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MONTHLY BULLETIN OF THE

# APPENDIX 'J' ASSOCIATION (N.S.W.)



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# "ACTION- LINE"

SEPT 1984

# Appendix

MONTHLY NEWSLETTER of the

APPENDIX J ASSOCIATION OF NSW

## OFFICE BEARERS

PRESIDENT	Rob Tweedie	32-0404 (w) / 427-2906 (h)
VICE-PRESIDENT	John Williams	982-2350 / 982-4264
SECRETARY	Max Stahl	579-1927 / 579-1927
TREASURER	Gary Lester	662-9167 / 982-2189
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	Mike Dyer	982-1233 / 982-2449
	Peter Sugden	(042) 84-4692 / 67-4483
CAMS DELEGATES	Neville McDonnell	623-4306 / 625-9402
	Norm Howe	78-6719 / 73-5225
COMMITTEE	David Clement	938-2022 / 918-0078
	Peter Hopwood	922-4633 / 451-7368
	Greg Toepfer	938-2249 / 98-8228
TROPHY MARSHALL	Roland Hill	84-7121 / 651-2308
EDITOR	<del>Tony</del> <i>Max Stahl</i>	

## GENERAL MEETINGS

7.30 for 8.00pm start, on  
FIRST TUESDAY EACH MONTH

at the

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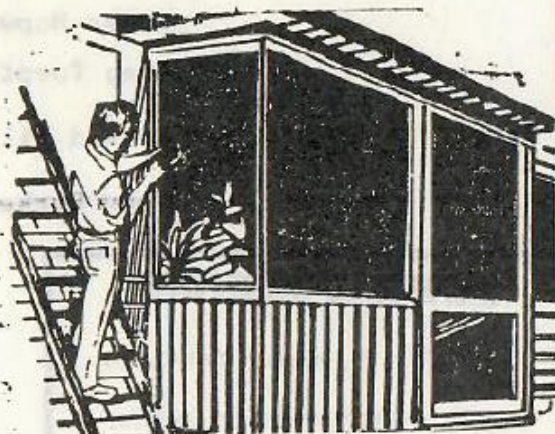
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50 YEARS OF BATHURST  
1938-1988

THE PRESIDENT SPEAKS... (and SPEAKS...and SPEAKS...)

WE ARE growing into a damn good Association - and credit is due to everyone. I especially want to mention the joint efforts of the Committee and members to produce such great "events" as the "Apres Amaroo Open Tent Party". What a top day and evening that was. Then we had some refreshments left over, so we did it again at Oran Park.


On a serious note: the visual presentation of most of our cars is excellent. But a few members still don't seem to worry about the odd "ding", or giving their cars the final polish they deserve. I wonder if they realise why sometimes they have a hard time in the Scrutineering Bay. A sparkling exterior often hides some things!

Shepparton's John Mann certainly had a great time with us, scoring some fine victories at Amaroo and Oran Park and running off with the silverware. Good to see him having to work for it, though. A certain announcer friend of ours reckons he runs a "damn fast Sports Sedan"! It's not that bad, really - Geoff Simmons had a good look at it at Oran Park. With our new "puffer", too.

Accident incidents on the track are distasteful, I think we all agree, but especially so when the audience joins in to try to solve the problem. I must stress the importance of resolving our problems within our Committee structure. It is not good to hang out our dirty washing for all to see.

Although by our Constitution the powers of the Committee are limited in terms of penalties, I firmly believe that such differences of opinion can be handled in a thorough and professional manner to everyone's satisfaction without the creation of a lynching party!

August has certainly been busy for all competitors, but the racing has been satisfying and crowd-pleasing, and that's what we're all after. I see it as a sign of what the future holds for Appendix J - and what Appendix J has in store for 1985 and onwards - provided we stay "legal" and continue our nation-wide movement in the right spirit. Keep up the good work!!!



ROB TWEEDIE



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## 1938-1988

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John Hitchcox 887 2710 (ah)

Lester Morris 610 3077

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FROM THE  
SECRETARY'S DESK...

THE subject of T-shirts came up again at the last General Meeting. There's no doubt we can use them, and they'll be very popular, and useful, with everyone. But we need a badge, a logo, to print on the things. I'm letting the old brain work on designing one, but if anyone else has any suggestions to make, then please let me have them.

ALL the talk about the Amaroo meeting on August 4-5 seemed to centre on the post-event social gathering we had organised. RAY BAILEY did a great job as chef, cooking and serving all the goodies that DAVID CLEMENT had organised, while JOHN WILLIAMS and GREG TOEPFER made fine barmen. And it all happened in the tent that our President conned out of one of his mates at a super special price. It seems everyone lent a hand to make it a great success, so congratulations all round. I'm sorry I missed it.

ON the financial side, the Amaroo social suffered a loss of around \$175; but that included the cost of the tent, and there was around \$78-worth of grog left over to be sold at Oran Park. So it all ended up well.

WE'VE had the pleasure of the company of several of our Mexican friends during the past month. John Mann and Greg Jupp brought their Mustangs, Paul Trevethan his rapid Lotus Cortina and Tony Hunter his very smart black one. Robert Jamieson trotted out his 48-215 Holden at the Amaroo Historic, along with Bruce Smith and his Austin A40 Farina. Nice to have had you with us, gents.

WELL, the Mexicans might drive fast and well, but it seems they need the odd lesson in navigation in foreign parts. Visiting Amaroo Park, Len Read arrived at Sydney Airport, hailed a cab and directed him to - Oran Park! That was bad enough, but he let the cab go at the front gate - and you can imagine how long it took him to find another one!



BRUCE STEWART brought up the subject of a one-make tyre deal at the last GM, and the Committee has been taking a look at it. While the idea sounds good, in that if all competitors were using the one brand of tyre, then we could very likely negotiate some good price structures, there just doesn't appear to be any one brand that can serve all our different makes, and in any case we really don't use enough tyres (some use less than a set per year!) to justify a deal.

THE film showing by ALLAN KELLY last month brought back a lot of memories of the "good old days", right enough. But it's only made some of us hungry for more. There's another cameraman I know who started shooting at Oran Park from Day One, and with skilful editing, sound and commentary, they are so good they might have been made at the last meeting. I'm trying to organise him, so watch this space.

THE Committee Meeting on August 21 was a very serious affair, with the principal topic of discussion being the incident involving Brian Potts, Greg Mackie and Pat Peck at the August 5 Amaroo. Rob Tweedie will report on the discussion and the Committee's findings on Tuesday night.

THERE'S a Monster Raffle coming up, with the proceeds being applied to our Oran Park Building Project. YOKOHAMA TYRES and WINDSCREENS O'BRIEN have donated magnificent prizes for us, and NEV McDONNELL is organising a couple more. We'll be printing special books of tickets, and everyone will get one to sell. (It's not hard, and it's for a good cause, so don't get worried about it!) Incidentally, you should talk to JIM CUTLER about raffles. His organisation (Police Boys Club) at Taree puts up a house for first prize!

NOW that the Gold Star series has been decided (John Bowe is Champ), PETER HOPWOOD will be back and ready to organise our team for the North Shore Sporting Car Club's "Six Hour Relay" on November 4. In the meantime, why not get together with five other guys and make up a team, ready for the word 'go' when Peter returns. It's fun!

FOLLOWING a Notice of Motion from NEV McDONNELL on August 21, there will be a special vote taken on our intention to change our Constitution in order to hold the Club AGM in November instead of March.



This is so our new Committee can be made known to the CAMS in time for inclusion in the coming year's records, instead of being out of step with everyone and everything. OK?

A SUGGESTION by our worthy El Presidente has resulted in my buying a photocopier, on which all Club printing will be carried out, with appropriate savings over previous methods. This issue of "Action-Line" was produced on the machine, as were the Silverdale Supp Regs, so it seems OK.

AND the final piece of good news is that, at long last, our Engine Capacity Measuring Machine (The Puffer) has arrived. Geoff Simmons demonstrated the unit at Oran Park, much to the chagrin and disgust of a few car owners, apparently, and generally it appears to work quite satisfactorily - although one engine was measured oversize, and it turned out to be quite legal.

UNLIKE the Chinese, who hold their elections before breakfast, our Southern friends, The Appendix J Register of Victoria, held theirs on June 6, so they have a whole new Committee for us to meet one day. In the meantime, let us greet their principal officers:

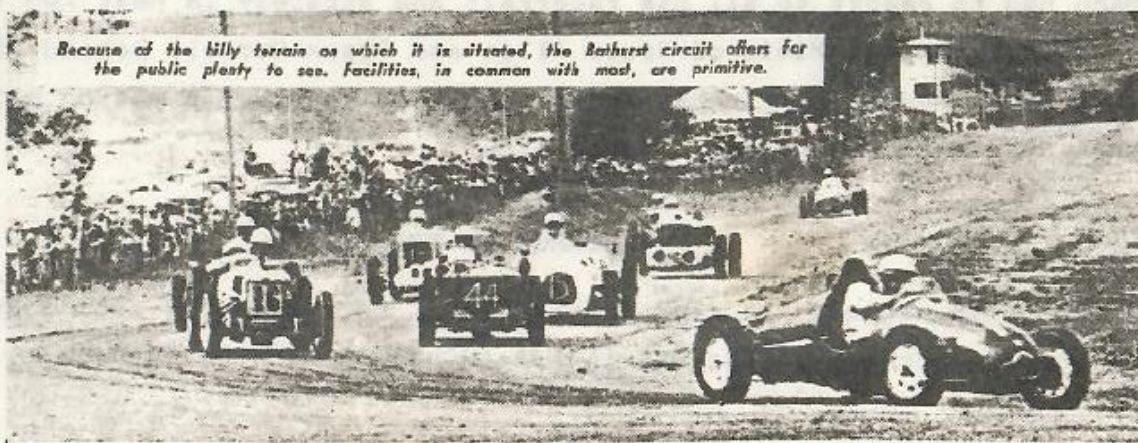
PRESIDENT: Len Read (Struth - he's the one who got lost!)

VICE-PRES & PUBLICITY: Ian Wells (03-288-7325 a/h)

SECRETARY: Barry Batagol (03-439-3005 day, 62-5604 a/h)

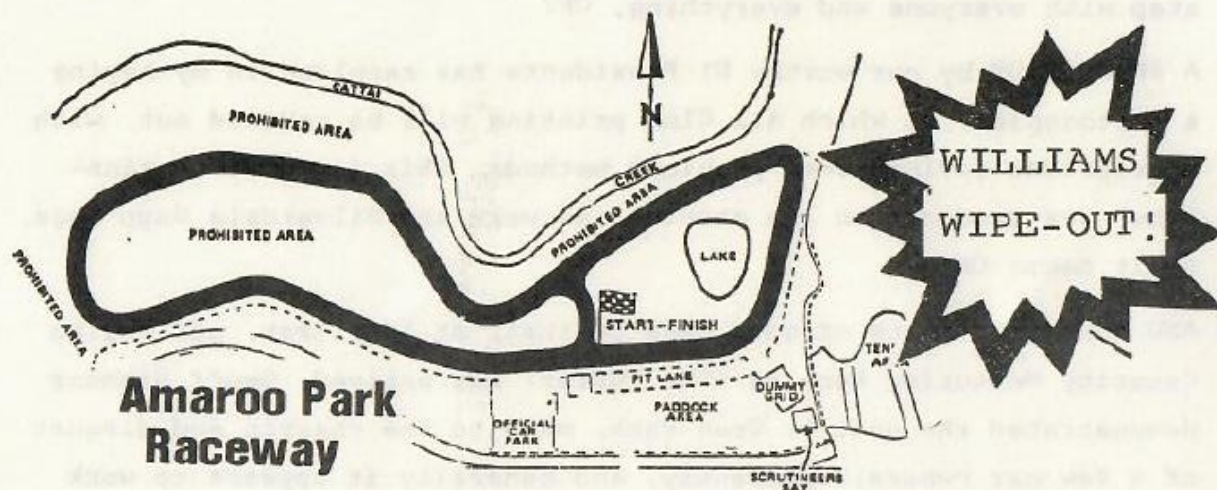
ELIGIBILITY: Ted Brewster (03-874-7671 day, 690-5022 a/h) and  
Ken Zinner (03-568-0363 day, 569-0402 a/h)

THERE was some quick business done last month. An enquiry from prospective member, Brad Hancock, for a membership form included the question, "Where can I find a good car to buy?" Reference was made to Steve Williams' brown EH, and after a phone call and quick inspection the deal was done. See you soon, Brad.





Good close racing spoilt by a...



#### THE GREG and STEVE SHOW

Greg Toepfer and Steve Williams showed a clean pair of heels in the first of two preliminary heats at the August 5 Open meeting at Amaroo Park. They duelled throughout the five laps and cleared out from the opposition.

Behind them, though, there was plenty to watch, and it wasn't all good. Apparently, Brian Potts found his way impeded on more than one occasion and a few scrapes ensued on his way to an incredible third place after starting from the rear of the grid.

#### THE MINI AND THE MANN

John Mann brought his Mustang along from Victoria, ready for three good race meetings in as many weeks, and his surprise must have been profound when he came up against our Minis in his very first outing. Mann had to resort to all his racecraft and strategy in Heat Two to keep the snapping Minis of Bruce Allen and Frank Dartell behind him, with Rob Tweedie only inches further back in fourth. It was on all the way and they finished in that order.

#### WRECKAGE AT THE REAR

Brian Potts was off the rear in the Final, too, starting from just around the corner, so big was the field. As he went to squeeze by



Greg Mackie's VW in the corner the hole suddenly closed. The VW slewed sideways and was T-boned by Pat Peck's Buick, damaging both cars quite severely.

Up front, all wasn't too well either. It had rained just before the start and the greasy track in Dunlop Loop claimed Mann's Mustang, Williams' Holden and Dartell's Mini, leaving Bruce Allen in front, from Toepfer and Tweedie, then Agustin.

Back at the tail of the field, Williams, Mann and Dartell worked hard to catch up, and in midfield Potts was storming through as well. It was good stuff, but on the last lap Steve Williams tried just too hard into Winfield, locked it up and spun the EH backwards into the wall.

It did the car no good at all, and Steve was pretty sore as well, fortunately no worse than bruised and shaken.

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# **SHE'LL CREAM HER JEANS WHEN YOU JOIN US IN APPENDIX**

# **J**

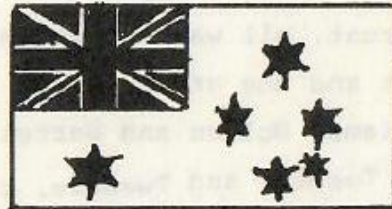
***sign up to have fun!***

MEMBERSHIP FORM...page 29





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T E C H  
T O P I C S

from GEOFF SIMMONS

CAMS Eligibility Officer

THE NEW cars continue to come along. Actually, the last month has been the quietest I can remember for ages, in terms of inspecting new cars in production. Most of those I have inspected are already on the track.

Nevertheless, there are quite a few in the pipeline...

- . Jag specialist Roley Walker is well under way with the building of a new 4.1 for Lynn Brown. It is based on a very straight, very original 3.8 body, will be white with two green stripes - and no expense is being spared to make it a real rocket.
- . Rocky Canto is well into his building of a new 1275 Cooper S - should be finished in November.
- . Marc Duquet's big wheel Falcon is nearly ready after much hard work and a lot of help from Harry Firth. The car is a "taxi" model XM, with a 200 cu. in. motor and automatic box. Funny about those 14" x 6" wheels, though - I can't find a Falcon anywhere with better than 13" x 5½"!

GOOD to see the Mustangs running the correct back brakes. Looks as though our crackdown did some good. Unfortunately, it appears that the news didn't reach all the Mexicans in time to make the changes for Amaroo, so we didn't see all the cars.

IF YOU'RE shown a letter from Queensland advising on ways to overcome the shortage of 1275 blocks - forget it! T'ain't legal.

THE recent spate of incidents resulting in extensive body damage will have results in the Scrutineering Bays, too. From here on, cars presented with dinged panels will earn very severe reprisals, and in some cases could be sent home. Keep 'em straight, folks.



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# SHAPE UP

NEXT MEETING... TUESDAY, SEPTEMBER 4

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ANY SUBJECT THAT'S GRIPING YOU - AND GET  
OTHERS TO PUT IN THEIR OPINIONS ABOUT IT.

## GRIEVANCE DEBATE

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SESSIONS FOR A WHILE...SO PREPARE FOR IT  
NOW. HAVE YOUR ARGUMENTS READY.

AND, PLEASE NOTE...THE MEETING WILL BE  
CONDUCTED WITH OBSERVANCE OF ALL THE RULES  
OF CHAIRMANSHIP AND PUBLIC SPEAKING.



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SATURDAY *Silverdale* CELEBRATION!

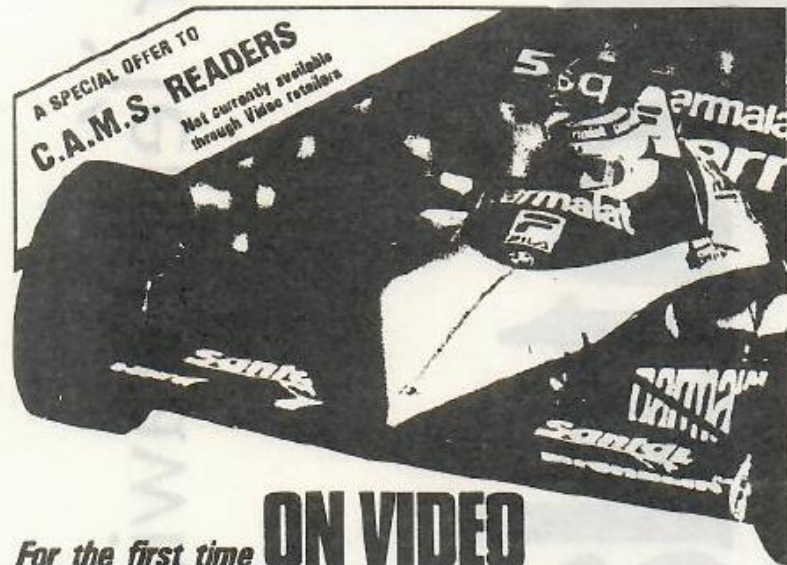
AS you know, our SILVERDALE HILLCLIMB meeting will be held on  
SATURDAY, OCTOBER 27...and afterwards our celebration PRIZE-  
GIVING PRESENTATION will be held at the WALLACIA HOTEL, just  
five minutes away on the way home.

Supp Regs and Entry Forms for the 'climb will be available at  
the meeting on Tuesday night. Entry fee will be \$35 (if enter-  
ing on the day) or \$30 if entry is lodged before October 20.

Included in each of these entry fees is a \$6 ticket for the  
entrant's barbecue meal at the Wallacia Hotel Presentation.  
Extra tickets (\$6 adults, \$3 children) will be available at  
the Hillclimb or when you arrive at the hotel.

ACCOMMODATION: Nev McDonnell will be taking your bookings for  
overnight accommodation at the Wallacia Hotel - for either Fri-  
day or Saturday nights. Tariff is \$12 per person for bed and  
breakfast - very reasonable, you will agree - and we want every-  
one to stop overnight so you can have a great time at the Prize-  
giving without the worry of driving home. Get it?





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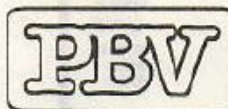
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WE'VE had a request to publish all our Registered Competitors Numbers - so here they are. If yours isn't there, it only means it hasn't filtered through the system yet...

- |                               |                                 |
|-------------------------------|---------------------------------|
| 1 - D. CLEMENT (Mini)         | 44 - P. CORNER (Cortina)        |
| 2 - W. AGUSTIN (Mini)         | 46 - K. WELLS (EH Holden)       |
| 3 - N. HOWE (EH Holden)       | 48 - F. DARTELL (Mini)          |
| 4 - P. SUGDEN (EH Holden)     | 53 - C. KELLY (Cortina)         |
| 5 - B. FERGUSON (Cortina)     | 56 - C. STRODE (EH Holden)      |
| 6 - A. GARNER (Hillman)       | 62 - D. SCOTT (EH Holden)       |
| 7 - L. MISCANDLON (Mini)      | 63 - D. BRIEN (EH Holden)       |
| 8 - K. ANKER (Jaguar)         | 66 - L. CLEAVER (Lotus Cortina) |
| 9 - P. HOPWOOD (TBN)          | 69 - R. HODGSON (Jaguar)        |
| 10 - S. BOND (EH Holden)      | 72 - A. BARROW (FJ Holden)      |
| 11 - T. KELLY (EH Holden)     | 74 - T. BURKE (EH Holden)       |
| 16 - P. TRUESDALE (Fiat)      | 78 - S. PARKES (FJ Holden)      |
| 18 - L. DONAHER (Valiant)     | 79 - R. TWEEDIE (Mini)          |
| 19 - M. DYER (EH Holden)      | 88 - G. TOEPFER (EH Holden)     |
| 20 - B. POTTS (Valiant)       | 89 - S. WILLIAMS (EH Holden)    |
| 21 - T. THESSMAN (Cortina)    | 90 - R. BAILEY (EH Holden)      |
| 23 - T. THOMSON (EH Holden)   | 93 - T. BROSENS (Mini)          |
| 24 - K. GRINDROD (EH Holden)  | 94 - R. McDONNELL (Mini)        |
| 25 - R. HILL (EH Holden)      | 95 - N. McDONNELL (Mini)        |
| 28 - G. MACKIE (VW)           | 96 - G. DOUGLASS (Mini)         |
| 30 - L. DRENNAN (Valiant)     | 99 - P. LISLE (EH Holden)       |
| 33 - R. WELLS (Holden 48-215) | 123 - J. LACEY (Mini)           |
| 34 - B. ALLEN (Mini)          | 125 - I. STEWART (Mini)         |
| 38 - P. PECK (Buick)          | 179 - T. BROWN (EH Holden)      |
| 39 - K. LINDSAY (EH Holden)   | 190 - K. BALLANTYNE (EH Holden) |
| 41 - B. SMITH (Mini)          | 200 - S. TURNER (XM Falcon)     |
| 42 - B. BOYD (Lotus Coryina)  | 403 - G. WARD (Peugeot)         |
| 43 - J. CUTLER (Cortina)      |                                 |



Sunny...spectacular...and Stirling Moss...at...

## AMAROO PARK

# HISTORIC

THE Amaroo Historic meeting on August 11-12 was a feast of exotica for fans and admirers of the machinery of yesteryear and congratulations go to the Historic Racing and Sports Car Association and JRA (Jaguar Rover Australia) - and especially to Mary Packard of the AARC - for a job well done.

There were five races for Appendix J, who had provided the heaviest entry of all the Groups, with 51 in the programme, although not all turned up.

### TREVETHAN OPENS HIS SCORE

Last year's big winner, Paul Trevethan came up from Melbourne again to check out our sunshine and served notice of his intentions to win more of our loot by taking out the first race. Fellow Mexican, John Mann, had his Mustang second all the way to be well clear of Rob Tweedie and Graeme Douglass in their Minis and Norm Howe's EH.

### COME ON, KIM!

New member (well, fairly new!), Kimberley Wells, took off like a rocket in the Div. 2 race and his EH showed the way home to the Jaguar 3.8 of our former beloved Pres, Ron Hodgson. Paul Corner slotted his Cortina into third spot, with Nev McDonnell's Mini in fourth. And wasn't it good to see all the "humpies"? Four of 'em!

### DASHING DOUG DOES IT

Doug Scott shot his EH off the line smartly in the first of our three Sunday races, clearing out from Ron Hodgson's Jag, which initially was comfortably ahead of the opposition. As the race wore on, though, Nev and Ron McDonnell closed on him, with Ron getting to third when Nev pulled his gearstick out by the roots. Mark Oberg, having his first outing in the ex-Hopwood Chev, was well up in sixth place early, but lost it and dropped to 11th. Veteran driver Henry Jones made a good fist of driving Trevor



Kelly's EH and followed Ernie Clark's Cortina home, and Trevor Thessman was a good seventh till a loose dropped him to 15th.

#### MEXICANS FIGHT OUT MAIN EVENT

The Sydney Motor Show Trophy race was the next event and it was obvious that John Mann and Paul Trevethan would be the hardest to beat. And the pair ran in that order throughout and finished that way - but it was Frank Dartell keeping them honest all the way. In fact, most times through Ron Hodgson Corner the proverbial blanket would have covered the three cars easily.

Further back, Brian Potts had a lonely fourth spot to himself, but Tweedie and Douglass had a good scrap for fifth, and just behind them Agustin was keeping them honest...and, in fact, slipped past Graeme right at the end to snatch sixth place.

Norm Howe and Bob Cobden disputed eighth place throughout, and a place-swapping duel between Ray Bailey and Tony Brosens was resolved in Ray's favour only in the last lap.

#### TREVETHAN TURNS THE TABLES

John Mann certainly would have liked to win the final "J" race - for the Ian Geoghegan Trophy - but it just wasn't to be. Trevethan's Lotus Cortina won the start from Dartell's Mini, while the Mustang





# RON HODGSON MOTORS

## APPENDIX J MEMBERS

For that Special new car deal on:



FERRARI – Mondial, 308 GTSi, 308 GTBi

JAGUAR – XJ5 H.E. & Sovereign & XJ6

ROVER – Vanden Plas, 3500SE, Quintet

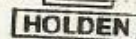
RANGE ROVER – 4 Door, 2 Door, 5sp., Automatic

SUZUKI – Hatch, Sierra, Carry



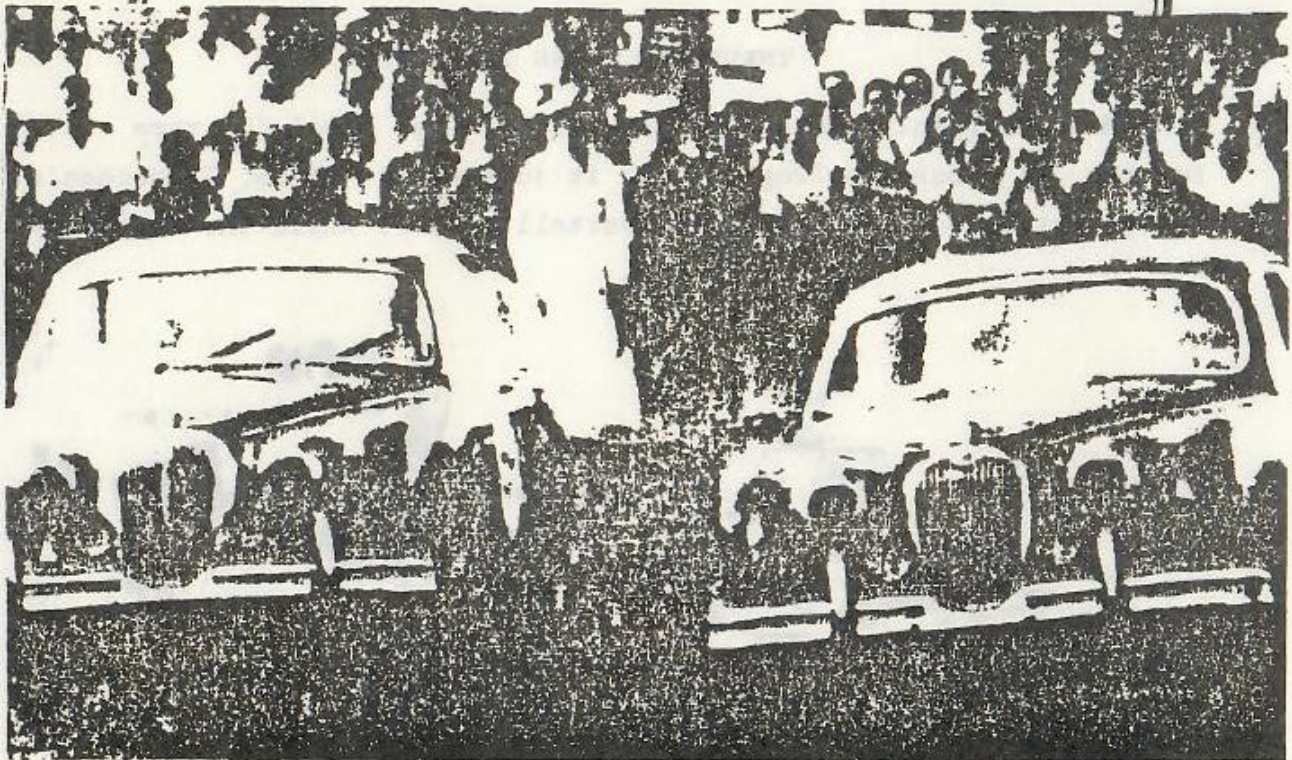
JAGUAR

HOLDEN – All Models



MAZDA – All Models

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bogged down and was passed by a heap of cars, being back in seventh after the first lap.

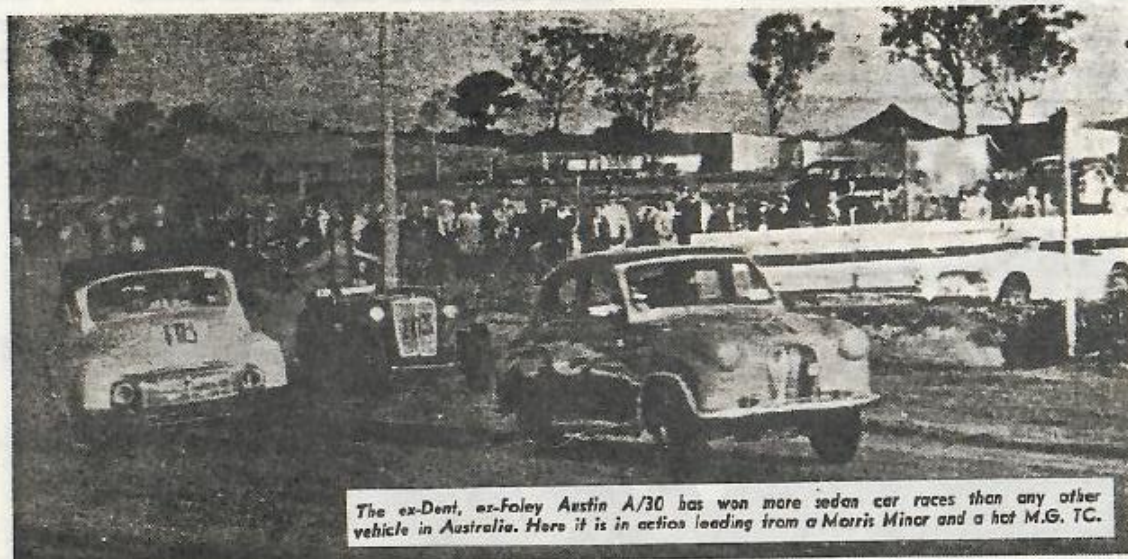
Dartell gave Trevethan buggery through the whole ten laps, and there was heaps of action behind them as well. Tweedie had Agustin all over him, with Douglass only inches away fifth, with Mann working his way towards the front and trying to get through, finally making it to third spot in lap 6 after a good drive. He got Frank on one occasion up the hill, but Frank wasn't having any and took him back again in the Loop.

Norm Howe finished right on Ray Bailey's tail, and then came Les Miscandlon ahead of Tony Brosens, followed by Lloyd Cleaver, Mike Dyer, Dave Brien, Paul Corner, Trevor Kelly, Peter Lisle, Ron McDonnell and Nev McDonnell. Kim Wells, Mark Oberg and Jim Cutler completed nine laps, Bob Cobden did seven and Brian Potts only two.

Unfortunately, the meeting was a little expensive to some of the competitors, with Greg Mackie again copping a big whack, as Ken Grindrod arrived after the VW had been spun around by a touch from Paul Corner's Cortina. Tom Thomson inverted his EH after trying to climb the bank in the Loop, and on the Saturday the Holdens of Dave Brien, Trevor Kelly and Peter Lisle had a coming-together up the hill from the start. Roland Hill lost his oil filter and spun in his own oil.



# in search of things past



*The ex-Dent, ex-Foley Austin A/30 has won more sedan car races than any other vehicle in Australia. Here it is in action leading from a Morris Minor and a hot M.G. TC.*



*Ex-Ferguson operator Bob Holden driving his Repco-Holden into first place in the sedan race. He was unchallenged.*



*The under 1500 c.c. saloon car scratch race gets away, with some hot B.M.C.-made equipment streaking into the lead.*





*The Holden in full flight at Mt. Druitt with Australia's oldest racing driver doing the operating. The car is capable of well over 105 m.p.h.*

## AUSTRALIA'S OLDEST DRIVER... LOU KINGSLEY



*Welding the big Jaguar MkVII around difficult circuits was a Kingsley specialty when he had the car. Here they are at Mt. Druitt.*

*The sedan and touring car scratch race was one of the most hotly contested events of the day.*







### DOUGLASS DOES IT AGAIN

GRAEME Douglass has certainly had a history of highs and lows in his brief career in Appendix J. Alternating with several wins and lap records have been no fewer than three write-offs, the last one at Oran Park on August 19.

We had three races on the day, providing the REAL racing between the boring processions of the Endurance Championship (won by the patient crowd, I think!), the ASCC, Clubman Nationals and Gold Star series. Bruce Allen beat John Mann off the line, but the tyre-smokin' 'stang soon caught him and proceeded to disappear into the distance. with Bruce then busy keeping Don Holland behind him.

All hell broke loose in Yamaha Corner on lap 2, when Greg Toepfer's EH lost its oil filter seal and dumped its contents. Poor Graeme was right behind him, couldn't miss the oil and speared off into the wall. Moments later Tony Brosens' Mini slams into his rear, while Chris Strode and Warwick Agustin took to the inside and saved their bodywork, but next time round it was Miscandlon's Mini into the wall. Lap 3 and Don Holland decides he doesn't like Greg Jupp's Mustang going past him, so gave him a helping hand - sideways - into Castrol Corner. The 'stang stopped and couldn't restart.

Next lap it was Brian Potts' turn, the Valiant getting sideways over the Dogleg, losing his third spot to Steve Williams and dropping to eighth. Ian Stewart came in a distant fourth, followed closely by Mike Dyer and Peter Sugden, who'd had a good scrap, then Rob Tweedie ahead of Potts, Paul Corner, Agustin, Peter Lisle, Lloyd Cleaver and Tony Hunter (Vic) a long way back after a lose in lap 3 while fifth. Unfortunately, the timekeepers weren't working for this race.



#### LAURIE THROWS IT TO MARC

After winning the drag from the start and leading for two laps, poor Laurie Donaher had the Valiant go all sideways on him in Yamaha and the lead, and the race, to Marc Duquet in Ken Lindsay's EH.

Nev McDonnell split the two big cars over those first two laps, and Brad Tilley was a close fourth in his Valiant, just ahead of Geoff Hart's EH, but Brad lost it in the Esses and dropped to last in a very spread-out field.

Marc went on to win very comfortably, with Laurie hard-pressed to the line by Nifty Nev. Geoff stayed in fourth just ahead of Roland Hill, with a gap then to the close finishing duo, Drennan and Visser, with Ron McDonnell not that far behind them.

The rest, in order, were: Wells, Thessman, Cutler, Barrow, Brown, Clark, Grindrod and Tilley. Happily, the race was run without the drama and destruction of Heat 1. Fastest lap went to Hill on 56.8.

#### GREAT FIGHT BEHIND MANN

In the Final over 5 laps it was Bruce Allen best away again, with Mann's Mustang furiously wheel-spinning and finally hitting the front at Torana Corner. Bruce was out of luck with his gearbox again and stopped around the corner, while Tony Hunter ran into second place ahead of Barry Jupp.

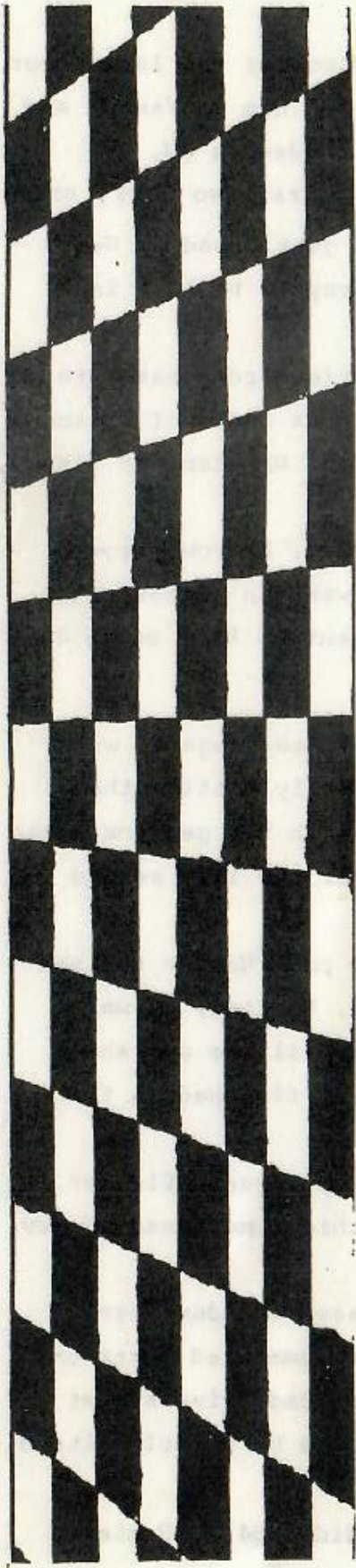
With Mann clearing out in front, Juppy slipped past Hunter to lead a very tight bunch comprising Tweedie, Toepfer, Holland, Stewart and Williams. Everyone was trying very hard to nail the guy ahead of him, but it just wasn't possible and they all finished in that order.

Warwick Agustin had a lonely race, well clear of Duquet, Cleaver, then Dyer, with Drennan battling with Sugden this time ahead of Nev McDonnell.

Kim Wells had been lucky. As he prepared to leave the dummy grid, his EH's oil filter seal let go! John Williams commented later on the incidents - Toepfer's and Wells' - and reminded drivers that whenever an oil filter is changed the clip should be tightly fitted and checked.

Fastest lap went to Mann on 53.7, while Jupp did a 54.7, Hunter a 55.1 and Tweedie and Stewart 55.2.





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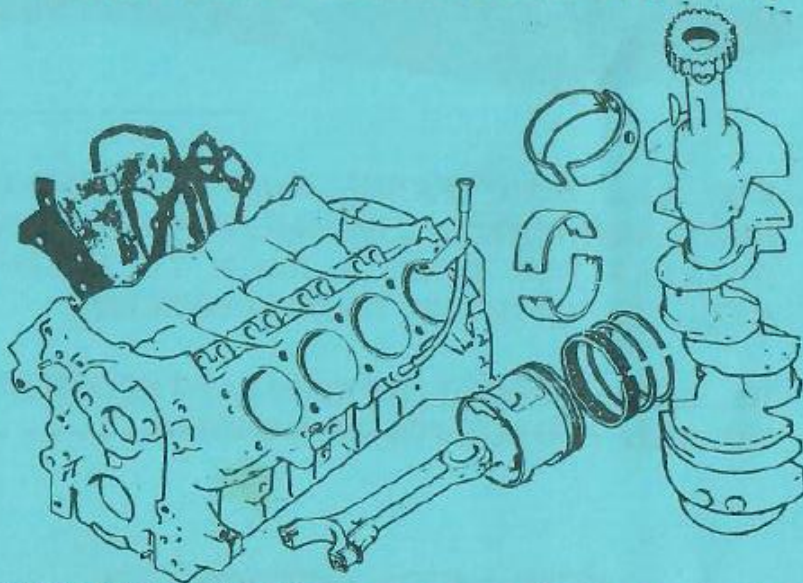


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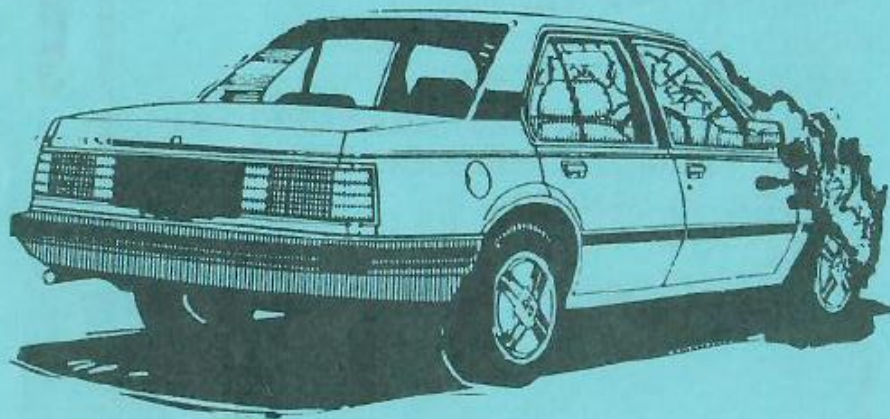
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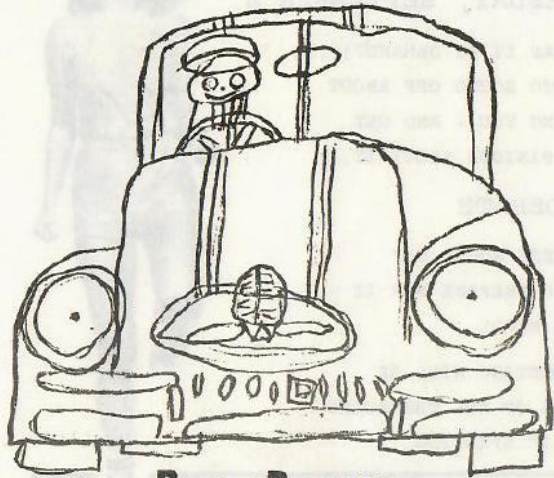
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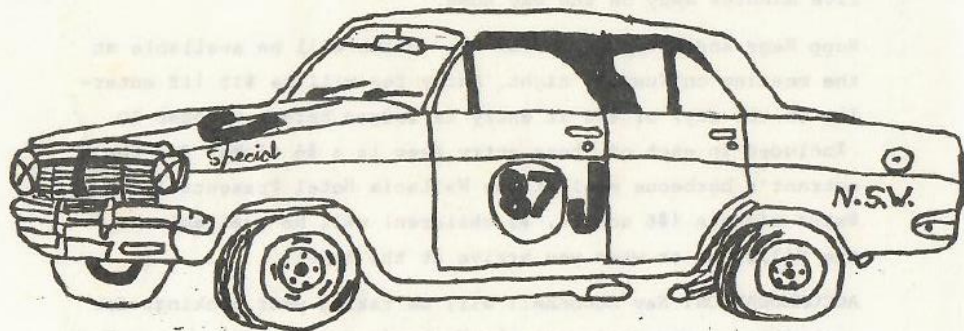
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