:40.2036
11	40	Joseph McGinnes	Joe McGinnes (NSW)	Ford Falcon XW GT	5763	NC	7	19:32.0947	5 2:42.7828
12	202	Greg Luca	Greg Luca (NSW)	Holden Torana GTR	3300	NC	7	19:33.2567	7 2:46.1961
13	6	Bob Sudall	Bob Sudall (QLD)	Mazda RX2	2292	NC	7	19:33.6568	5 2:46.0409
14	45	David Paterson	David Paterson (QLD)	Holden Torana XU1	3300	NC	7	19:35.6057	6 2:45.7035
15	94	Anthony Frost	Anthony Frost (NSW)	Holden Torana XU1	3300	NC	7	19:36.5448	6 2:44.8469
16	116	Alan Smith	Alan Smith (NSW)	Mazda RX2	2292	NC	7	19:36.9614	4 2:46.5690
17	36	Paul Truelove	Paul Truelove (NSW)	Lotus Cortina	1600	NB	7	19:37.8850	4 2:44.5457
18	46	XU-1 Drive	Ron Bashford (NSW)	Holden Torana XU1	3300	NC	7	19:41.6012	5 2:44.0506
19	18	Martyn Lambert	Martyn Lambert (VIC)	Holden Torana XU1	3300	NC	7	19:50.6032	4 2:44.1938
20	33	Lewis Bush	Lewis Bush (TAS)	Mazda RX2	2292	NC	7	19:57.8198	6 2:49.2750
21	13	Gary Michael	Gary Michael (QLD)	Holden Torana XU1	3300	NC	7	20:00.1888	5 2:45.2480
22	10	Michael Terry	Michael Terry (NSW)	Holden Torana XU1	3300	NC	7	20:00.5707	4 2:48.8641
23	51	Colin Warrington	Colin Warrington (QLD)	Chevrolet Camaro	5700	NC	7	20:16.6122	5 2:44.2602
24	22	Warren Bossie	Warren Bossie (NSW)	Holden Torana XU1	3300	NC	7	20:32.1097	2 2:46.4619
25	43	Bill Campbell	Bill Campbell (QLD)	Holden Torana XU1	3300	NC	7	20:58.1126	3 2:56.2741
26	290	Timothy Brown	Timothy Brown (NSW)	Holden Torana XU1	3300	NC	7	21:14.6561	6 2:55.1587
27	1	Chris Dubois	Chris Dubois (NSW)	Ford Escort 1300 GT	1300	NC	6	18:11.0169	4 2:58.8713
28	131	Bob Harris	Bob Harris (NSW)	Holden EH	2997	NB	6	18:11.7069	5 2:59.5627
29	25	Justin Brown	Justin Brown (VIC)	BMW 2002	2000	NC	6	18:19.5933	5 3:00.1753
30	270	John Battersby	John Battersby (NSW)	Morris Cooper	1200	NB	6	18:24.8385	3 2:59.5541
31	14	Rodney Gelston	Rodney Gelston (TAS)	Holden EH	2997	NB	6	18:34.1281	2 3:01.3549
32	44	Teresa Campbell	Teresa Campbell (QLD)	Holden Torana XU1	3300	NC	6	18:38.8032	5 3:00.8050
33	50	Rod Brincat	Rod Brincat (NSW)	Ford Cortina GT	1600.	NB	6	18:40.8291	6 3:01.2294
34	4	Ian McIlwain	Ian McIlwain (QLD)	Datsun 1600	1600	NC	6	18:41.6108	6 3:01.2264
35	107	Kerry Hughes	Kerry Hughes (NSW)	Cortina GT	1600	NB	6	18:49.4015	4 3:04.2453

MOUNT PANORAMA

Historic Touring Cars - Race 3

Event R8 7 Laps

Pos	Car	Entrant	Driver	Vehicle	Cap	CL	Laps	Race.Time	Fastest	Lap
1	83	Darren Pearce	Darren Pearce (TAS)	Ford Mustang	4803	NC	7	18:29.0267	2	2:32.7230*
2	26	The Creative Parrot	Jervis Ward (VIC)	Ford Mustang	4803	NB	7	18:41.2390	5	2:37.6781
3	11	Des Wall	Des Wall (NSW)	Ford Mustang	4997	NC	7	18:53.3262	5	2:34.6756
4	76	David Stone	David Stone (NSW)	Ford Falcon XY GT	5700	NC	7	18:58.3643	5	2:40.1074
5	82	Cameron Worner	Cameron Worner (NSW)	Ford Falcon XW GT	5700	NC	7	19:01.1495	5	2:40.7627
6	40	Joseph McGinnes	Joe McGinnes (NSW)	Ford Falcon XW GT	5763	NC	7	19:18.7996	2	2:43.2980
7	101	Vince Macri	Vince Macri (NSW)	Holden Torana XU1	3300	NC	7	19:19.0347	2	2:43.3132
8	19	Steve Bye	Steve Bye (TAS)	Ford Mustang	4803	NC	7	19:25.2192	3	2:40.5265
9	46	XU-1 Drive	Ron Bashford (NSW)	Holden Torana XU1	3300	NC	7	19:26.7812	6	2:43.7283
10	6	Bob Sudall	Bob Sudall (QLD)	Mazda RX2	2292	NC	7	19:28.5764	6	2:44.9950
11	18	Martyn Lambert	Martyn Lambert (VIC)	Holden Torana XU1	3300	NC	7	19:34.4841	3	2:45.0020
12	45	David Paterson	David Paterson (QLD)	Holden Torana XU1	3300	NC	7	19:36.3366	6	2:45.5769
13	116	Alan Smith	Alan Smith (NSW)	Mazda RX2	2292	NC	7	19:38.8154	3	2:45.0332
14	36	Paul Truelove	Paul Truelove (NSW)	Lotus Cortina	1600	NB	7	19:42.3542	3	2:45.8704
15	51	Colin Warrington	Colin Warrington (QLD)	Chevrolet Camaro	5700	NC	7	19:46.5433	5	2:45.5146
16	202	Greg Luca	Greg Luca (NSW)	Holden Torana GTR	3300	NC	7	19:47.9650	3	2:41.7411
17	10	Michael Terry	Michael Terry (NSW)	Holden Torana XU1	3300	NC	7	20:02.5580	4	2:49.4934
18	33	Lewis Bush	Lewis Bush (TAS)	Mazda RX2	2292	NC	7	20:11.3570	3	2:50.9927
19	65	Ben Tebbut	Ben Tebbut (NSW)	Morris Cooper	1200	NB	7	20:28.9627	7	2:52.9422
20	13	Gary Michael	Gary Michael (QLD)	Holden Torana XU1	3300	NC	7	20:50.6423	6	2:55.4948
21	43	Bill Campbell	Bill Campbell (QLD)	Holden Torana XU1	3300	NC	7	20:58.6308	4	2:57.7690
22	53	Craig Lind	Craig Lind (QLD)	Escort Twin Cam	1600	NC	6	18:34.0182	5	3:00.2162
23	25	Justin Brown	Justin Brown (VIC)	BMW 2002	2000	NC	6	18:35.2587	5	3:01.7683
24	1	Chris Dubois	Chris Dubois (NSW)	Ford Escort 1300 GT	1300	NC	6	18:35.6697	4	3:01.7370
25	14	Rodney Gelston	Rodney Gelston (TAS)	Holden EH	2997	NB	6	18:46.0134	2	3:03.0333
26	44	Teresa Campbell	Teresa Campbell (QLD)	Holden Torana XU1	3300	NC	6	18:46.9783	3	3:03.2444
27	270	John Battersby	John Battersby (NSW)	Morris Cooper	1200	NB	6	18:47.6306	4	3:01.4984
28	50	Rod Brincat	Rod Brincat (NSW)	Ford Cortina GT	1600	NB	6	18:48.3035	4	3:02.8325
29	4	Ian McIlwain	Ian McIlwain (QLD)	Datsun 1600	1600	NC	6	18:48.8887	4	3:03.1792
30	107	Kerry Hughes	Kerry Hughes (NSW)	Cortina GT	1600	NB	6	18:52.7980	4	3:03.8152
31	81	Mark Schatz	Mark Schatz (VIC)	BMW 2002	2000	NC	6	18:55.1806	4	3:04.5663
32	290	Timothy Brown	Timothy Brown (NSW)	Holden Torana XU1	3300	NC	6	19:23.0961	3	3:00.6842

October 1969

GMH introduce the LC Torana range which consisted of eight LC variations in both two door and four door models, four and six cylinder and auto and manual transmissions. The name Torana comes from a Aboriginal word meaning 'to fly' and owes it origins to a small car called HB Torana which was introduced in May 1967, the design taken from the English Vauxhall Viva already on sale in Australia.

With the buyer having the option of S and SL, for the enthusiast there was the sporty GTR as part of the range and was not available with auto transmission, with its bold colour range which included, Linamint, Yellow Dolly, Plum Dinger, and Lone 'O' Ranger. A number of badges and stripes, plus a set of "gills" on each front guard to give it a shark - like look. The GTR was fitted with 161S engine producing 125 brake horsepower (b.h.p) and (93 kW) at 4800 rpm and 150 lb/ft (248 Nm).

With further modification the progression from a quick GTR to GTR XU-1 full on racer wasn't complicated as most of the hard work had already been done. When it was finally released in August 1970 it was revealed to be the out and out racer that Harry Firth wanted, although most observers doubted its ability to take on the Falcons at Bathurst.

The XU-1 was initially raced at Sandown in April 1970 as a sports sedan, but its first appearance on the track in series production racing came at the Sandown 250 in September 1970. Although Bond finished second to Moffats Falcon, however it did prove a point, down about 25% on power to weight in comparison to the Falcon, but it had durability when needed. The longer the race went the better its chances, by using less fuel, less wear on tyres and less of everything than its competitors.

Courtesy of:

Holden Torana GTR XU-1 FILE Website

http://www.toranagtrxu-1.com/ndx/mount.htm

There are lots more pages of the XU1 history on the above website.

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Falcon XR GT

Falcon XR GT 40th Birthday in 2007.....

It's often the original model that becomes the much-admired classic in later life, and that's certainly the case with the first Falcon GT Ford, launched in 1967.

The XR Falcon GT can lay claim to a number of firsts. It was the first Aussie muscle car and the first V8 to conquer the Bathurst mountain.

The GT was one of the smartest marketing moves ever seen in Australia. Ford was building a high-speed pursuit car for the police when some smart marketing men thought it would make a great high-speed road car and, perhaps more importantly, a potent race car for events like Bathurst.

Using the police pursuit specification as a base, a GT spec was developed. The GT was based on the XR Falcon sedan, the first to offer a V8 engine, and was enhanced with some special go-fast gear and dress-up equipment so it looked the part.

All apart from a handful of special build cars were painted GT Gold with black GT stripes down each sill and across the boot lid, while the grille was also blacked-out for added effect. GT badges adorned the grille, boot lid and the C-pillars.

It wasn't over-the-top to the point of being garish, it looked just about perfect.

Inside, there was a Mustang-style wood rim steering wheel, extra dials with the speedo going all the way to 140mph (225km/h), and there was a Hurst shifter jutting out of the centre console. The engine would be a more powerful version of the standard 4.7-litre push J V8. The compression ratio was boosted, it had a sports camshaft, four-barrel Holley carburettor, special intake manifold and exhaust system. All that added up to 225hp (168kW) at 4800 revs while torque was 305lb ft (413Nm) at 3200 revs, enough to power it to 100km/h in a little more than 10 seconds and, at 195km/h, it was the fastest car ever produced in Australia at the time.

Courtesy of the Cars Guide website

CARSguide.com.au

Standard colour for all road cars was GT Gold. The XR GT Race cars were coloured green and there is still one currently racing in Australia.

Fred Gibson's / Harry Firth's Bathurst Winner

Photo Courtesy of the National Motor Racing Museum website

http://www.the-rumbler.com/bathurst.html

S R Photo

Phone: (02) 9863 4988

Fax: (02) 9896 0267

email: info@srphoto.com.au

www.srphoto.com.au

Series - "The Circuits"
Hidden Valley, Darwin

Hidden Valley Raceway is a motor sports complex 10 km from Darwin in the Northern Territory. At the complex is a 14 turn race track which is 2.87 km long, with a 1.1 km main straight. The race track is used as the 6th round of the V8 Supercar series. The race track is known for its high speeds and fast lap times.

At the complex there is also a 1 km drag strip which runs alongside the main straight of the race circuit.

The V8 Supercar series has been visiting Hidden Valley Raceway since 1998. The race is usually held late June or early July because the temperature is cooler and it is in the 'dry season'. The current name of the event is, SKYCITY Triple Crown and will be held, 22-24 June 2007.

Courtesy of the NT Government website.

There's not a lot of history behind Hidden Valley as it's only 9 years old.....so there isn't much on the Internet as yet guys.

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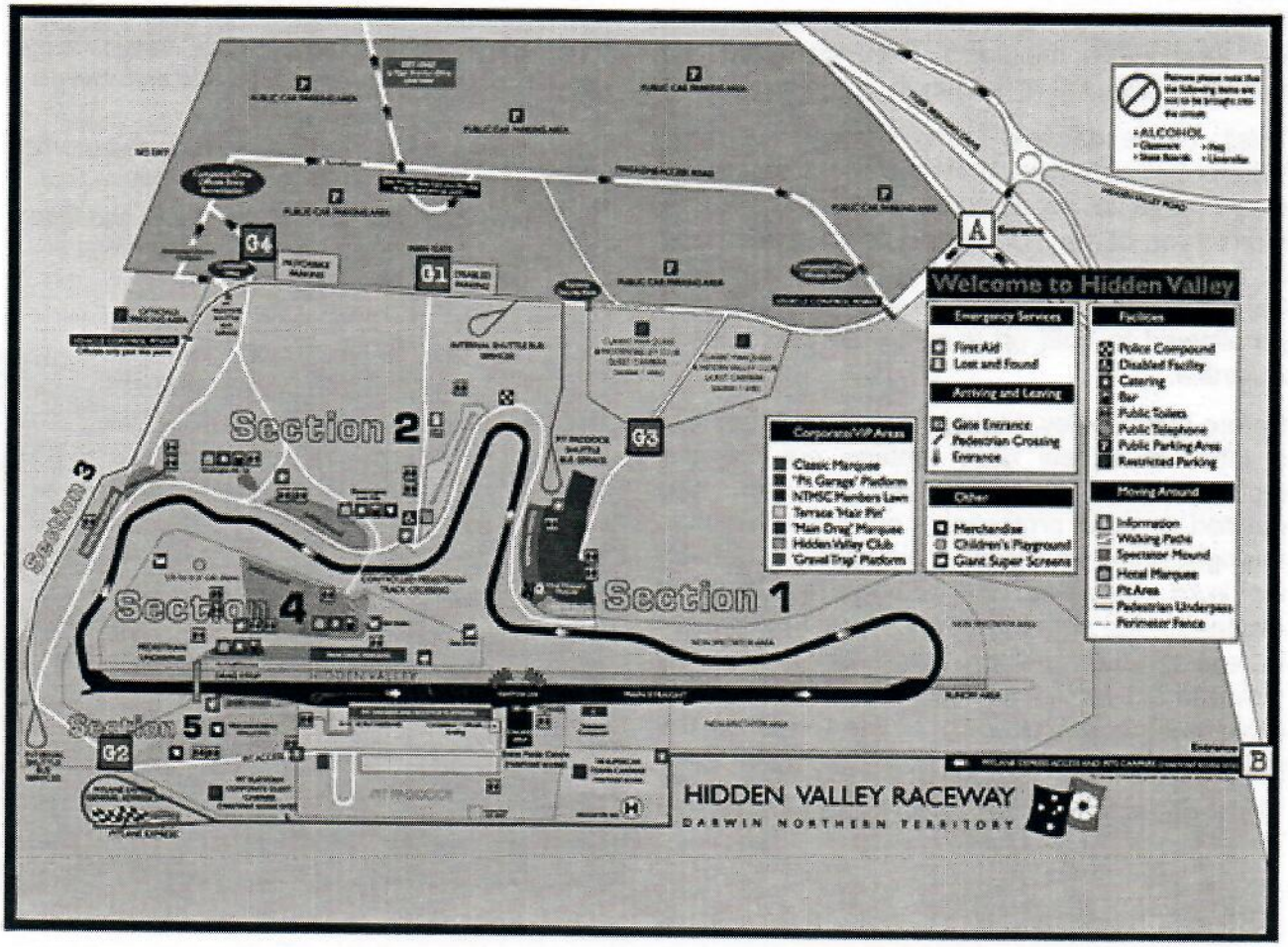


"Make it Two & a Half Million"

by L. J. Hartnett

From the book 'One for the Road' : Presented by Jack Pollard - 1974

L. J. Hartnett's version of how the Australian government provided the money to build the First Holdens in Australia. Hartnett was then chief of General Motors, who have since built more than a million Holdens.

It was agreed in Detroit that styling of the new Australian Holden, sheet-metal work, and all the things practised for years in Australia would be carried out at the Australian end, and the mechanical side would be carried out in Detroit by a combined team of Australians and Americans. And, Detroit said, if we wanted some Americans we could ask for them. When the time was right, an American group would go to Australia and would be merged with the Australians into one team. In seven or eight months, when the prototype had been thoroughly proved, it would be sent to Australia with the American technicians.

Now I had the OK, the car - but still no idea of how to get the cash. Immediately I got back to Australia, I saw J. K. Jensen and then Ben Chifley, and all my worries about money vanished within minutes. They were amazed that I had talked G.M. into making the car.

"Well, I'll be damned," was Chifley's reaction. When I told him about their one condition - that it would have to be financed in Australia - Chif didn't even blink. "I'll contact J. K. Jensen and H. T. Armitage, Governor of the Commonwealth Bank," he said. "I can't see that money should be allowed to hold up a matter so important to Australia.

Before I left Chifley, I told him I'd be sending him a letter in a few days, setting out General Motors' conditions for making the car. We needed no tariff protection - no aids other than the right to import certain tools from any country we liked, duty-free and without restriction of exchange; the right to call on any war machinery in our plants, and an undertaking that the Government would not engage in any way in motor-vehicle production. Those would be the main conditions.

"Right-oh," said Chifley, "Send it along."

I saw Jensen in Melbourne the next day, and sure enough, word had come through. He, in turn, had contacted the Commonwealth Bank.

J. K. being chairman of the Secondary Industries Commission, carried a ton of weight.

Then I saw Armitage at the Commonwealth Bank in Melbourne. "How much do you want?" he asked.

"About two or three million pounds," I said casually.

"Hm. Can you get any closer than that?" Armitage was being deliberately casual, too, as though he handled requests like that all day.

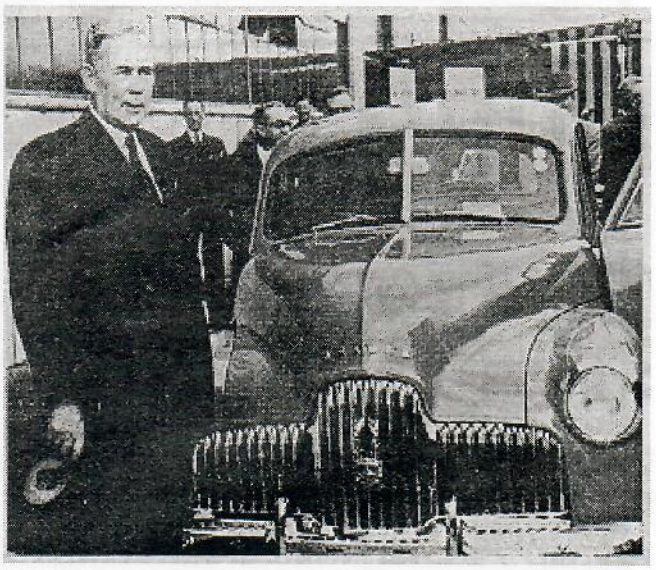
"Well make it two and a half million. That should do it," I said.

"I think we can find that," he said. And that was that.

On 29 November 1948, 1200 people, including Prime Minister Ben Chifley, watched an ivory coloured motor car appear from behind silver curtains to the strains of a ten-piece orchestra and enthusiastic applause.

The car was the first Holden, destined to become Australia's first successfully mass-produced car.

This first Holden, designated the 48-215 and fondly know as the FX was a six-cylinder four-door, six-seater sedan.



Shannons provide major boost to 'Nationals'

CAMS Media Release

26 Mar 2007

The CAMS Nationals will now be known as the 'Shannons Nationals'. In a show of confidence in the national level motor racing series, Shannons Insurance has expanded their support of motor sport to Australian Championship level.

"This is exactly where we want to be," said Shannons Insurance National Sales Manager, Paul Gates. "There are ten rounds, ten different national level motor racing categories racing at seven of the best tracks in Australia, so it's a perfect fit."

"We see Shannons' support of the Nationals as complimentary to our existing widespread support of motor sport at club, state and national level," added Gates. "Competitors in this series come from a diverse racing background and their budgets vary enormously, but they have one thing in common, they are enthusiasts who want to go racing at the highest level."

Shannons Nationals category spokesman David Gittus is understandably pleased with Shannons involvement. "We started the series last year and the model has worked well. We are building on it in 2007 with increased marketing and promotional activities. The Series is largely self-funded and to have this level of support, enabling us to move ahead with our marketing plan is a significant boost."

With most categories already receiving more series entries than the inaugural year, the signs are encouraging. Sports Sedans will exceed 20 cars at each round, which is a sure sign that they are returning to their glory days.

More promotional activity, plus new race formats and hallmark events will take the series to the next level. The Production Car endurance event at Mallala and the GT 350 finale at Sandown are new and exciting initiatives, and other categories are expected to announce special events shortly.

CAMS will continue as a stakeholder in the Series but are happy to 'step back' and withdraw the CAMS attachment to the Series name. "It has been important for CAMS to be involved in the Nationals," said Australian Motor Sport Commission Chairman, David Tait.

"It has been important to have a solid base for national level motor sport in Australia and we are a long way towards achieving this. The Series remains a co-operative effort between the competitors, promoters and CAMS and adding Shannons as a stakeholder is a very positive move forward."

The Shannons Nationals will be getting underway on 21-22 April at Sydney's Oran Park Raceway, with Formula 3, Saloon Cars, Commodore Cup, Sports Sedans, HQ Holdens and Supertrucks sharing the first round in 2007.

For further information, please contact Series Director, Rob Curkpatrick on 0414 294 153 or

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CAMS State Council Meeting on 14th April 2007

Due to clashing events the CAMS State Council Meeting failed to meet the criteria for a quorum at the April 14th meeting. However, an open discussion took place. There were a few point of interest to Appendix J Members.

* The new CEO has been recruited from 90 applicants and will be named shortly.
* Mike Smith will cover some aspects of the NSW State Manager position, from Melbourne during the transition period until a new State Manager is recruited.
* Club renewal applications are now available on line.
* Compliance checking is now compulsory for all events. A discussion ensued as to whether clubs should nominate a designated Compliance Checker or whether an existing official can double as the checker. See the website for details.
* It was suggested that a FAQ site should be added to the CAMS website.
* A new officiating system is to be trialled in SA and WA.

As a result of the failure to meet the criteria for a quorum, the Chairperson advised that another meeting will be called in the next 28 days.

Julie Williams

Rollout of new officials licensing structure to take place mid April.

The launch of the new and improved licensing structure for CAMS accredited officials is on track and will take place in mid April, as part of one of the initiatives from the National Officiating Program (NOP) Review.

The new licensing structure will give new and existing CAMS Accredited Officials a more user-friendly system to obtain and maintain their licence.

Some of the more significant changes include the introduction of a Club Chief licence, which will increase the ease with which clubs can run their events, and the introduction of the General Official licence which will replace all current Grade 4 licences.

In addition, the old numerical grades will be replaced with more meaningful descriptors, including Gold, Silver and Bronze which have been chosen to improve the marketability of the Program.

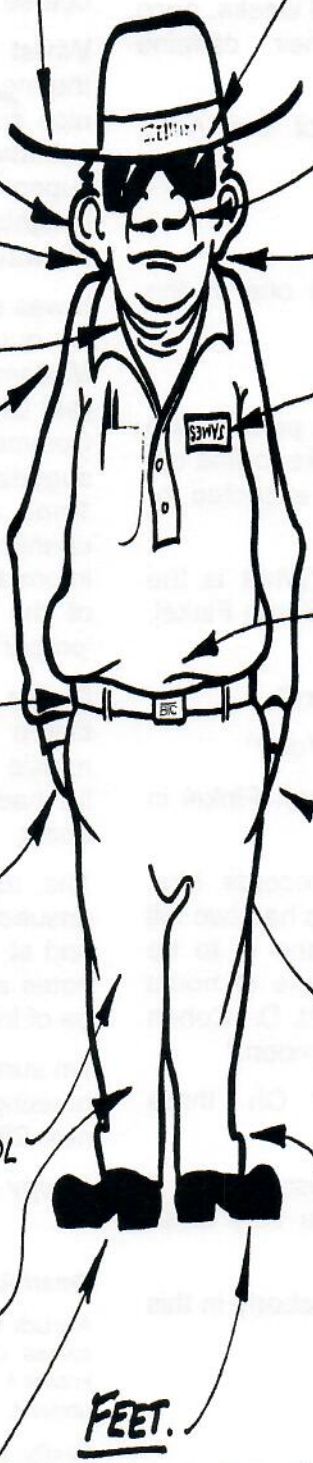
Another key change relates to the use of category names. All the lettering classifications which were previously used to distinguish between different categories have now been removed and replaced with the actual category name. This will make it easier to recognise each official's qualifications and improve the marketability of the Program.

The new structure has been created using significant input from a broad cross-section of stakeholders from the CAMS community.

Officials will begin receiving their new licences in the mail over an eight-week period, starting in mid-April and commencing with Western Australia and Tasmania. The rest of the states and territories will then follow.

Full details of the new officials licensing structure can be found on the CAMS website. www.cams.com.au

Essential Criteria for the "Motorsport Official"



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HANDS.
USED FOR ACCEPTING FREEBEES, PASSES & CONTRA DEALS. SOMETIMES USED TO GESTICULATE & INDICATE AREAS OF RULE INFRINGEMENT.

KNEES. NOT USED SINCE SUNDAY SCHOOL

LEGS.
USUALLY OF DIFFERENT LENGTHS TO PROVIDE UNBALANCED VIEWPOINT.

SHOES.
USED FOR FOOT PROTECTION & KISSING.

WIDE BRIMMED HAT.
TO AVOID ULTRA VIOLET RAYS & TO HIDE CIRCUMCISION SCAR.

DARK GLASSES. FOR:
- GLARE PROTECTION
- COVERING BLACK EYES
- HIDING SHORT SIGHTEDNESS

NOSE.
FOR POKING INTO UNWANTED AREAS.

MOUTH.
GENERALLY USED FOR FOOT STORAGE.

NAME BADGE.
FOR IDENTIFICATION & SO HE KNOWS WHO & WHAT HE IS. OFTEN HAS HOME PHONE NUMBER & WHERE HE LEFT THE CAR ON REVERSE SIDE.

WAIST.
USUALLY LARGEST DIMENSION DUE TO COUNTLESS COMMITTEE LUNCHES & ADMINISTRATION BINGES.

POCKETS. UNKNOWN DEPTH.
NO RECORD OF ANYTHING EVER HAVING BEEN REMOVED FROM THEM.

BACKSIDE.
NEVER EXPOSED FOR OBVIOUS REASONS. NERVE CENTRE OF ENTIRE SYSTEM. BRAIN STORAGE.

ANKLES.
UNIVERSAL JOINT BETWEEN FEET AND LEGS. USED FOR DODGING AND WEAVING.

FEET.
NORMALLY TWO. TO STOP THE ENDS OF THE LEGS FRAYING.

Some Ways to Maintain a Healthy Level of Insanity

* At lunch time, sit in your parked car with sunglasses on and point a hair dryer at passing cars. And see if they slow down.
* Put your garbage can on your desk and label it **"in".**
* Put decaf in the coffee maker for 3 weeks. once everyone has gotten over their caffeine addictions, switch to espresso.
* When the money comes out of the ATM, scream, ***"I won! I won!"***

Phone call to a hospital.....

Anyone who has ever had a loved one in the hospital will enjoy this:

A woman called a local hospital

"Hello. Could you connect me to the person who gives information about patients. I'd like to find out if a patient is getting better, doing as expected, or getting worse."

The voice on the other end said, "What is the patient's name and room number?" "Sarah Finkel, room 302."

"I'll connect you with the nursing station "

"3-A Nursing Station. How can I help You?"

"I'd like to know the condition of Sarah Finkel in room 302."

"Just a moment. Let me look at her records. Mrs. Finkel is doing very well. In fact, she's had two full meals, her blood pressure is fine, she is to be taken off the heart monitor in a couple of hours and, if she continues this improvement, Dr. Cohen is going to send her home Tuesday at noon."

The woman said, "What a relief! Oh, that's fantastic . . . that's wonderful news!"

The nurse said, "From your enthusiasm, I take it you are a close family member or a very close friend!"

"Neither! I AM Sarah Finkel in 302! Nobody in this hospital tells me sh--.

Lest We Forget

Hi Guys (& Gals).....I had a really fun day last Saturday. (Okay, okay I know the CAMS meeting was on the 14th; but I wrote this item 10 days ago alright?).

Thommo couldn't do both the Historic Commission and the CAMS State council meeting so I 'stood in' for him at the CAMS meeting, as the delegate for my own club of course.

Whilst I have been to a CAMS meeting before, the memory isn't too flash these days so I had a nice run around Auburn and the surrounding suburbs until I finally found where I was supposed to be; sampled some of the culinary delights of Auburn RSL Bistro and then made my way to the Anzac Room upstairs.

It was supposed to start at Noon, but at 12:15 - no quorum. At 12:30 - still no quorum, so Madam Chairperson, who was subbing for the real Chairperson, who was also at the Historic Commission, (we ladies are good at subbing!) suggested we take a break and try again at 1pm. After a collective groan went up it was unanimously decided to carry on with an informal discussion until 1pm and see if the rest of the 'quorum' arrived so we could hold a 'proper' meeting.

During the 'discussion' someone broke out a laptop; someone else just had to answer his mobile and I'm sure at least one other decided he had an urgent appointment he'd forgotten about.

The rest is history. No quorum but, there ensued a 'lively' discussion on several topics and at 1:50pm the meeting closed. I took a few notes at the 'discussion', which I thought might be of interest to you (see page 14).

I'm sure Mr T will have more news after the next meeting, which will be called sometime in the next 28 days.

Happy motoring *The Editor*

Smart Alec Answer No 1.....

A truck driver was driving along on the freeway. A sign comes up that reads, "Low Bridge Ahead." Before he knows it, the bridge is right ahead of him and he gets stuck under it. Cars are backed up for miles.

Finally, a police car comes up. The cop gets out of his car and walks to the truck driver, puts his hands on his hips and says

"Got stuck huh?"

The truck driver says, "No, I was delivering this bridge and ran out of gas."

Letter to the Editor

Dear Julie

I've just received my Action-Line and, as usual, have enjoyed reading it to keep up to date with the affairs of my Club.

Two items, however, have left me distressed and bewildered.

I refer to Trophies and the Treasurer's Report, both by Don Titcume.

On page 7, Don - undoubtedly with a great deal of pride - announces that the Club, with its cheque account, IBDs (Interest Bearing Deposits) and On Line Saver Account, is holding funds in the order of $55,525.24.

Then, on page 13, Don expresses concern at the difficulty experienced by the Club in getting sponsors to cover the cost of trophies, saying that "these costs can get out of hand if not controlled".

I have to ask why the Club should even be trying to get Sponsors to pay for trophies? Why does the Club have this amount of money in the bank?

What sort of business is the Club running to need cash reserves like this?

As time goes on, the Club's funds are growing rapidly - in August 2002 the bank balance was $11,737; in November 2003 it was $18,000; 12 months later it was $24,000 and growing.

It seems to me there is a peculiar philosophy and psychology that prevails with Clubs - and it's not just Car Clubs.

Funds are raised through Membership Fees and various activities and over time the bank balance grows; a certain amount is spent on producing magazines and posting out notices, paying affiliation fees,

paying the Secretary's phone bill fares for the President and other Officers to attend various meetings - but that's about it - and

because the funds were raised over 20 years or so we're dead scared to spend it on current members because we think it's unfair for them to benefit from the input of all those former members!

I'm not proposing the Club shouldn't have ***any*** money in the Bank - but all that's needed is a ***Reserve*** amount (a budget) to cover known forward expenses, and any surplus earnings can be spent - for example on trophies and awards, the end-of-year celebration party, member badges, donations to charity, and so on, as indeed some funds are already spent. But we can afford to do more, to start soaking up the inordinate balance we've accumulated.

It needs a lot of careful thought and it needs a lot of courage. As I said, the problem is not restricted to our Club - it's a malaise that hundreds, if not thousands, of Clubs suffer. Think about it, please, I urge you, for the good of our Club.

Max Stahl

Life Member

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Provisional Calendar 2007

Round	Date	Venue	Event	Comment
3	June 2 & 3	Oran Park South	HSRCA	
4	July 7 & 8	Oran Park GP	MG Racing	
5	Sept 1 & 2	Muscle Car Masters	ARDC	
6	Sept 15 & 16	Eastern Creek Historic	HSRCA	
7	Oct 20 & 21	Wakefield Park	MG Racing	
8	Nov 24 & 25	Wakefield Park	HSRCA	

Queensland Cup Dates 2007

State Championship Dates - all at Morgan Park

Round 1 24th & 25th February 2007
Round 2 30th June & 1st July, 2007
Round 3 13th & 14th October 2007
Round 4 24th & 25th November 2007

The two Historic meetings at Morgan Park

12th & 13th May, 2007 & 11th & 12th August 2007

Other important dates are as follows:

TTT Day Morgan Park 17th February 07
Bathurst Easter Meeting 5-8th April 07
Historic Mt Cotton Hillclimb 2nd April 07
Historic Noosa Hillclimb 10th & 11th Nov 07

2007 Victorian Calendar

May 12&13	Yes	Sandown State Race
May 26&27	Yes	Historic Winton Historic
July 14&15	Yes	Sandown State Race
Sept 1&2	Yes	Phillip Island State Race
Oct 20&21	Yes	Calder State Race
Nov 11&12	Yes	Historic Sandown Historic
Nov 24&25	Yes	Island Magic State Race

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Major Events 2007

2007	EVENT	VENUE
4TH - 7TH MAY	CMC THREDBO JAZZ FESTIVAL TOUR	SYDNEY TO THREDBO
20TH MAY	NATIONAL MOTORING HERITAGE DAY (NMHA) MAXIMUM EXPOSURE FOR OUR MOVEMENT	DOLLS PT, BOWRAL, GALSTON, BLACKTOWN & LAKE MUNMORAH
20TH MAY	NATIONAL MOTORING HERITAGE DAY RUN NORTHERN TABLELANDS	ARMIDALE TO INVERELL
20TH MAY 07	NMHD RUN - NORTHERN TABELANDS	ARMIDALE to INVERELL
20TH MAY	RYLSTONE SWAP MEET	RYLSTONE SHOWGROUND
27TH MAY	ILLAWARRA EARLY HOLDEN SHOW & SHINE	NORTH WOLLONGONG PCYC
2ND & 3RD JUNE	HSRCA HISTORIC RACING	ORAN PARK
27TH MAY 07	WOLLONGONG MUSTANG SHOW & SHINE	YALLAH ROADHOUSE
3RD JUNE	CENTRAL COAST SWAP MEET	GOSFORD SHOWGROUNDS
8 – 11TH JUNE 07	WAGGA WAGGA VETERAN & VINTAGE RALLY	WAGGA WAGGA
9TH & 10TH JUNE	VETERAN CAR CLUB NEWCASTLE RALLY	NEWCASTLE
12TH & 13TH JUNE	2ND GEAR & GEAR MOTOR SPORT	WAKEFIELD PARK, GOULBURN
24TH JUNE	SOUTH COAST HOLDEN SHOW 'N' SHINE	KEMBLA GRANGE RACECOURSE
24TH JUNE	VCCA / VMCC PICNIC RALLY	MARAYLYA
6TH - 8TH JULY	MGCC FESTIVAL OF SPORTING CARS	ORAN PARK GRAND PRIX
7 – 8TH JULY 07	JAGUAR MOUNTAIN RALLY	NORTHERN NSW
15TH JULY 07	ALL FRENCH CAR DAY	SILVERWATER PARK
22 JULY 07	LIVERPOOL SUPER SWAP	FAIRFIELD CITY SHOWGROUNDS
4TH& 5TH AUGUST	ALL HOLDEN DAY & SWAP MEET	HAWKESBURY SHOWGROUND
7TH & 8THAUGUST	2ND GEAR & GEAR MOTOR SPORT	WAKEFIELD PARK, GOULBURN
11TH AUGUST	COMBINED FORD CLUBS SWAP MEET	PETER WARREN, WARWICK FARM
12TH AUGUST	ALL FORD DAY	WARWICK FARM RACECOURSE
19TH AUGUST	ALL BRITISH DAY	KINGS SCHOOL NORTH PARRAMATTA
25TH & 26TH AUGUST	SHANNON'S EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
1ST & 2ND SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK RACEWAY
8TH & 9TH SEPTEMBER	SPEED ON TWEED	MURWILLUMBAH
15TH & 16TH SEPTEMBER	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
9TH & 10TH OCTOBER	2ND GEAR & GEAR MOTOR SPORT	WAKEFIELD PARK, GOULBURN
13TH & 14TH OCTOBER	ALPINE CLASSIC RALLY	LITHGOW - ORANGE DISTRICTS
19TH - 21ST OCTOBER	MGCC FESTIVAL OF SPORTING CARS	WAKEFIELD PARK, GOULBURN
4TH NOVEMBER	ALL CHRYSLER DAY	FAIRFIELD SHOWGROUNDS
4TH NOVEMBER	TWIN LAKES ANNUAL SHOW 'N' SHINE	WYONG RACECOURSE
24TH & 25TH NOVEMBER	HSRCA HISTORIC RACING	WAKEFIELD PARK - GOULBURN
2ND DECEMBER	TERRIBLY BRITISH DAY	CANBERRA
5TH DECEMBER	GEAR MOTOR SPORT & CHRISTMAS PARTY	WAKEFIELD PARK GOULBURN

2007 Club Points Scores

The Finer Points

POINTS ARE AWARDED to financial members only and cover the three categories of Group Na, Group Nb and Group Nc. The six best results will determine the final outcome. Class placings (as per the CAMS manual) are as follows:

Number of starters	1st	2nd	3rd	4th	5th	6th
Six or more	18	15	12	9	6	3
Five	17	14	11	8	5	
Four	15	12	9	6		
Three	13	10	7			
Two	11	8				
One	9					

These are awarded for class placings in each race. If a vehicle finishes in an outright position (1-2-3) in its category then it will receive points as if there are six cars in its own class.

The points will be divided by the number of scratch races held at the meeting. Bonus points are also allotted. Three additional points are allocated for entering and participating; two for any handicap event that is entered and completed, and one for recording the fastest lap in class for the entire meeting.

Attending interstate Historic meetings on the same date as a points scoring NSW event entitles the competitor points in the same manner as competing locally provided the individuals supply official result sheets within fourteen days.

Group Na Placings

Bruce Smith	39	Andrew Pursey	10	Tom Law	
Alan Bryson	32	Arthur Huxley	10	Kent Davis	
Geoff Rose	19.66	John Dowsett		Aaron Gabriel	
Don Titcume	15	Dean Wesley		Terry Thompson	
				John Tight	

Group Nb Placings

Greg Toepfer	43	Kerry Hughes	12	David Gray	
Jerry Lenstra	26.99	Greg Malure	10	Ben Wilkinson	
Chris Strode	26.33	John Lockyer	9.66	Cameron Tilley	
Paul Truelove	19.66	Ralph Clarke	8.33	John Shuttle	
Chris Dubois	19	Phil Taylor	7	Robert Ingram	
Ian Stewart	19	Aaron Gabriel	6.66	Roy Wilkinson	
Robert Loesch	17.33	Peter Mouser	4	Cameron Scofield	
Greg Tkacz	17	Phil Barrow		Tom Dyer	
Mick Windsor	17	Bob Harris		John Dunning	
John Battersby	16	Rod Brincat		John Dyer	
Victor Waterhouse	16	David Wheatley		Dave Elphick	
Craig Stephenson	15.33	Barry Jessop		John Tight	
Dave Probin	15	Martin Macri		Brad Tilley	
Dominic Truelove	14	Barrie Brown		Brad Harris	
Rob Owers	13.33	Andrew Bergan		Charles Grubber	
David Roberts	13	Tony Ward		Trevor Hutchins	
Steve Pitman	13	Bill Shipton		Max Ullrich	
Brian Titheradge	12.66	Bob Hayden		Graeme Towers	
				Ken McGann	

2006 Club Points Scores (cont'd)

Group Nc Placings

Wayne Rogerson	41		Jason Humble		Grahame Slater
Harvey Felton	28.66		Cameron Worner		Noel Roberts
John Harrison	28		Troy Williams		Wayne Potts
Ron Bashford	26		Peter O'Brien		Michael Donaher
Allan Mayne	26		Allan Lewis		Brian Potts
Greg Smith	21		Brian Jessop		Joe McGinnes
Harry Bargwanna	21		Ron Shepard		Allen Burke
Michael Kennedy	19.99		Adam John		Vince Harmer
Graeme Hill	19		Allan Reid		Stuart Follows
David Stone	16.66		Scott Gorman		Doug Westwood
Warren Gay	16		Ben Tebbett		Jason Foley
Tim Brown	15		Ian Sawtell		Geoff Beasley
Charles Grubber	14		Warren Bossie		Russell Stanford
John Sorraghan	14		Wayne Vinchx		Ian Stewart
John Bourke	14		Greg Lamond		Barry Seton
David Clement	13		Bruce Stewart		Len McCarthy
Tony Land	13		Glen Featherstone		Michael Kavich
David Noakes	13		Fred Brain		Mike Dyer
Bill Magoffin	12.66		Alf Bargwanna		Greg Hartnett
Matt Mc Grath	11.66		Steve Mason		Garnet Patterson
Bob Cox	10		Daniel Sugden		Brett Pulford
Mark Oberg	9		Michael Terry		Mathew O'Brien
Pete McNamara	6.33		Wes Andersen		Darren Stewart
Bob Pearson	4		Gary Kirwan		Warren Bossie
Alan Smith	3		Greg Luca		Jim Hunter
Vince Macri			Bill Attard		Robert Rampton
Chris Dubois			Col Higgins		Chris Stewart
Spencer Rice			John Gorman		John Lustri
Ross Muller			Brad Tilley		Bill Callan
Steve Land			Jason Tilley		Ross Donnelly

TOP TEN OVERALL

Greg Toepfer	43
Wayne Rogerson	41
Bruce Smith	39
Alan Bryson	32
Harvey Felton	28.66

John Harrison	28
Jerry Lenstra	26.99
Chris Strode	26.33
Ron Bashford	26
Allan Mayne	26

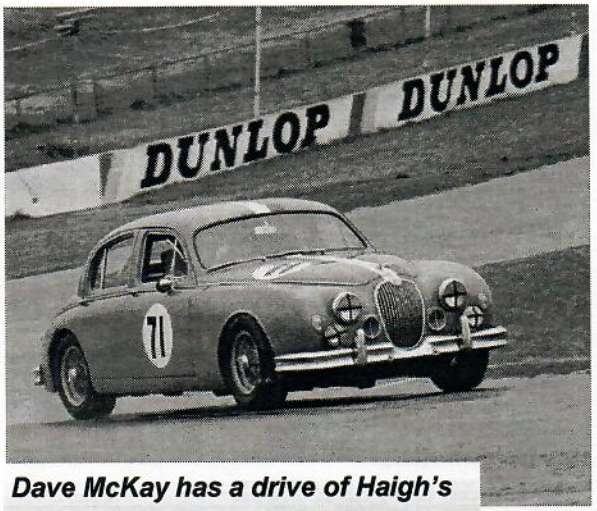
2007 Race Numbers

3	Dominic Truelove	58	Stephen Pittman	114	Bruce Walker
4	Daniel Sugden	59	Chris Wilson	115	John Dunkley
5	David Clement	60	Cameron Tilley	117	Len Mc McCarthy
6	Ross Muller	61	David Wheatley	118	William Shipton
7	Laurie Donaher	62	Doug Westwood	123	Wayne Potts
8	Lionel Walker	63	Ken McGann	125	John Lyle
9	Paul Axiak	64	John Tight	126	Peter McNamara
10	Michael Terry	65	Ben Tebbutt	127	Aaron Gabriel
11	Paul Axiak	66	David Clement	128	Brian Titheradge
12	Wes Anderson	67	Ross Donnelley	129	Scott Gorman
13	Graham Russell	68	Trevor Hutchins	131	Bob Harris
14	Ian Stewart	69	Don Titcume	134	Joe McGinnis
15	Jason Foley	70	Wayne Rogerson	135	Dave Probin
16	Stewart Follows	71	Greg Smith	138	Michael Kennedy ?
17	Steve Travica	72	Phillip Barrow	139	Warren Gay
18	Allan Reid	73	Garry Kirwan	144	Benjamin Tebbutt
19	John Sorraghan	74	Dick Bryant	147	Graham Slater
20	Mike Dyer	75	Ross Donnelley	149	Ken Ross
21	Col Higgins	76	David Stone	152	Matthew O'Brien
22	Warren Bossie	77	Harvey Felton	158	Arthur Huxley
23	Max Ullrich	78	Peter Mouser	160	Jason Tilley
24	Bruce Smith	79	Cameron Schofield	165	Victor Waterhouse
25	Russel Stanford	80	Steve Land	168	Max Hutchins
26	Mike Fleetwood-Smith	81	Bruce Stewart	169	Tom Amos
27	Peter O'Brien	82	Cam Worner	170	Mark Oberg
28	Brad Tilley	83	Greg Maluare	171	***VACANT***
29	Jason Humble	84	Peter Ullrich	174	Garnet Patterson
30	Chris Gabriel	85	John Gorman	179	Barry John Jessop
31	Craig Stephenson	86	Charles Gruber	181	David Gray
32	Bill Callan	87	Andrew Bergan	184	Sari Ullrich
33	Terry Thompson	88	Greg Toepfer	186	Glen Terry
34	Brian Jessop	89	John Harrison	188	Roy Wilkinson
35	Grahame Hill	90	Ray Bailey	189	Ben Wilkinson
36	Paul Truelove	91	Stephen Burke	190	Ken Ballentyne
37	Ralph Clarke	92	Ron Shepherd	191	Graeme Hill
38	John Lockyer	93	John Burke	197	Harry Bargwanna
39	Chris Dubois	94	Bob Pearson	200	Bruce Whitford
40	Barrie Brown	95	Phillip Taylor	202	Greg Luca
41	Jerry Lenstra	96	Adam John	211	Craig Higgins
42	Robert Ingram	97	Phillip Taylor	222	Keith Croft
43	Jim Hunter	98	Bob Cox	224	John Beechey Snr
44	Vince Harmer	99	John Lustri	225	John Beechey Jnr
45	Bob Asher	100	David Roberts	270	John Battersby
46	Ron Bashford	101	Vince Macri	276	Bill Magoffin
47	John Dyer	102	Martin Macri	280	Robert Rampton
48	Noel Roberts	103	Steve Mason	283	Greg Tkacz
49	Ken Brigden	104	Bob Hayden	290	Tim Brown
50	Rod Brincat	105	Greg Lamond	295	Spencer Rice
51	Chris Stewart	107	Kerry Hughes	308	Thomas Mott
52	Geoff Rose	108	Frazer Roberts	333	Troy Williams
53	Dean Wesley	109	Matthew Windsor	350	Brian Potts
54	Robert Owers	110	David Noakes	351	Robert Nicol
55	Andrew Pursey	111	Allan Burke	777	Fred Brain
56	Chris Strode	112	Glen Featherstone	911	Andrew Smyrnis
57	John Dowsett	113	Alan Mayne		

Flashback to Oran Park 21st Anniversary 1983

Brian Foley at the wheel of Clement's Cooper S.....

Warren Weldon in Howe's EH followed by Leo Geoghegan in a 280Z.....



Dave McKay has a drive of Haigh's celebrated "Grey Pussy".....

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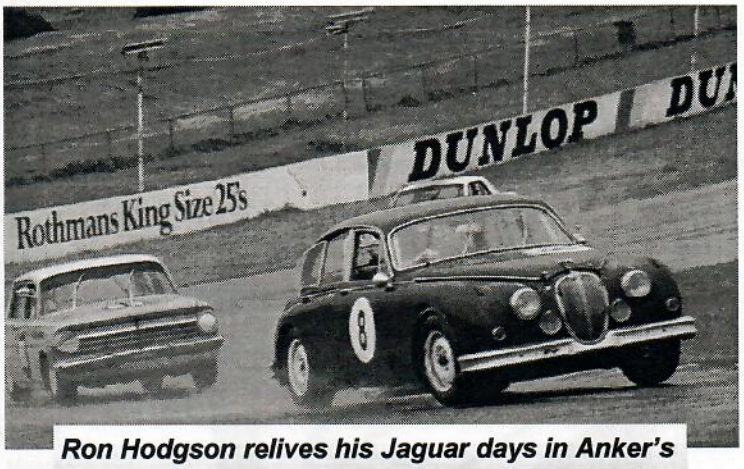

Ron Hodgson relives his Jaguar days in Anker's 3.8 with Kevin Bartlett hot on his heels.....

Photos Courtesy of Peter Schell

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Action-Line

Journal of the Appendix J Association of NSW Inc

The World of Historic Touring Car Racing

PRINT POST PP255003/04387

POSTAGE PAID AUSTRALIA

Action-Line

Is Published by
Appendix J Assoc. of NSW
ABN 58 489 326 194

if undeliverable please return to:
PO Box 1413
Wahroonga NSW 2076

Print Post Approved
PP255003/04387

M 205

Greg Luca
21 Redleaf Ave
Wahroonga NSW 2076

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Action-Line is printed & mailed by Bookworks Pty Ltd
Automotive Technical Book Suppliers 56 Bonds Road North, Punchbowl. NSW
Locked Bag 27 Lakemba D.C 2195 Email: sales@bookworks.com.au Ph (02) 9740 6766