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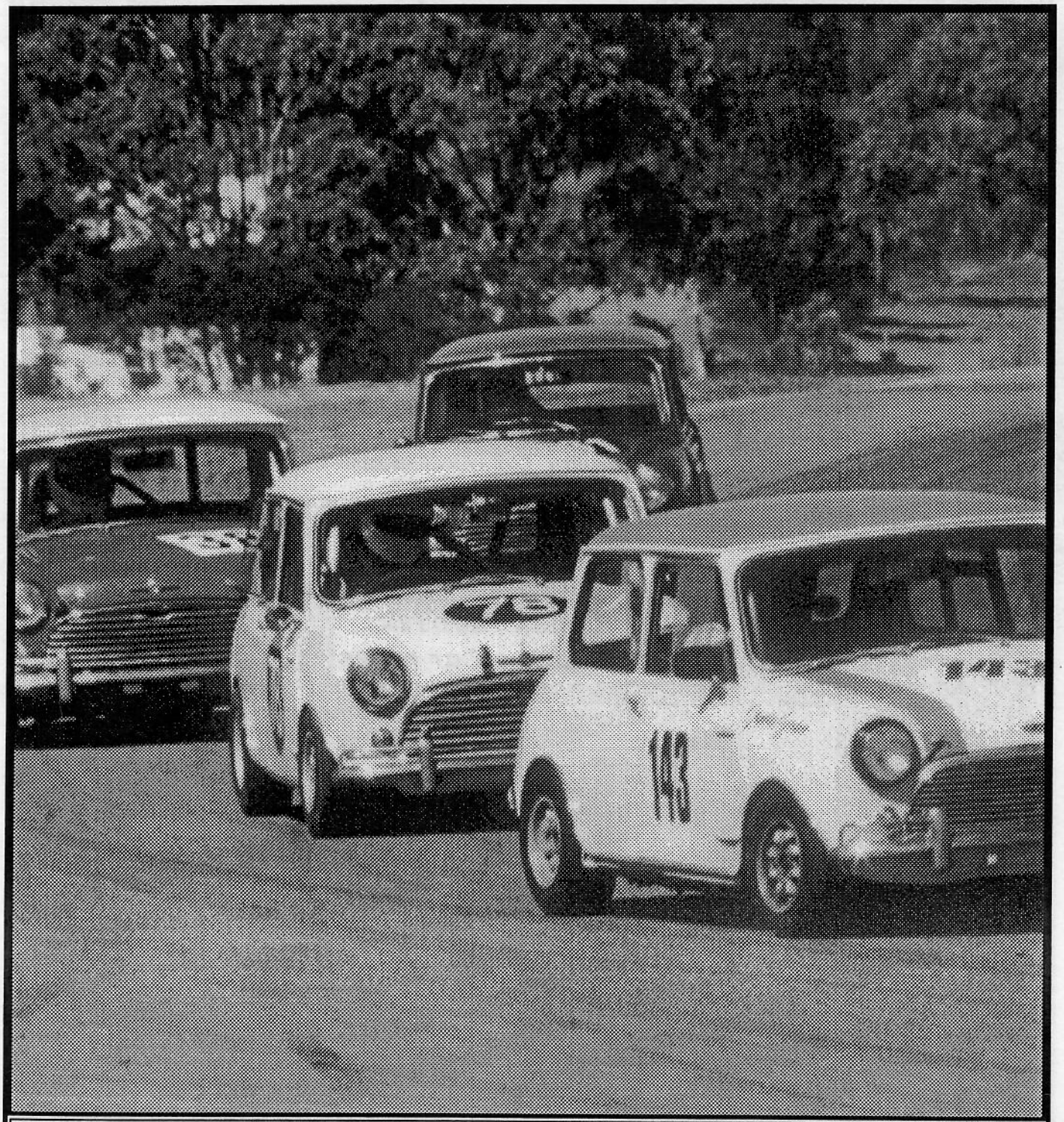

GENERAL MEETING

Tuesday April 3, 8:00 pm sharp start

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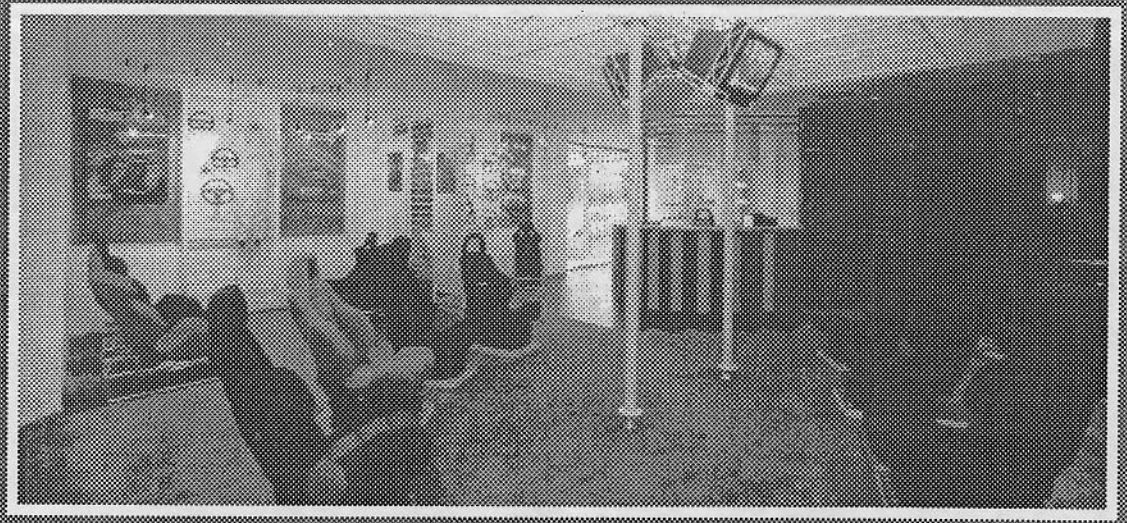

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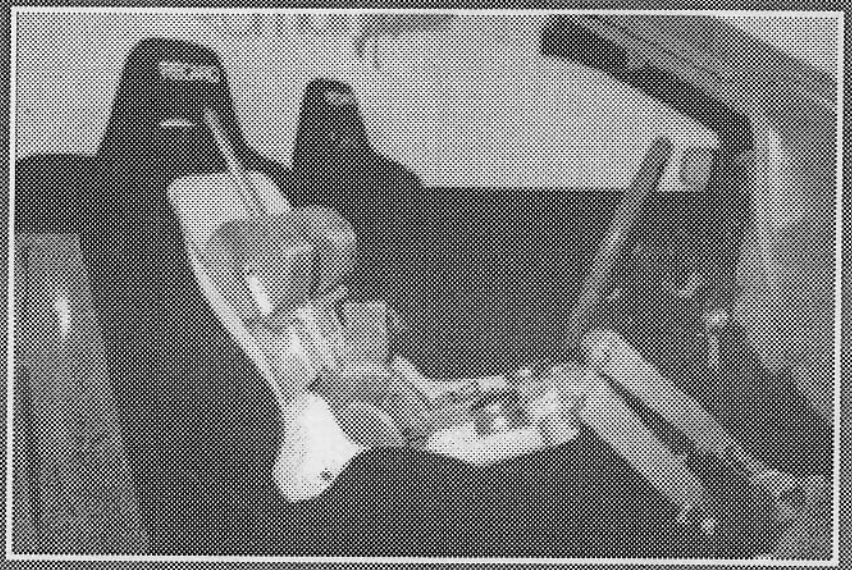

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VICE PRESIDENT **Ken Ballantyne**	9746 1188	9673 2869
SECRETARY **Dominic Truelove**	9899 7066	9654 2080
TREASURER **Chris Gabriel**	9523 9911	9544 0481

NSW GENERAL COMMITTEE

Lloyd Cleaver	4268 3191 (fax also)	
Chris Dubois	9724 4541	9543 6307
Vince Macri	9606 0105	9606 8889
Mark Whitehouse	0418 220 800	9837 0156

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CAMS DELEGATE **Ken Ballantyne**	9746 1188	9673 2869
CAMS ELIGIBILITY **Lloyd Cleaver** - Na Nb	(02) 4268 3191 (fax also)	
Vince Macri - Nc	9606 0105	9606 8889
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LIFE MEMBERS
Mike Dyer **Max Stahl**

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FRONT COVER - At the back of the Oran Park field was one of the best dices you would ever want to see. Four Minis with nothing between them. In this Peter Schell shot, Charles Gruber shows the way to Peter Mouser, Mark Whitehouse and David Wheatley.

BACK COVER - Monaros, Mustangs. Toranas and Falcons make ensure plenty of diversity at Oran Park's Konica V8 Supercar meeting.

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Editorial contributions are welcomed but may be edited for readibility or to meet space requirements. *Action-Line* insists opinions expressed in this publication should not be taken as those of the Association, its Committee or the Editorial personnel. Every endeavour will be made to verify the facts stated but *Action-Line* cannot be responsible for their accuracy.

Next issue DEADLINE is Wednesday April 18

PRESIDENT'S REPORT

WHAT A DELIGHT it was to read *Auto Action* last week. The regular column by the Reverend Limiter was a review of the Oran Park Konica V8 round.

The picture of Potty's' car leading 6 different types of Historic Touring Cars caught my eye. I could not believe the rap we received as a category, and this can only help as we negotiate with the Grand Prix Corporation and the Clipsal 500 promoter to be included on their programs for next year. It may even give us some ammunition to approach the Bathurst promoter.

Our 25-car entry for the Oran Park Konica round was a vast improvement on the Super Tourer meeting, and on behalf of our club, I would like to thank those who made the effort to make this meeting a success.

Unfortunately, only 1.5 Falcon made the finish after six started the weekend, with a heavy coming together between Alan Reid and Mike Kennedy being an awful start to Sunday for both.

However, 25 cars for the Oran Park GP circuit was only two thirds of the grid capacity. After the recent publicity, our inclusion at the upcoming Shell V8 round at Eastern Creek is very timely, and a great opportunity for our club to put on a great Historic Touring Car show.

This is the first NSW Shell V8 round that this club has been invited to since I started racing in 1997, and with a grid capacity of 47 cars, we have the potential to capitalise on the *Auto Action* article.

With only one week between the Oran Park GP Historics and the Eastern Creek meeting, it will take a degree of commitment. However our racing calendar tapers off after this with six meetings in the remaining nine months of the year.

The club has officially received the minutes of the February eligibility panel meeting, and the committee will be meeting shortly to discuss the items for review. You can be certain that the conservative approach by this club will be maintained, with radical departures to be discussed with the club's general membership.

Speaking of eligibility, it was good to see some random checks being made at Oran Park. Vince and Lloyd have the committee's full support in increasing the profile of eligibility now the workload can be spread between two people.

By the way, does anyone have any spare 1965 Mustang hand brake cables?

Hidden Valley

ON MARCH 21, John Bryant, Chairman of the AHTCA wrote to the Northern Territory Motor Sports Council withdrawing our involvement in this event.

Despite a last minute offer of $30,000 from the promoter as a contribution to get a field to travel to Darwin, the AHTCA member clubs could only confirm at best 15 entries for the event.

With five races, we needed at least 30 cars to ensure a reasonable field on Sunday, so the decision was made to withdraw. This issue is extremely disappointing. John has put a lot of effort into this event based on the level of interest shown, especially by the NSW club.

Twenty two people rang me advising that they would enter the event if invited. Based on this level of interest, the AHTCA confirmed it's intention to support the event.

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MEMBERSHIP PRICE STRUCTURE APPLIES

PRESIDENT'S REPORT

Of the 22 original, only three confirmed their registration of interest in December. After the contribution was increased from $800 to $1500 per car, I could still only confirm eight entries, a far cry from the original 22.

The lesson to be learnt is that you should only put your hand up if you are 100 per cent committed.

Had we confirmed eight entries last year, I am sure John would have declined the invitation to attend, and saved himself, and the promoter, a lot of work and effort. Also our category would have not compromised it's standing by withdrawing at the 11th hour.

Engine Sealing

YOU WILL NOTE in the minutes of the last general meeting that a great initiative was voted on. Following on from my attendance at the Victorian club's March general meeting, I suggested that NSW should follow suit and vote to have compulsory engine sealing put on the national agenda for implementation by January 2002.

This was overwhelmingly accepted and you can be sure that Brendan Hare (Vic AHTCA Delegate) and myself will champion this issue at a national level.

Doug Westwood

Ill health forces step down

Charles Jardine has resigned as manager of the Historic Sports and Racing Car Association (HSRCA) as in the last couple of months his health had suffered.

The club, reluctant to accept his position, has offered Jardine the role of Race Secretary as performed in the past by Trevor Bailey and Robyn Snape.

The club is confident that with this much-reduced workload, he will continue to recuperate and enjoy his involvement with the HSRCA.

To ensure the HSRCA is managed effectively and efficiently some tasks will be brought back into the committee and a new club secretary will be employed to handle the day-to-day administration work. Candidates are being spoken too and an announcement should be made soon.

Tightening of closing dates

THE HISTORIC SPORTS and Racing Car Association (HSRCA) advises intending competitors to lodge entries promptly for the Oran Park Historic to held on the Grand Prix on April 21-22.

The club is tightening up closing dates for thier Historic race meetings in order to be able to run their meetings more efficiently.

The club has further stated that its September Eastern Creek Historic closing date will be strictly adhered to with obsolutely no late entries accepted.

MEMBERSHIP RENEWALS OVERDUE

Deadline was December 31, 2000

Unfinancial Members - Note this is your last *Action-Line*

Return the purple renewal form which was included in the December magazine.
If lost send $70 to the secretary including the following details Middle Initial, Date of Birth, CAMS Licence/Member Number (all required by CAMS)
If you want to be included on the lists forwarded to promoters for race entry forms include your Log Book Number.

NUMBERS UP FOR GRABS

Any member who did not compete during 2000 has until May 2001 to do so or risk the number being put to auction at the July general meeting.

Race Numbers are allocated by the committee subject to the following rules

- You must be a financial member
- You must have a Group N log booked car
- Must compete in at least one club calendar meeting per year

Words from the AHTCA

FRESH NEWS FROM the bowels of CAMS is to be forthcoming to each state via your national body. Whilst in some instances this may be printed in state newsletters prior to minutes of the Eligibility Panel meeting (on February 17) being available, we are comfortable to make a statement regarding the process that was agreed at the meeting.

The September 5, 2000 memorandum pertaining to Group N and Regulation Review will be forwarded to your club president along with a document pertaining to substitution of original components.

The meeting of the February 17 accepted the position of the AHTCA requiring the opportunity to put these issues to the clubs and we will now be requiring your management to organise a response within eight weeks back to the AHTCA.

The Victorians to their credit, formulated a successful manner in which to deal with the document and that has been suggested as the method to be used by each club.

An explanation will accompany the documents.

So fellow Historic Touring Car racers, this is your opportunity to provide input to which we believe will give us all the greatest understanding of our rules.

Bare in mind the AHTCA is not advocating change but more so "clarification".

The feeling of improvement in the mechanism of Historic Touring Cars was very evident at the meeting. To have the Historic Touring Car Eligibility Panel operating exclusively, has alone been a great step in the right direction.

I would like to take the opportunity to thank the state clubs for their written support on the national approach for this regulation review.

Whilst on matters of a national importance, we are investigating the right to issue a #1 to the Historic Touring Car Champion from the running of the national meeting at Mallala over Easter.

Taking into consideration the diversity of cars in our fields it has been decided to base the opportunity to win on class points. NSW and SA have been given the job to put the formula together, which will be published prior to the event.

Another matter that was subject to discussion at the Eligibility Panel meeting was the possibility of some competitors believing they had permission to fit 15 inch diametre wheels to their Nb cars in lieu of the required 14 inch ones. The chairman of the meeting made it clear that a change in the regulations would require the Historic Commission to ratify.

A thorough report will be forwarded to the HC regarding the availability of 14 inch tyres for them to consider and provide a decision on.

- John Bryant

■ Entries for the Oran Park Historic are open until April 14, but April 5 is the cut-off for having the entry in the official race program. At the time of *Action-Line* going to press Historic Touring Car entries were very poor with less than one grid including Na, Nb and Nc.

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NEWS - around the traps

Happenings on the Eligibility front

HI, TO ALL the member's and active race competitors. As most of you are well aware, I have been appointed NSW Historic Eligibility Officer.

Since being appointed to this position, it has been a little hectic from time to time, but looks to be a great personal challenge.

My biggest motivation to becoming active in this position was to try to keep our racing rules and cars at a very fun level, affordable, and maintain a great social outing. Sure we might get a little competitive on the track.

I was becoming a little concerned about the way some cars were being presented. Our category was becoming a rich old mans sport, not racing 5th Category Historic touring cars. Also there is an increasing amount of young competitors joining and becoming active in racing. We don't want to distract them due to the cost levels of engineering and costs involved in some race cars.

Whilst, being active in this position I would hope that I may be of great help to competitors not only in eligibility matters, but in general technically and other race car matters.

Being an active competitor may concern some, but I hope that it will not cause any discomfort to other competitors. Peoples' individual ideas will be well respected and acknowledged discreetly, after all this position needs to have someone active.

Good communication amongst all members and competitors is very much appreciated to help keep everybody happy and within a fun atmosphere. Remember all committee positions are voluntary and those honourary positions also offer a helping hand.

On a technical note, at the Phillip Island Shannons Classic meeting where many NSW cars competed, the first three outright cars in both classes were pulled into scrutineering and engines were sealed.

They included our members Steve Land (Capri) and the Mini of Andrew Bergan. Andrew's car has been inspected and was within class specifications.

At the V8 Konica suppercar race which we supported, all cars were pulled in on Saturday afternoon. Items checked were window winder's, handbrake component fitment and rim width's.

All went very well with only a Ford Mustang and two Ford Falcons noted for a little attention regarding handbrake components.

On Sunday afternoon Andrew's new engine was resealed and Paul Axiak's Monaro cylinder heads checked. The former's engine came back within specifications and Paul's Holden is still under discussion and verification. I will update the situation further, hopefully in the next *Action-Line*.

The club has now purchased 1000 engine seals which are available to all club engine sealers if needed.

So to all, see you at the next meeting, either at a general or racing meeting. Wish you all well.

- Vince Macri

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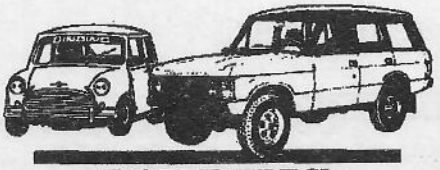

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GENERAL MEETING MINUTES

Minutes of the General meeting of the Appendix J Association of NSW, March 6, 2001

Meeting opened 8.13 pm.

Attendance
- 40 members signed the book.

Apologies
- D Wheatley, A Huxley.

New members and visitors
- Greg Smith, Lance Smith (CAMS Scrutineer).

Minutes of previous meeting as published in *Action-Line*
- Accepted Ross Muller, seconded Dave Probin

President's Report
- Doug Westwood referred members to his report in the current edition of *Action-Line*.
- He spoke about the poor entry (approximately 25 cars) for the V8 Konica Meeting at Oran Park. He asked why members were not supporting this meeting, requesting feedback from the members present.
- Terry Thompson suggested entry fees to high.
- Steve Land mentioned the numbers who had gone to Phillip Island recently.
- Wheel issues, tyre availability and cost. Hoosiers for bigger cars now being around $400 each, were mentioned by some.
- Vince Macri spoke of the difficulty for some in attending two-day meetings.
- Doug advised the promoters would accept late entries and urged members to enter if at all possible. Recent poor showings may well place future meetings in jeopardy.

Secretary's Report
- Dominic Truelove tabled the correspondence.
- He showed members the Certificate of Affiliation from CAMS, and made mention of Motorex 01 where the club intends to display six cars.
- Membership renewals are now long overdue. Approximately 120 renewals received. This is a long way short of last year's membership of 193.

Treasurer's Report
- Chris Gabriel reported $8,437.66 in the current account and $8,000 on IBD.

Eligibility
- Lloyd Cleaver reported on the Historic Touring Car Eligibility Panel Meeting held in Melbourne February 17, attended by Vince Macri, Terry Thompson and himself.
- Minutes available soon.
- Committee to discuss recommendations and provide feedback prior to next commission meeting in May.
- Terry Thompson advised any changes as a result of this meeting would not apply until next year.
- Lloyd commented on his eligibility activities at the recent Phillip Island meeting.

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GENERAL MEETING MINUTES

- Ross Muller brought up the issue of replacement cylinder heads (GT40 etc) which the Victorian club appears anxious to see approved. Lengthy discussion ensued. It was the feeling of those present that these type of heads did not comply with the "Spirit of the Regulations". A motion to this effect, moved by Vince Macri, seconded by Bob Asher was carried.
- Vince Macri mentioned the 14 to 15 inch wheel and tyre issue is to be further investigated. This led to an interesting discussion on tyres and the ongoing problems of cost and availability. The feeling from the floor was that the problems centred on "R" and Hoosier tyres. There were many suggestions from the floor that these tyres be removed from the list. It was decided that the feelings of our club should be made known by way of a motion.
- The following motion moved by Bob Asher and seconded by Chris Dubois was carried. "That the Historic Commission and CAMS be made aware that the members of this club did not feel that the tyre list for Group N should include specialised tyres such as R type and Hoosier and that their removal from the list should be considered."

Pointscore

- Chris Dubois asked if all present were happy with the new system. There was some constructive criticism, however most appear in favour.
- He reminded members they must be financial to be awarded points.
- No points will be awarded to competitors at the All British Day in June.
- The calendar is as published in Action-Line.
- A day/night meeting at Oran Park on November 10 has been confirmed. Chris is still looking for meetings in June, July and August.
- Chris also mentioned a discussion with Robert Ingram (long time club member who is both a doctor and barrister) who advises any doctor is qualified to carry out CAMS medicals.

Cams Delegate

- Ken Ballantyne reported on the State Council Meeting. He advised on changes regarding eyesight testing.
- Fees will rise again due to recent deaths at circuits, insurance being the major component. It appears the majority of claims come from officials.
- The CAMS Institute of Road Safety sponsored by Mercedes was explained.

General Business

- Brian Jessop related an incident involving himself and Geoff Arnold (NSW CAMS manager) where he felt he had been poorly treated.
- Vince Macri advised he would express Brian's concerns at the next Motor Race Panel meeting.
- V8 Supercar round at Eastern Creek. Entry fee believed to be $340. Few other details. Dominic has forwarded list of potential entrants to ARDC.
- Doug Westwood mentioned his visit to the Victorian club meeting last week. It was interesting to note that they had not discussed the AHTCA "Build Sheet" issue previously.
- Sealing of engines was again discussed with some present

Continued over the page

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GENERAL MEETING MINUTES

suggesting no seal, no race. This should be put on the national agenda of AHTCA.
- Hidden Valley V8 Supercar meeting. Shannons Insurance being approached for sponsorship. 15 entries confirmed with three from NSW.
- The recent Phillip Island meeting was discussed with those attending commenting on the excellent job done by the Victorians.
- Terry Thompson requested help in running the East Coast Classic Rally on Thursday March 15.
- Andrew Pursey questioned the AHTCA quorum in light of the fact Queensland remains unfinancial.
- Doug Westwood and Dominic Truelove gave members a brief outline of their fruitful meeting with the committee of the HSRCA. All issues have been resolved.
- The possibility of an AHTCA race series at Phillip Island, Eastern Creek and Lakeside was mentioned. Andrew Pursey suggested Wakefield Park instead of Eastern Creek.
- A number of members including Max Ullrich and Bob Cox who competed at Phillip Island asked about members feelings as regards the AHTCA secretary/treasurer, Paul Stubber, following an eligibility incident at that meeting. It was felt that his position on the AHTCA should be questioned in light of this matter.
- Doug Westwood, as our AHTCA representative, agreed to follow up on the members concerns.
- Ken Ballantyne asked if any members required long sleeved club shirts. Contact him as he is putting an order together.
- Don Titcume mentioned the name change in 2002 CAMS manual to Historic Touring Cars and wondered if we should reconsider the name of our club.
- Bruce Smith asked for clarification of fire extinguisher rules. He was advised details were published in Action-Line. Lance Smith said he had not been advised of the changes.
- Terry Thompson advised members that Graham Hoinville (CAMS Historics) has suffered a serious stroke.

Raffle
- Set of hex keys won by Chris Dubois.
- Socket set won by Rick Rogers.

Meeting closed 10.20 pm.

Need a PHOTOGRAPH?
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Konica V8 Supercars support - Oran Park - March 17-18

Falcons rule with win and record

In all three starts, the Falcons had the jump on the Monaros.

IN THREE ENCOUNTERS Cameron Worner's Ford Falcon XW beat Jose Fernandez's XY but the latter could be content in posting two lap records despite a broken gear in the box. Likewise two Monaros were at it for the minors in the form of Brian Potts and Paul Axiak but their efforts were thwarted to a degree by Brad Tilley, guest steering Robert Cox's Mustang.

Doug Westwood fresh from a good outing at Phillip Island's Shannon Classic took Nb laurels from another inter-state race in Andrew Bergan and his giant killing Mini.

Qualifying

IN A GREAT stoush for pole there was nothing between the Fords of Worner and Fernandez. In the end it went with the former, his Windsor-engined XW pipping the latter's later model Cleveland-powered Falcon by a mere 0.015 seconds.

The sessions proved traumatic for some. Daniel Sugden's Torana had serious engine woes and he gratfully took up Robert Tebb's offer to run his XU-1.

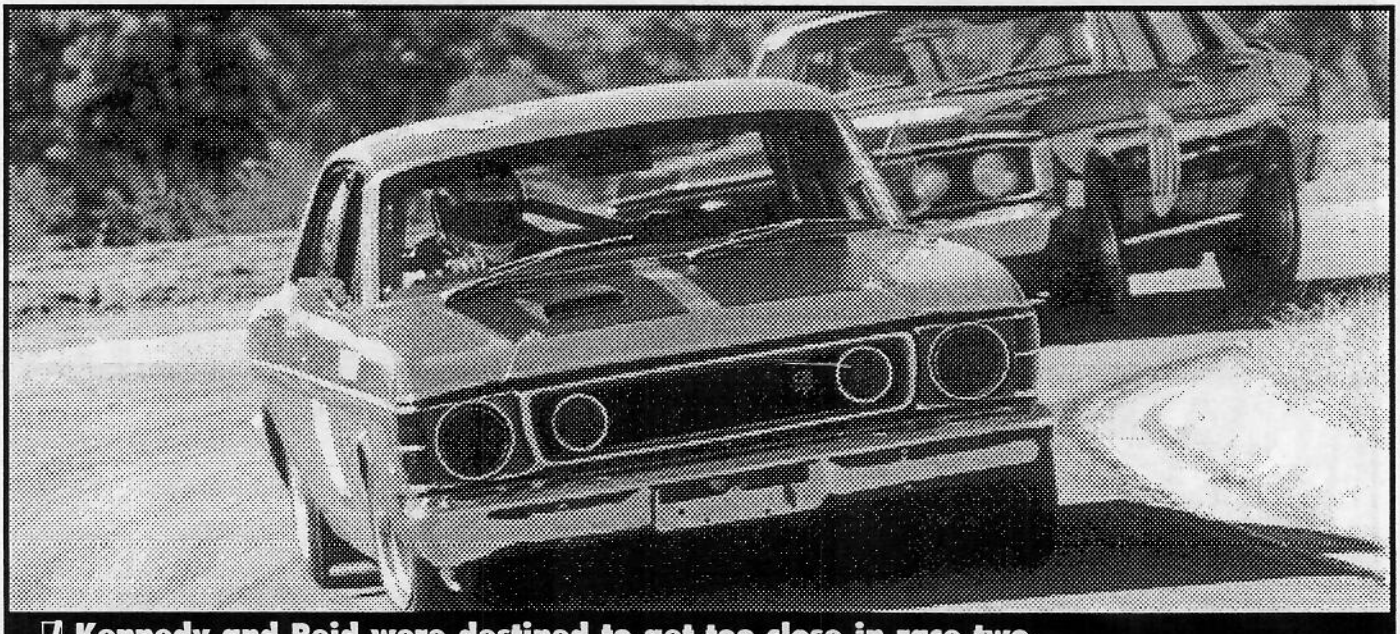
Brian Potts rolled out his HT Monaro to take the inside of row two with Brad Tilley alongside, this time at the helm of Robert Cox's Mustang.

Paul Axiak's HQ Monaro would start out of position five,

Continued over the page

QUALIFYING

1-Cameron Worner 1:21.1401, 2-Jose Fernandez 1:21.1583, 3-Brian Potts 1:22.1738, 4-Brad Tilley 1:22.3839, 5-Paul Axiak 1:22.5146, 6-Doug Westwood 1:23.3426, 7-Stephen Bradley 1:23.6232, 8-Russell Stanford 1:24.0868, 9-Mike Dyer 1:24.3731, 10-Andrew Bergan 1:25.1499, 11-Paul Truelove 1:25.1633, 12-John Harrison 1:25.3612, 13-Michael Kennedy 1:25.9713, 14-John Lustri 1:26.1026, 15-Wes Anderson 1:26.2498, 16-Allan Reid 1:26.3527, 17-Daniel Sugden 1:26.6924, 18-Peter Mouser 1:27.5757, 19-Charles Gruber 1:27.5781, 20-Mark Whitehouse 1:27.8014, 21-David Wheatley 1:28.2268, 22-Dominic Truelove 1:29.3104, 23-Chris Dubois 1:29.6053, 24-John Sivell 1:29.6481, 25-Rodney Brincat 1:29.7322.



Kennedy and Reid were destined to get too close in race two.

Photography by Peter Schell

NEWS - around the traps

Konica V8 Supercars support - Oran Park - March 17-18

lucky to be start, as it turn out as he had fuel fire during qualifying that exploded into the cabin and could have easily destroyed the Holden.

Next was the best of the Nb cars, Doug Westwood's Mustang which would start ahead of Mike Dyer and Andrew Bergan, Paul Truelove (Robin Marshall's Lotus Cortina) and John Harrison, and the Falcons of Michael Kennedy and John Lustri. Following were the Alfa of Wes Anderson, Allan Reid's Falcon and Sugden.

There was an extraordinary tight tussle between the Minis of Peter Mouser, Charles Gruber, Mark Whitehouse and David Wheatley where they were covered by just seven tenths of a second.

Not far away were Dominic Truelove (Cortina GT), the Anglia of Chris Dubois, John Sivell's Mini and the Cortina of Rod Brincat which was in a fair amount of strife and would not be seen again on this particular weekend.

Race One (8 laps)

LATE SATURDAY AFTERNOON the field squared off for their first encounter where Fernandez went straight out to lead the first time around. Second was Worner from Potts, Axiak, Tilley, Westwood, Dyer, Stansford, Lustri and Kennedy.

Hard on the back of the Falcons came Bergan from Reid, Paul Truelove, Harrison, Anderson and the Gruber and Whitehouse Minis ahead of Syrmis' Porsche.

Then followed Dominic Truelove, Wheatley, Dubois, Mouser and Sivell while Sugden retired the Tebb Torana which he was gratiously loaned after his own XU-1's demise.

On the second lap Potts lost places to Axiak and Tilley, the latter then advancing to third before dropping to ninth on lap five. Before the end he gain one spot back at the expense of Lustri who slowed near the end and would retire for the remainder of the weekend.

While Fernandez led all the way and also posted a new lap record of 1 min 20.1684 seconds, Worner was a handy second and clear of the Monaros. Westwood won Nb honours with his fifth ahead of Dyer and Stanford.

Kennedy and Harrison snuck into the top ten ahead of Bergan and Lustri while Smyrnis picked up many places for his 13th.

Behind Anderson, Gruber beat Whitehouse by half a second, the pair just ahead of Wheatley with a gap to Mouser, Dominic Truelove, Mouser, Reid, Dubois and Sivell while Paul Truelove was another retiree.

Race Two

FERNANDEZ WAS BEST away but had Worner in hot pursuit. They raced in unison until coming off the bridge for the first time where the leader speared off the circuit having broken the gear he was in.

Worner crossed the line at the end of the first lap with a commanding 3.5 second gap over Potts, Axiak and Westwood. Fernandez recovered quickly to be next ahead of Tilley, Dyer, Stanford, Harrison, Kennedy and Bergan.

Smyrnis was next in front of Reid, Anderson, Gruber, Mouser, Whitehouse, Sugden, Wheatley, Dubois and Sivell while Paul Truelove's wretched weekend continue with another first lap retirement, this time at the helm of his own car. Sivell joined him pit side a couple of laps later.

Axiak soon swooped on Potts, and was followed through by Fernandez and Tilley. Next Fernandez relegated Axiak but he was a long way behind Worner and had limited laps in which to make up the deficit.

By this stage Westwood was sixth but clear of a good scrap between Dyer and Stanford but while they were engrossed in their own battle, Bergan was closing on them.

Worner was able to hold his advantage over Fernandez to the end despite the latter eclipsing his new lap record with another, and without a gear.

Getting loose off the bridge on the last occasion, Axiak lost spots to Tilley and Potts but kept out Westwood. Dyer was to draw clear of Stanford who fell prey to Bergan. On the final lap Reid ran out of brakes and was powerless as he cleaned up Kennedy at the last corner, causing extensive damage to both.

Harrison was tenth ahead of Smyrnis, Anderson, Sugden

Part of the great Mini tussle, Whitehouse leads Wheatley.

Stanford and Bergan were often in a good tussle.

and Kennedy who limped across the line ahead of Mouser who took the Mini honours this time around.

Race Three

OFF THE LINE there nothing between the Falcon prataganists but this time it was Worner in front of Fernandez as they executed the opening lap. Tilley slotted in behind them and ahead of Potts and Axiak who were split by Westwood.

Bergan was ahead of Harrison and Dyer but the latter reversed that the second time around as Sugden was clear of Symrnis with the advantage over Stanford, Anderson, Grubber, Wheatley, Mouser and Dubois.

Only Axiak's displacement of Westwood effected the result in the ensuing laps for it remained unchanged at the front where Worner was a 1.4 second victor. Just over a second behing Fernandez was Tilley who had a sizeable break on the Monaros of Potts and Axiak.

Behind Nb winner Westwood, Dyer led home the similar Torana of Harrison who held off Bergan and Stanford. Then followed Smyrnis from Sugden, Anderson and Wheatley.

Gruber was heading another intense scrap among the Division II boys until a clash near the end with Mouser allowed Wheatley to beat both. Dubois was in the thick of this too and finished in their shadows as Mouser trailed.

RACE RESULTS

Race One (8 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	Jose Fernandez*	Ford Falcon XY GT	8	10:56.6912	1:20.1684
2	Cameron Worner	Ford Falcon XW GT	8	10:57.8353	1:20.9178
3	Paul Axiak	Holden Monaro GTS350	8	11:16.9882	1:23.2135
4	Brian Potts	Holden Monaro GTS350	8	11:17.4266	1:23.0314
5	Doug Westwood	Ford Mustang	8	11:22.8984	1:23.8223
6	Mike Dyer	Holden Torana GTR XU-1	8	11:23.1658	1:23.9196
7	Russell Stanford	Ford Falcon XY GT	8	11:25.7252	1:24.0021
8	Brad Tilley	Ford Mustang	8	11:33.8110	1:22.0183
9	Michael Kennedy	Ford Falcon XY GT	8	11:40.1457	1:25.7530
10	John Harrison	Holden Torana GTR XU-I	8	11:40.4419	1:25.1935
11	Andrew Bergan	Austin Mini Cooper S	8	11:41.2316	1:25.9785
12	John Lustri	Ford Falcon XY GT	8	11:42.1771	1:25.4151
13	Andrew Smyrnis	Porsche 911	8	11:43.7605	1:25.7284
14	Wes Anderson	Alfa Romeo Guilia Ti	8	11:44.6718	1:25.9785
15	Charles Gruber	Austin Mini Cooper S	8	11:59.1080	1:27.5508
16	Mark Whitehouse	Morris Mini Cooper S	8	11:59.7041	1:27.8709
17	David Wheatley	Morris Mini Cooper S	8	12:00.4748	1:27.7438
18	Dominic Truelove	Ford Cortina GT	8	12:04.8380	1:27.8816
19	Peter Mouser	Morris Mini Cooper S	8	12:05.1818	1:26.5135
20	Allan Reid	Ford Falcon XY GT	8	12:19.6535	1:25.9207
21	Chris Dubois	Ford Anglia Super	8	12:23.9571	1:28.2551
22	John Sivell	Morris Mini Cooper S	8	12:24.1282	1:30.1099
DNF	Paul Truelove	Lotus Cotina	5	7:23.6344	1:25.2215
DNF	Daniel Sugden	Holden Torana GTR XU-1	1	2:01.1214	2:01.1214

Race Two (8 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	Cameron Worner	Ford Falcon XW GT	8	11:01.8887	1:21.1647
2	Jose Fernandez*	Ford Falcon XY GT	8	11:05.4071	1:20.1474
3	Brad Tilley	Ford Mustang	8	11:08.7558	1:20.9443
4	Brian Potts	Holden Monaro GTS350	8	11:15.9403	1:22.7530
5	Paul Axiak	Holden Monaro GTS350	8	11:16.9571	1:22.6672
6	Doug Westwood	Ford Mustang	8	11:23.0582	1:23.5723
7	Mike Dyer	Holden Torana GTR XU-1	8	11:25.4390	1:24.2215
8	Andrew Bergan	Austin Mini Cooper S	8	11:26.0416	1:23.6095

Race Two (8 laps) continued

	Driver	Vehicle	Laps	Race Time	Fastest
9	Russell Stanford	Ford Falcon XY GT	8	11:29.1239	1:24.4708
10	John Harrison	Holden Torana GTR XU-1	8	11:38.0757	1:25.1590
11	Andrew Smyrnis	Porsche 911	8	11:40.8284	1:25.7380
12	Wes Anderson	Alfa Romeo	8	11:42.5548	1:25.5746
13	Daniel Sugden	Holden Torana GTR XU-1	8	11:44.8193	1:25.5740
14	Michael Kennedy	Ford Falcon XY GT	8	11:52.4499	1:24.9816
15	Peter Mouser	Morris Mini Cooper S	8	11:55.9230	1:26.9472
16	Charles Gruber	Austin Mini Cooper S	8	11:56.9080	1:27.3929
17	Mark Whitehouse	Morris Mini Cooper S	8	12:00.1545	1:27.9855
18	David Wheatley	Morris Mini Cooper S	8	12:00.7320	1:28.0982
19	Chris Dubois	Ford Anglia Super	8	12:05.8984	1:28.6709
DNF	Allan Reid	Ford Falcon XY GT	7	10:10.6458	1:24.9738
DNF	John Sivell	Morris Mini Cooper S	4	6:42.7345	1:35.0623
DNF	Paul Truelove	Ford Cortina GT	1	2:30.5127	2:30.5127

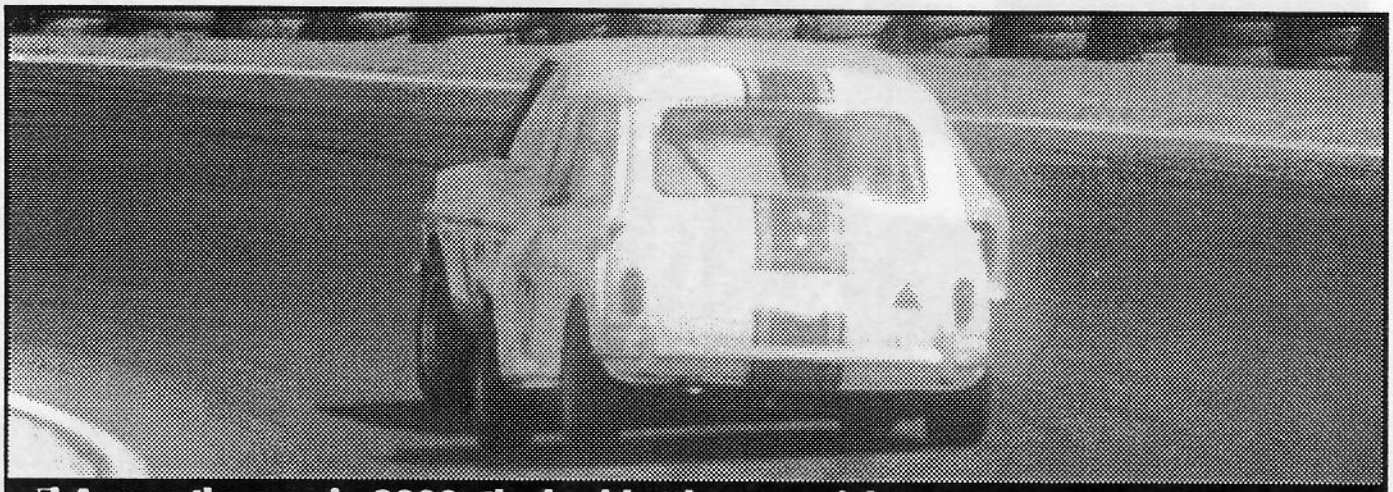
Race Three (8 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	Cameron Worner	Ford Falcon XW GT	8	10:59.6685	1:21.0795
2	Jose Fernandez	Ford Falcon XY GT	8	11:01.0823	1:21.0551
3	Brad Tilley*	Ford Mustang	8	11:02.2956	1:20.9842
4	Brian Potts	Holden Monaro GTS350	8	11:14.6118	1:22.9054
5	Paul Axiak	Holden Monaro GTS350	8	11:17.0434	1:22.7525
6	Doug Westwood	Ford Mustang	8	11:25.7482	1:24.1489
7	Mike Dyer	Holden Torana GTR XU-1	8	11:26.6963	1:24.4239
8	John Harrison	Holden Torana GTR XU-1	8	11:27.7453	1:24.2381
9	Andrew Bergan	Austin Mini Cooper S	8	11:28.7869	1:24.2518
10	Russell Stanford	Ford Falcon XY GT	8	11:36.4053	1:24.8408
11	Andrew Smyrnis	Porsche 911	8	11:42.2852	1:25.3978
12	Daniel Sugden	Holden Torana GTR XU-1	8	11:44.3135	1:25.4684
13	Wes Anderson	Alfa Romeo Guilia TI	8	11:46.0805	1:25.9855
14	David Wheatley	Morris Mini Cooper S	8	11:59.2365	1:27.6984
15	Charles Gruber	Austin Mini Cooper S	8	12:00.5434	1:28.1400
16	Chris Dubois	Ford Anglia Super	8	12:01.5478	1:27.8508
17	Peter Mouser	Morris Mini Cooper S	8	12:05.1991	1:27.2902

** Fastest Lap*

Shannons Classic Under 3 Litre - Phillip Island - February 23-25

Visitiors put on a show



As was the case in 2000, the lead battle was a tight one.

IT WAS THE NSW duo of Steve Land and Andrew Bergan who entertained an extrardinary large gathering on the Island as they fought out the small engined Historic Touring Car races. On each occasion the Capri of Land came out victorious not by much and certainly, not without a fight.

Qualifying

BERGAN FOUND HIMSELF on pole after fastest qualifier WA's Paul Stubber was dispatched to the rear of the grid after a wheel width infringement was discovered on his rapid EH.

Alongside would be Steve Lands V6 Capri, with Cameron Spence the first local third together Wes Anderson (Alfa Giulia Super), Henry Draper, Jason Armstrong and Ian Stewart (all Minis).

Chris Stillwell's new Cortina GT blew a diff and would be replaced by brother Nick's Mini, to start from the rear. Jervis Ward would not face the starter thanks to head gasket hassles as would Michael Bugelly with damaged drop gears in his Cooper S.

Race One (4 laps)

LAND AND BERGAN launched together at the flag drop as Anderson made a great start to slot into third in front of Spence. Land slipped into the lead at turn one then Spence got back under Anderson at Honda.

Imy Lapins parked his Mini after being plagued with clutch and other problems during practice and the fellow Minis Draper and Anthony Ramadge would soon join him not long after with an undetermined engine problem and oil pressure release valve malfunction respectively.

Stubber and Stillwell were surging through the field after starting from the back while a less than healthy Peter Barr Alfa lost several spots.

Eddie Dobbs FE snapped two rockers but continued on after allowing the field through as Bergan harried Land for the lead everywhere, the Capri just pulling away down the front straight.

Steve Pike (EH) and Paul Dobson (Cortina) had an engaging battle swapping places as Brad Wright (Cortina) and new member Russel Pilven (Datsun 1600) improved several spots.

Despite Bergans efforts, Land managed to hang on to take the win by less than half a second, with Spence in third then Anderson narrowly over Bryant, Cutler, Armstrong, Stewart, Stubber, David Pike, Bill Trengrove and Stillwell.

Race Two (4 laps)

DON KNIGHT'S RACE lasted all of a few hundred metres with a front wheel bearing collapsing after exiting the pits for the warm-up lap. Draper, Ramadge, Bath and Barr would also not appear.

Land again got the jump on Bergan to lead into turn one as David Pike had the EH sideways off the line and came into contact with Cutler. Further back Stillwell and Stubber made flying starts, once again from the back as progressive grids were not in use for this meeting.

Atkins and Oberman both snaffled a few spots on the opening lap as Bergan began throwing everything but the kitchen sink at Land trying to sneak past into the lead. In third a huge scrap was developing between Spence, Anderson, Bryant and Cutler, while behind a similarly thriller was in full swing between the Coopers of Armstrong and Stewart.

Stubber came in after receiving a black flag for using the dirt adjacent to the track at the start while Luxmoore parked the Cortina with engine trouble. While Land was somehow keeping Bergan at bay, Dobson, Watt and John in his unique Corolla KEII were mixing it up, swapping places, so too Pilven, Stephen Pike and Leigh Knight.

QUALIFYING

1-Andrew Bergan 1:59.3531, 2-Steve Land 1:59.7911, 3-Cameron Spence 2:00.9609, 4-Wes Anderson 2:01.3993, 5-Henry Draper 2:01.4756, 6-Jason Armstrong 2:01.4780, 7-Ian Stewart 2:01.7275, 8-John Bryant 2:01.8583, 9-Bill Cutler 2:01.9840, 10-David Pike 2:02.0059, 11-Chris Ellis 2:02.6902, 12-Fred Bath 2:03.3203, 13-Bill Trengrove 2:03.8551, 14-Peter Barr 2:04.2905, 15-Rod Evans 2:04.4017, 16-Ian Pringle 2:04.5732, 17-Eddie Dobbs 2:04.6979, 18-Anthony Ramage 2:04.7018, 19-Brian Deveson 2:04.7175, 20-Paul Atkins 2:05.4725, 21-Don Knight 2:05.5337, 22-Jervis Ward 2:05.7005, 23-Michael Bugelly 2:05.7542, 24-Andrew Sluce 2:05.9024, 25-Vince Harmer 2:06.3146, 26-James Lightfoot 2:06.5804, 27-Russell Pilven 2:09.7739, 28-Jeff Morris 2:09.7872, 29-John Luxmoore 2:11.3238, 30-Leigh Knight 2:11.3337, 31-Ken Oberman 2:11.4898, 32-Stephen Pike 2:11.5098, 33-Paul Dobson 2:11.8376, 34-Ian Watt 2:11.9312, 35-Adam John 2:13.8794, 36-Michael Stupka 2:18.5091, 37-Chris Stillwell 2:18.5486, 38-Brad Wright 2:18.9464, 39-Imy Lapins 2:41.9561, DSQ-Paul Stubber.

paint at the same location. Treloar's surge into the top ten ended when the tailshaft let go, leaving Miles to fly the Charger flag.

Mann went on to take victory by 3.5 seconds from Talbot and McPherson. Westwood bagged fourth from Ralph and Dole, the trio all within a second of each other. Macri was next, then Adrian Read, Peter Knight, Potts with Len Read a few tenths behind.

Race Three (8 laps)

MICELI GOT THE jump on Marget and Mann to head the pack into Doohan Comer for the first time. Ralph again smoked the rears, losing several spots while Williscraft limped the Falcon off the track having snapped an axle.

Mann moved past Marget into Southern Loop to grab second as Miceli suddenly slowed towards the end of the second lap whilst leading and retired, handing Mann the lead.

Talbot and Marget swapped paint at Honda when the Torana pilot made a move for second place, Marget dropping right back through the order.

Macri came in as Stephen held on to third in front of a hard charging McPherson, and Ralph regained a few spots to begin hassling Westwood for fifth.

It all came unstuck in a cloud of dust at turn one as both left the track with Westwood retiring and Ralph losing many positions.

Newcomer Peter Knight was having a great run, working his way up to fifth at one stage after starting 15th, before succumbing to Dole who was getting faster as the race wore on. As Mann continued to head Talbot, another on the charge was Tony Parkinson, who had the Falcon Sprint wound right up, whilst involved in a great dice with the Miles Charger.

Mann looked after his tyres well enough to withstand the expected late race charge from the much lighter Torana of Talbot and took the win by 3.5 seconnds.

A similarly close tussle saw Stephen prevail over McPherson to take third by all of 0.0958 seconds. Dole bagged fifth, then Peter Knight, Potts, Adrian Read, Challis, Len Read, Harrison and Parkinson.

- Darren Knight

RACE RESULTS

Race One (4 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	Michael Miceli*	Ford Mustang	4	7:38.8427	1:52.0410
2	Trevor Talbot	Holden Torana GTR XU-1	4	7:39.6209	1:52.1430
3	Drew Marget	Ford Mustang	4	7:40.2086	1:52.3592
4	John Mann	Ford Mustang	4	7:47.7055	1:55.1182
5	Chris Stephen	Ford Mustang	4	7:49.4729	1:55.2295
6	Vince Macri	Holden Torana GTR XU-1	4	7:53.6063	1:55.5097
7	Les Dole	Holden Torana GTR XU-1	4	8:00.0625	1:57.4755
8	Ray Challis	Holden Torana GTR XU-1	4	8:02.2545	1:55.8614
9	Brian Potts	Holden Monaro GTS350	4	8:04.3003	1:58.3006
10	Garry Treloar	Valiant Charger R/T E49	4	8:04.6093	1:57.5878
11	Les Walmsley	Chev Nova SS	4	8:07.4115	1:56.4226
12	Robert Cox	Mustang Mustang	4	8:09.9759	1:57.9750
13	Doug Westwood	Ford Mustang	4	8:10.1583	1:56.1863
14	Mark Brewster	Holden Torana GTR XU-1	4	8:10.4683	1:59.2992
15	John Harrison	Holden Torana GTR XU-1	4	8:11.1422	1:58.1107
16	Len Read	Holden Torana GTR XU-1	4	8:11.6312	1:58.4258
17	Andrew Williams	Holden Torana GTR XU-1	4	8:11.8185	1:57.6993
18	Mike Dyer	Holden Torana GTR XU-1	4	8:14.1051	1:58.7562
19	Adrian Read	Holden Torana GTR XU-1	4	8:14.2719	1:56.4973
20	Peter Knight	Holden Torana GTR XU-1	4	8:14.7906	1:56.5677
21	Glenn Miles	Valiant Charger R/T E49	4	8:17.2063	1:59.4126
22	Grahame Hill	Valiant Pacer	4	8:21.9404	1:59.1786
23	Graham Slater	Holden Torana GTR XU-1	4	8:23.5905	2:01.0219
24	James Frolley	Ford Mustang	4	8:26.0114	2:00.2877
25	Max Ullrich	Ford Fairlane	4	8:27.4503	2:00.7063
26	Tony Parkinson	Ford Falcon Rallye Sprint	4	8:27.6960	1:59.6113
27	Graeme Hooper	Holden Monaro GTS327	4	8:40.7012	2:04.9733
28	Garry Kirwan	Holden Torana GTR XU-1	4	8:45.2257	2:06.8044
29	Harry Williscroft	Ford Falcon Rallye Sprint	4	8:45.5562	2:07.2004
30	Brian Jessop	Holden Torana GTR XU-1	4	8:50.5734	2:08.1552
DNF	Andrew Cannon	Ford Mustang	2	5:04.9608	2:09.3097
DNF	Philip Morris	Ford Falcon XY GT	1	2:14.1764	2:14.1764
DNF	Chris Ralph	Ford Mustang			
DNF	Greg Mcpherson	Ford Mustang			

Race Two (4 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	John Mann*	Ford Mustang	4	7:38.3637	1:52.0856
2	Trevor Talbot	Holden Torana GTR XU-1	4	7:41.9150	1:52.2839
3	Greg Mcpherson	Ford Mustang	4	7:49.0864	1:54.6192
4	Doug Westwood	Ford Mustang	4	7:50.1699	1:54.5915
5	Chris Ralph	Ford Mustang	4	7:50.4395	1:53.9562
6	Les Dole	Holden Torana GTR XU-1	4	7:50.9805	1:54.0752
7	Vince Macri	Holden Torana GTR XU-1	4	7:56.1102	1:55.1600
8	Adrian Read	Holden Torana GTR XU-1	4	7:56.6777	1:54.6803
9	Peter Knight	Holden Torana GTR XU-1	4	7:57.4331	1:55.4905
10	Brian Potts	Holden Monaro GTS350	4	8:01.0187	1:57.2568
11	Len Read	Holden Torana GTR XU-1	4	8:01.5082	1:56.9331
12	Robert Cox	Ford Mustang	4	8:03.4178	1:56.5819
13	Andrew Cannon	Ford Mustang	4	8:05.7006	1:57.6114
14	Les Walmsley	Chev Nova SS	4	8:05.7757	1:57.5443

Race Two (4 laps) continued

	Driver	Vehicle	Laps	Race Time	Fastest15
Mark Brewster		Holden Torana GTR XU-1	4	8:06.6790	1:57.9440
16	Andrew Williams	Holden Torana GTR XU-1	4	8:07.4826	1:55.8964
17	Mike Dyer	Holden Torana GTR XU-1	4	8:08.7212	1:57.8260
18	Glenn Miles	Valiant Charger R/T E49	4	8:09.3885	1:57.6511
19	Michael Miceli	Ford Mustang	4	8:10.6064	1:53.8379
20	John Harrison	Holden Torana GTR XU-1	4	8:14.6863	1:57.8074
21	Ray Challis	Holden Torana GTR XU-1	4	8:18.6676	1:56.4611
22	Max Ullrich	Ford Fairlane	4	8:19.1147	2:00.4906
23	Grahame Hill	Valiant Pacer	4	8:19.6190	2:00.9965
24	James Frolley	Ford Mustang	4	8:20.1241	1:59.8238
25	Harry Williscroft	Ford Falcon Rallye Sprint	4	8:28.2527	2:02.9029
26	Garry Kirwan	Holden Torana GTR XU-1	4	8:34.0864	2:02.8944
27	Graeme Hooper	Holden Monaro GTS327	4	8:36.6724	2:04.7305
28	Tony Parkinson	Ford Falcon Rallye Sprint	4	8:48.1906	2:03.5173
DNF	Garry Treloar	Valiant Charger R/T E49	3	6:03.6332	1:55.6221
DNF	Brian Jessop	Holden Torana GTR XU-1	2	4:44.7629	2:15.1239
DNF	Drew Marget	Ford Mustang			
DNF	Chris Stephen	Ford Mustang			

Race Three (8 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	John Mann	Ford Mustang	8	15:22.4238	1:53.3775
2	Trevor Talbot*	Holden Torana GTR XU-1	8	15:23.9013	1:53.2857
3	Chris Stephen	Ford Mustang	8	15:36.8062	1:55.1892
4	Greg Mcpherson	Ford Mustang	8	15:36.9020	1:55.0789
5	Les Dole	Holden Torana GTR XU-1	8	15:43.8058	1:54.6214
6	Peter Knight	Holden Torana GTR XU-1	8	15:49.3196	1:55.6373
7	Brian Potts	Holden Monaro GTS350	8	15:53.1332	1:56.0444
8	Adrian Read	Holden Torana GTR XU-1	8	15:54.5646	1:54.8684
9	Ray Challis	Holden Torana GTR XU-1	8	15:58.5929	1:55.3627
10	Len Read	Holden Torana GTR XU-1	8	16:00.3422	1:58.0095
11	John Harrison	Holden Torana GTR XU-1	8	16:02.7595	1:57.6756
12	Tony Parkinson	Ford Falcon Rallye Sprint	8	16:09.3372	1:55.9450
13	Glenn Miles	Valiant Charger R/T E49	8	16:09.6162	1:57.4735
14	Chris Ralph	Ford Mustang	8	16:10.9568	1:54.7884
15	Robert Cox	Ford Mustang	8	16:22.8546	1:57.8497
16	Andrew Cannon	Ford Mustang	8	16:23.5321	2:00.3659
17	Mike Dyer	Holden Torana GTR XU-1	8	16:24.9706	2:00.6302
18	James Frolley	Ford Mustang	8	16:26.2650	2:00.4478
19	Graham Slater	Holden Torana GTR XU-1	8	16:42.4329	2:00.3756
20	Garry Kirwan	Holden Torana GTR XU-1	8	16:43.9363	2:01.7459
21	Graeme Hooper	Holden Monaro GTS327	8	17:02.8670	2:05.3053
22	Mark Brewster	Holden Torana GTR XU-1	8	17:13.2510	1:56.5300
DNF	Drew Marget	Ford Mustang	7	14:07.7099	1:53.8999
DNF	Andrew Williams	Holden Torana GTR XU-1	5	10:03.6920	1:57.6855
DNF	Max Ullrich	Ford Fairlane	4	8:19.5641	2:01.1978
DNF	Doug Westwood	Ford Mustang	3	5:56.1304	1:55.2606
DNF	Michael Miceli	Ford Mustang	1	1:59.8076	1:59.8076
DNF	Vince Macri	Holden Torana GTR XU-1	1	2:05.4505	2:05.4505
DNF	Harry Williscroft	Ford Falcon Rallye Sprint			

** Fastest Lap*

Shannons Classic Over 3 Litre - Phillip Island - February 23-25

Talbot jostles Mustang merriment

Mann beat the other Mustangs on two occasions.

THE ONLY HOLDEN to seriously challenge a glut of Mustangs was the Torana of Trevor Talbot but even he couldn't take a win. Michael Miceli won the first of three races while John Mann was too good in the others.

Qualifying

IT WAS ALL Mustang at the front of the grid with Drew Marget and Michael Miceli leading 34 starters off the front row, and John Mann and Chris Ralph next. Then followed Chris Stephen before the Torana of Trevor Talbot, Greg McPherson (Mustang), Vince Macri (XU-1), Doug Westwood (Mustang) and Brian Potts (Monaro) covering the top ten.

Race One (4 laps)

MARGET AND MICELI would not lead into turn one as Mann made a better start to slide up the inside of both. Also making quick getaways were Talbot and Les Dole as did NSWs Robert Cox (Mustang).

McPherson collected Ralph heading into Honda, the former rejoining briefly while the newly re-classed Nc Mustang of Ralph stalled and remained stationary.

Graham Slater was back behind the wheel of his XU-1, son Scott having dropped a gearbox on his foot, breaking a toe. Also returning was Mark Brewster, the LC now in LJ form and in the middle of a close dice with Cox. Mann momentarily slowed heading onto the main straight, allowing Miceli and a close following Marget past.

Talbot then nipped up into third, the Mann Mustang making some very strange noises (later traced to a dizzy chomping through points) in fourth. WA's Phil Morris (Falcon XY) copped a nudge out of Southern Loop and retired near the Shannons Bridge while Andrew Cannon spun his Mustang and did not continue.

NSW Appendix J club president Westwood worked his way up to sixth early on while Tasmania visitor Harry Williscraft battled a slipping clutch in the Falcon Rallye Sprint.

Faring better was Les Walmsley, who had the Nova spearing through the field after problems in qualiiying left him to start all the way back in 27th. Max Ulrich (Fairlane) and James Frolley (Mustang) came together at Honda after dicing hard for a couple of laps, barely missing the stationary Ralph Mustang and almost giving its spectating owner a coronary!

Both rejoined as Talbot hounded Marget and finally moved past to grab second but he could not catch Miceli, failing by less than a second in the end. Marget took third from Mann, then Stephen, Macri, Dole, Ray Challis (Torana), Potts, the Charger of Garry Treloar, Walmsley, Cox, Westwood, Brewster and John Harrison in his Torana.

Race Two (4 laps)

MICELI AND MARGET dragged down into turn one side by side as Mann made a run down the inside of Marget with Miceli on the outside creating the rather impressive sight of three snarling pony cars all abreast.

Alas Mann and Marget touched, sending Marget off with Miceli taking to the grass in avoidance. Mann stayed on the black stuff as McPherson appeared through the cloud of dust to take over second spot with Talbot third, regaining several spots lost off the line thanks to gear selection problems.

Westwood and Potts were next, displacing Ralph whose starts still had a touch of the Summemats about them. Marget did not rejoin, as did Stephen who broke an axle off the line.

Talbot dived under McPherson heading into Honda on lap two, to move into second as Mann continued to lead. Jessop retired his Torana while Challis was nowhere near his usual pace, struggling with constant gear selection problems.

Fellow Torana punters Macri, Adrian Read and Peter Knight ran in close company while Harrison lost several spots after rotating his XU1 at Honda as Ralph and Dole swapped

QUALIFYING

1-Drew Marget 1:52.4850, 2-Michael Miceli 1:52.9987, 3-John Mann 1:53.6961, 4-Chris Ralph 1:53.9255, 5-Chris Stephen 1:53.9273, 6-Trevor Talbot 1:54.0380, 7-Greg Mcpherson 1:54.7042, 8-Vince Macri 1:55.1936, 9-Doug Westwood 1:55.6497, 10-Brian Potts 1:55.7906, 11-Adrian Read 1:56.5773, 12-Ray Challis 1:56.8294, 13-Les Dole 1:56.9050, 14-Mark Brewster 1:57.1263, 15-Peter Knight 1:57.5268, 16-Andrew Cannon 1:57.8066, 17-Garry Treloar 1:57.9983, 18-Len Read 1:59.2041, 19-Glenn Miles 1:59.2124, 20-John Harrison 1:59.4047, 21-Andrew Williams 1:59.5814, 22-Robert Cox 1:59.7472, 23-Max Ullrich 2:00.2571, 24-Philip Morris 2:00.7441, 25-Mike Dyer 2:01.0828, 26-James Frolley 2:01.5879, 27-Les Walmsley 2:01.8260, 28-Grahame Hill 2:02.3732, 29-Tony Parkinson 2:02.5098, 30-Harry Williscroft 2:02.5995, 31-Graham Slater 2:03.4293, 32-Garry Kirwan 2:04.6909, 33-Graeme Hooper 2:05.4572, 34-Brian Jessop 2:07.4908.

Land notched up win number two, by 0.3 seconds from Bergan. Bryant grabbed third, less than a second in front of Cufler, then Spence, Anderson and Stewart, all within half a second of each other.

Race Three (8 laps)

BERGAN AGAIN COULD not beat Land into turn one as the pair were pursued by Spence, Anderson and Bryant. Stillwell began carving his way through the slightly skinnier field, with Trengrove, Bath and Luxmoore not starting the final. Atkins found himself the leading pushrod Cortina in front of an improving Deveson and Ward, who had overcome his earlier head gasket worries.

The large crowd were again enthralled by the fabulous battle for the lead with Bergan going around the outside of Land across the top of Lukey Heights at least three times, only to see Land inch back into the lead down the front straight.

Sluce retired early, as did Evans who was showing real speed in the freshened-up Cortina. Other casualties included Harmer in the Volvo and the Minis of Stewart and Pringle.

The dice of the weekend became the unbelievable stoush for third involving Spence, Anderson, Bryant, Stewart and Cutler. Stewart retired on lap six but the closely packed group was then joined by Stillwell and soon places were being swapped left, right and centre.

Bergan overcooked it heading into Honda and lost several lengths to Land. Cutler had the BMW slightly sideways exiting Honda and found Stillwell arriving in his driver's door after the latter had made a run up the inside of Spence and Anderson while chasing Bryant. Cutler and Stillwell retired, ending a fantastic spectacle.

Land crossed the line out in front, making it three from three, from Bergan, Bryant, Anderson, Spence, Armstrong, Ellis, David Pike, Lightfoot, Atkins, Deveson, Ward, Wright, Pilven, Dobbs, Moris, Leigh Knight, Stephen Pike, Ken Oberman's Alfa, John, Dobson, Watt and the Hillman Imp of Michael Stupka.

- Darren Knight

RACE RESULTS

Race One (4 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	Steve Land	Ford Capri	4	8:02.0169	1:58.3110
2	Andrew Bergan*	Austin Mini Cooper S	4	8:02.5402	1:58.1843
3	Cameron Spence	Morris Mini Cooper S	4	8:09.2938	1:59.8449
4	Wes Anderson	Alfa Romeo Guilia TI	4	8:10.3536	2:00.2518
5	John Bryant	Lotus Cortina	4	8:10.9925	2:00.1645
6	Bill Cutler	BMW 2002	4	8:11.5020	1:59.7817
7	Jason Armstrong	Morris Mini Cooper S	4	8:13.7582	2:00.6063
8	Ian Stewart	Morris Mini Cooper S	4	8:17.0289	2:01.2608
9	David Pike	Holden EH	4	8:23.0970	2:01.5289
10	Bill Trengrove	Holden EH	4	8:23.8419	2:01.7490
11	Chris Stillwell	Mini Cooper Cooper S	4	8:24.6226	1:59.8605
12	Chris Ellis	Morris Mini Cooper S	4	8:24.6597	2:02.4002
13	Rod Evans	Cortina GT	4	8:28.4126	2:03.1355
14	Ian Pringle	Morris Mini Cooper S	4	8:33.2515	2:03.4683
15	Paul Atkins	Ford Cortina GT	4	8:33.3388	2:04.8699
16	Fred Bath	Holden EH	4	8:33.5232	2:03.7715
17	Don Knight	Ford Cortina GT	4	8:33.6744	2:04.7119
18	James Lightfoot	Morris Mini Cooper S	4	8:33.9835	2:04.2292
19	Peter Barr	Alfa Romeo Giulia	4	8:34.4987	2:04.4029
20	Vince Harmer	Volvo	4	8:35.2633	2:04.5197
21	Brian Deveson	Ford Cortina GT	4	8:35.7329	2:04.0517
22	Andrew Sluce	Holden EH	4	8:36.7641	2:04.0593
23	Russell Pilven	Datsun	4	8:56.8838	2:07.7832
24	Ken Oberman	Alfa Romeo Giulia Ti	4	8:59.1863	2:09.5592
25	Brad Wright	Ford Cortina GT	4	8:59.6793	2:08.5854
26	Jeff Morris	Holden EH	4	9:01.7074	2:09.0077
27	Leigh Knight	Ford Escort	4	9:02.5737	2:09.5986
28	Stephen Pike	Holden EH	4	9:05.2404	2:10.4504
29	Paul Dobson	Ford Cortina GT	4	9:06.5698	2:11.4546
30	Ian Watt	Triumph 2000	4	9:06.7519	2:10.9804
31	John Luxmoore	Ford Cortina GT	4	9:08.0859	2:11.0967
32	Adam John	Corolla KEII	4	9:08.6142	2:11.8664
33	Michael Stupka	Hillman Imp	4	9:19.2899	2:14.1154
34	Eddie Dobbs	Holden FE	4	9:22.9879	2:09.4588
DNF	Henry Draper	Morris Mini Cooper S	1	2:14.3177	2:14.3177
DNF	Anthony Ramage	Morris Mini Cooper S	1	2:20.4217	2:20.4217
DSQ	Paul Stubber	Holden EH			

Race Two (4 laps)

	Driver	Vehicle	Laps	Race Time	Fastest
1	Steve Land	Ford Capri	4	7:59.7183	1:57.6931
2	Andrew Bergan*	Austin Mini Cooper S	4	8:00.0709	1:57.4556
3	John Bryant	Lotus Cortina	4	8:08.1115	1:59.0660
4	Bill Cutler	BMW 2002	4	8:08.9039	1:59.1501
5	Cameron Spence	Morris Mini Cooper S	4	8:10.4092	2:00.4734
6	Wes Anderson	Alfa Romeo Guilia	4	8:10.8420	1:59.5474
7	Ian Stewart	Morris Mini Cooper S	4	8:10.8656	1:59.2055
8	Jason Armstrong	Morris Mini Cooper S	4	8:11.2660	1:59.5369
9	Chris Stillwell	Morris Mini Cooper S	4	8:14.1339	1:58.4870
10	Chris Ellis	Morris Mini Cooper S	4	8:16.8433	2:00.8522
11	David Pike	Holden EH	4	8:24.0450	2:00.6695
12	Ian Pringle	Morris Mini Cooper S	4	8:24.6719	2:02.6944
13	Paul Atkins	Ford Cortina GT	4	8:27.2232	2:02.6977

Race Two (4 laps) continued

	Driver	Vehicle	Laps	Race Time	Fastest
14	Bill Trengrove	Holden EH	4	8:28.2606	2:03.5296
15	Andrew Sluce	Holden EH	4	8:29.3833	2:02.2513
16	Vince Harmer	Volvo	4	8:31.5374	2:02.7282
17	Eddie Dobbs	Holden FE	4	8:31.7075	2:04.1047
18	Brian Deveson	Ford Cortina GT	4	8:32.2576	2:02.8689
19	Jervis Ward	Ford Cortina GT	4	8:33.6979	2:03.3084
20	James Lightfoot	Morris Mini Cooper S	4	8:38.8437	2:02.5374
21	Jeff Morris	Holden EH	4	8:49.5522	2:07.0026
22	Brad Wright	Ford Cortina GT	4	8:52.2875	2:07.8380
23	Russell Pilven	Datsun	4	8:54.1184	2:08.3804
24	Leigh Knight	Ford Escort	4	8:58.1053	2:08.9088
25	Stephen Pike	Holden EH	4	9:00.5878	2:07.4882
26	Ian Watt	Triumph 2000	4	9:01.5650	2:10.0687
27	Adam John	Corolla KEII	4	9:01.9983	2:09.7068
28	Paul Dobson	Ford Cortina GT	4	9:02.6759	2:10.9628
29	Michael Stupka	Hillman Imp	4	9:21.1448	2:15.4499
30	Ken Oberman	Alfa Romeo Giulia Ti	4	9:28.2709	2:12.0234
DNF	Rod Evans	Ford Cortina GT	2	4:22.1728	2:05.3451
DNF	John Luxmoore	Ford Cortina GT	2	4:44.9876	2:13.4818
DSQ	Paul Stubber	Holden EH			

Race Three (8 laps)

1	Steve Land*	Ford Capri	8	16:02.8809	1:58.0820
2	Andrew Bergan	Austin Mini Cooper S	8	16:12.9033	1:58.2907
3	John Bryant	Lotus Cortina	8	16:13.1696	1:59.8694
4	Wes Anderson	Alfa Romeo Guilia Ti	8	16:13.9418	2:00.0000
5	Cameron Spence	Morris Mini Cooper S	8	16:14.5845	2:00.2900
6	Jason Armstrong	Morris Mini Cooper S	8	16:21.2800	2:00.5260
7	Chris Ellis	Morris Mini Cooper S	8	16:41.4925	2:02.0733
8	David Pike	Holden EH	8	16:42.9695	2:01.8601
9	James Lightfoot	Morris Mini Cooper S	8	16:43.4808	2:02.7189
10	Paul Atkins	Ford Cortina GT	8	16:53.1691	2:03.4012
11	Brian Deveson	Ford Cortina GT	8	17:01.9412	2:03.4422
12	Jervis Ward	Ford Cortina GT	8	17:06.3389	2:05.9018
13	Brad Wright	Ford Cortina GT	8	17:16.8077	2:06.5062
14	Russell Pilven	Datsun	8	17:31.9438	2:08.0236
15	Eddie Dobbs	Holden FE	8	17:35.6251	2:03.6350
16	Jeff Morris	Holden EE	8	17:36.5682	2:08.2668
17	Leigh Knight	Ford Escort	8	17:41.6782	2:09.6081
18	Stephen Pike	Holden EH	8	17:46.7822	2:09.8270
19	Ken Oberman	Alfa Romeo Giulia Ti	8	17:48.5300	2:09.4760
20	Adam John	Toyota Corolla KEII	8	17:49.2712	2:10.0801
21	Paul Dobson	Ford Cortina GT	8	17:57.8624	2:11.7688
22	Ian Watt	Triumph 2000	8	18:11.7158	2:11.9908
23	Michael Stupka	Hillman Imp	7	16:37.0815	2:18.9821
DNF	Bill Cutler	BMW 2002	7	14:13.7151	1:59.1308
DNF	Chris Stillwell	Morris Mini Cooper S	7	14:14.4281	1:58.8729
DNF	Ian Pringle	Morris Mini Cooper S	7	14:57.8896	2:03.6576
DNF	Ian Stewart	Morris Mini Cooper S	5	10:14.6925	1:59.9889
DNF	Vince Harmer	Volvo	2	4:25.9254	2:03.9890
DNF	Rod Evans	Ford Cortina GT	1	2:18.4057	2:18.4057
DNF	Andrew Sluce	Holden EH	1	2:41.5155	2:41.5155

** Fastest Lap*

FEATURE - the concept of rolling starts

ONE FEATURE OF US racing that is different to Australian racing is the "rolling start". This difference is not restricted to vintage/historic racing as it is used in most races held in the US, the F1 Grand Prix being the only exception I am aware of.

The concept would not be foreign to you, but let's just look at the process. Cars form up on the dummy grid, in the order determined from practice or earlier races. Leaving here, a marshal directs cars to the left or right to their starting positions. The format therefore is the "fill-up" or grand prix grid.

A pace car then leads the pack around, strung out, almost in a single file, while drivers try to warm up tyres, engines, transmissions and brakes. Nothing different to the standing start procedure so far. About three or four corners from the start, the field somehow forms into the grid layout.

Assuming the pace car is happy with the formation, it leaves the scene. The pace is now controlled by the pole-sitter and this is where the tactics emerge. Everyone behind wants to be in the right gear and at an engine speed to provide maximum acceleration, but is at a pace not under their control.

No one wants to give ground to anyone else, nor do they want to crash into the car in front let alone touch the brakes! It gets pretty interesting, with lots of gear changes going on trying to find the right one for whatever speed eventuates.

The starter waves the green flag (never the national flag) when satisfied with the form up, and when he wants the action to start. This can be as early as 200 yards or so before the line or right up to the line. In theory, no overtaking should take place before actually crossing the start line, however when the flag drops, it's on for young and old! How much it is on, depends how well you have managed to be in the right gear at the right revs!

I have yet to see a start aborted in vintage racing, probably because of the tight time constraints rather than good behaviour by the participants. If the pole car is passed before the green flag drops, the offender/s are brought in for a stop/go, but I am not aware of drivers down the field being penalised for jumping unless it is really blatant.

Depending on the speed coming up to the flag and when the flag actually drops of course dictates the run to the first corner. I recall one race with Sa/Sb type cars all in top gear when the flag fell 150 yards before the start line, it made for an interesting first turn!

However, the following P and Q type open-wheelers were all "pig-rooting" in first to the start line before the green fell. Either the pole car was really torquey or the starter had scared himself and others with the earlier procedure. Its all tactics.

Is a rolling start better? No one I have spoken with here in the US is experienced in standing starts and consequently gives you this incredulous look when you explain it. It shows how much interest F1 has!

Most vintage racers shudder at the thought of a standing start and immediately raise questions of "what if". The Group P and Q type racers initially think their cars are exempt from the standing start and give that "you can't be serious" look!

However rolling starts are certainly far quicker and less frustrating. No gridding issues, no scrutineer pulling you from the grid for a minor fluid leak, no boiling engines, no drivers forgetting their grid spot etc. There are no stalled cars and also lessens the number of track marshals needed.

Whether it disadvantages the quick starter or not is debatable. Perhaps so to some extent, however there are clearly other areas that the skilled driver can exploit to counteract this. Being the fill up grid it also has the same advantages and disadvantages that that system brings with a standing start.

There is also no question that a rolling start is far kinder to clutches, gearboxes and diffs as well as tyres, tailshafts and axles etc, to say nothing of crunched body work.

Excessive speed into the first corner does not seem to be the problem. Perhaps because you are already on the go effectively from the dummy grid, the brain and brake seem to be more in sync. I certainly haven't seen anything like the incidents that come regularly in Australia.

Some would say it is not as spectacular. There is nothing like a great standing start, particularly as some light up their tyres and go nowhere while others snake and scramble trying to make the most of whatever happens.

The drag between a Mustang and Mini is as fascinating as between a F5000 and an Atlantic and is hard to beat. However a similar adrenaline rush comes when the full field of those same cars all arrive together at the first turn, usually going much quicker than from the standing start.

Should a rolling start be considered for Australian historic races. What do you think?

- Peter Mohr

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FORD MUSTANG. 1969 Fastback. Red with black interior, almost complete car less engine and gearbox. Genine Mini-Lite 8x15 sheels. Race prepared ready for Group Nc. Excellent condition. Offers around $19,500. Please phone Paul 03 9889 0599 or fax on 03 9887 5664.

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HOLDEN EH. Ex-Mike Dyer. Racing in Victoria #52 blue with orange stripes. Recently set two minutes at Phillip Island. Lots of class wins, plienty of spare parts including diffs, gearboxes and wet tyres. Has been a race car since 1983. Comes with Tandem trailer. $9,000 ono. Phone Steve Pike on 03 5367 7575.

HOLDEN EH. Triple Webers, detroit locker, fresh motor, spare mags, some panels and gearbox. One of the better examples still in existence. $8,500, phone Steve Butchart on 02 9970 6963 (bh), 02 9913 2469 (ah).

HOLDEN MONARO HQ. High horsepower 350 Chev (dyno sheets available). Body sandblasted, seam welded. Steel roll cage, Tilton peddle box, Tilton triple plate clutch, autometer gauges, Zinner gearbox etc. Built by Alister Raven (Raven Motorsport). No expense spared. Best prepared touring car at Phillip Island Historic. $60,000 ono. Contact Jeremy Mantello on 0418 545 185 or 03 9425 9443.

HOLDEN TORANA. LC two-door less engine and gearbox. GTR dash and door trims, laminated windscreed, rust free. Damaged left front, easy repair. $450, Ph 9913 1919.

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MINI COOPER S. Nb logbook. Fresh top horsepower engine, sc/cr gearbox, ZF diff, S/c drop gears, 9 lb steel flywheel. Front running car, top condition and ready to race. Just needs driver. $11,000 ono. Phone Frank Binding on 9905 5770 bh.

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BLOCKS AND CRANKS: One H.P. with standard bore $250. One 173 $100. Contact Ben Visser on 02 4628 5866

CAR PARTS: LC Torana body shell, fair condition $180 ono. 302 Windor motor, stripped, standard bore $300. 9" Ford diff, 3:00 ratio, disc brakes etc. Contact Gary at Revolution Wollongong on 02 4285 1013.

CORTINA PARTS: Wrecking Mkl Cortinas, two and four door, [excellent two door 1964/5 shell] . Large selection of body and mechanical parts. Also race components to suit pushrod Cortinas. Phone Paul or Dominic 02 9654 2080 or 0418 222954 for details.

CLEVELAND PARTS: Ross Racing pistons, Ultra-lite custom 11.5:1, new with C&A zero gap rings $1200. Eagle 6" rods, ARP bolts, new with bearings $800. Comp Cams stainless rockers, new $500. Probe stud girdle, new $300. ARP bolt sets, head and main, new, both $250. Cleveland block standard bore $200. Stock rods with ARP bolts $140. Ph Neil 0412 727 271.

FOR SALE - PARTS

ENGINE PARTS: Small Block Chev. 8 Ross racing pistons, 4 inch plus 30 thou, floating pin. 12:1 used only on dyno $600. 8 Carillo rods, 5.7 for small journal $750. 2 one piece roller rockers and girdle $100. 8 S/S Milodon inlet valves for rion heads, 2.02 $200. 8 S/S milodon exhaust valves for rion heads, 1.6 $200. One sep comp Cam heavy duty valve springs suitable for roller cam, 150 seat, 330 nose pressure $250. One set comp Cam heavy duty valve springs suitable for roller cam, 150 seat 330 nose pressure, used $170. Two sets retains, Comp Cam to suite the aforementioned springs. $120 per set. Two sets of valve superlocks suite same $30 per set. One Victor Junior inlet manifold $100. One heavy duty clutch and pressure plate (ceramic button) suite 10 inch flywheel, very little use $200. One 14 inch diametre steel flywheel $100. Ford Windsor parts. One windage tray with bolts $50. One Romac damper $150. One Milodon timing gear drive $150. One set Comp Cam roller cam followers $100. Miscellaneous. 16 x 12 sided ARP bolts, one inch x 3/8 course $10. 12 studs 7/8 inch x 3/8 fine thread with 12 sided nuts $10. All parts are ex race parts with little use. Phone Ross Muller on 9796 7673.

LARGE CAR TRAILER. With tyre rack to suit medium/big car, registered. Reasonable condition. $1800 ono. Contact John Sivell on 02 4572 0332 or 0409 607 082.

PISTONS: Six new 202 +060 Aires Racing pistons, $650. 202 XU-1 pistons by GMH for Bathurst, still wrapped in 1973 newspaper, open to offers. Triple Webber Lynx 5" manifold $100. Phone Steve Butchart 02 9970 6963 (bh), 02 9913 2469 (ah).

TORANA PARTS: Including brakes, diffs etc. Realistically priced. Ph Michael Kavich 02 9631 31 56 (bh).

RACE CAR PARTS: Ex-HDT (stamped) Group A Holden V8 ('87 vintage) original engine less carb and dizzy. Has all the right bits. 425 BHP and has not run since being freshened. Genuine piece suitabel for historic restoration $7500. Ex-HDT Commodore full floater rear axle (Salisbury) with fitted Detroit Locker and hubs, and 11"x1" cross-drilled discs, no calipers, $3500. Original Marlboro HDT A9X Torana Koni two-way adjustable rear shocks, reconditioned by Leda Suspension, open to offers. 100 litre alloy fuel tank suit VC-VN Commodore, foam filled and baffled with remoable top and calibrated fuel guage unit for $600. Genuine Holden V8 L34 brand new (still boxed) pistons $400. Set of new Mahle hi-top Holden V8 at approx 11:5 to 1 compression $550. Longacre (F) tyre pyrometer $250. Simpson open face helmet, current spec 7 and a quarter fitted with a intercom. Only used three times and in very good condition $350. Phone Nevile Bridges 07 5548 3526 or 0411 262 704.

TRANSPORTER: Dodge 400 V8 318 dual cab, tilt tray, tyre racks, electric winch, tool boxes etc. One or two cars. $11,500. Ph 02 9938 6293 (BH), 02 9982 2318 (AH).

TYRES: Dunlop FormulaR 205/60/14. Some new, some second hand. Phone Cameron Tilley on 02 9905 0105.

TYRES: One set (four only) Yokohama A008Rs, 195/60/R15. Brand new, purchased from Gordon Leven, August 2000. Never used. Will sell for cost price of $800. Phone John Dowsett on 9629 1938 or fax 9629 1730.

WEBERS: Brand new 45 mm DCOE at $520 each. 48 mm DCOE at 620 each. Ph Cameron Tilley on 02 9905 0105.

WHEELS: Set of five Contessa mags. 10x5 suit Appendix J Mini. $70 each or near offer. Phone Paul Anders on 0411 560 233 or 9608 6242.

XU-1 PARTS: Group Nc Torana six cylinder long engine, less inlet and exhaust. Last raced Lakeside '97. Good torque, ultra reliable. Originally built and recently freshened by Mike Dyer Engines in Sydney for $5,500. XU-1 close ratio gearbox, used as an alternate spare (for engine offered) with little mileage (1:25 ratio third gear) at $950. Phone Mick Glover on (ah) 02 4957 5222.

MOTOR RACING CALENDAR

2001 RACE PROGRAM - Group Na, Group Nb Division I and II

DATE	ORGANISER	EVENT	VENUE
January 26-27	HSRCA	Historic	Oran Park South
February 10-11	TOCA	Supertourers	Oran Park South
February 23-25	VHRR	Historic	Phillip Island
March 17-18	OPM	Konica V8 series	Oran Park GP
April 12-15	AHTCC	Historic	Mallala
April 21-22	HSRCA	Historic	Oran Park GP
April 27-29	ARDC	V8 Supercar	Eastern Creek
May 19-20	OPM	Supertrucks	Oran Park South
June 17-18	AHOC	All British	Wakefield
July 27-29	HRCCQ	Historic	Lakeside
September 8-9	HSRCA	Historic	Eastern Creek
October 14-15	OPM	Supertrucks	Oran Park South
November 24-25	HSRCA	Historic	Wakefield Park

MOTOR RACING CALENDAR

2001 CLASSIC SALOON CAR CLUB CHAMPIONSHIPS (GB)

DATE	VENUE	GROUPS
March 17	Silverstone	+
April 16	Thruxton	+
May 7	Cadwell Park	+ *
May 19-20	Brands Hatch	+
June 2-3	Snetterton	+ ~ n/c 1 hr
June 17	Mallory Park	+ *
June 30-July 1	Anglesey	+
July 28	Spa Francorchamps	+ - n/c
August 5	Lydden Hill	+
September 1-2	Pembrey n/c 1 hr	+ ~
September 29	Oulton Park	+ * ~
October 14	Rockingham	+ ~
October 28	Donington Park	+

+ Classic Saloon and Historic Touring Car Championship
Post Historic Touring Car Championship
Group 1 Touring Car Championship
Classic Thunder Championship
(Includes Classic Touring cars)
~ New pre '90 class
* Long Distance Group 1 race (1.5 x normal distance)
n/c one hour - Non Championship One Hour
one or two driver race
Spa - Non-Championship 10 laps, and one or two driver, one hour race - National A license or above required

HISTORIC RACING SALOON CHAMPIONSHIP (GB)

DATE	VENUE	DATE	VENUE
April 8	Donington Park	June 30-July 1	Brands Hatch
May 5-6	Donington Park	July 28	Snetterton
May 19-20	Silverstone	October 13	Silverstone
June 9	Oulton Park	October 21	Snetterton

FIA EUROPEAN CHALLENGE FOR HISTORIC TOURING CARS

DATE	VENUE	DATE	VENUE
May 20	Monza, Italy	August 12	Nurburgring, Germany
June 3	Anderstop, Sweden	August 19	Zolder, Belgium
June 10	Zandvoort, Netherlands	September 23	Dijon Prenois, France
July 16	Donington Park, England		

HISTORIC RACING CAR REGISTER - SOUTH AFRICA

DATE	VENUE	DATE	VENUE
February 10	Killarney, Cape Town	August 25	Zwartkops
March 24	Zwartkops	September 15	Kichtenberg
April 7	Lichtenburg	October 6	Kyalami
May 26	Zwartkops	November 3	Phakisa
July 14	Kyalami	November 10	Zwartkops
August 11	Midvaal		

CLUB MEETINGS

February 6 - General Meeting - Burwood RSL
March 6 - General Meeting - Burwood RSL
April 3 - General Meeting - Burwood RSL
May 1 - General Meeting - Burwood RSL
June 5 - General Meeting - Burwood RSL
July 3 - General Meeting - Burwood RSL
August 7 - General Meeting - Burwood RSL
Sept 4 - General Meeting - Burwood RSL
Oct 2 - AGM - Burwood RSL
Nov 13* - General Meeting - Burwood RSL
Dec 4 - General Meeting - Burwood RSL

* One week later due to the Melbourne Cup.

RACE PROMOTERS' CONTACT DETAILS

OPMS - (02) 4646 1004 - Greg Cox
WP - (02) 9672 7530 -
NSWRRC - (02) 4647 7292 - Rob Faith
ARDC - (02) 9672 1000 - Brian Goulding
HSRCA - (02) 9907 6644 -

LEGEND

OPMS - Oran Park Motorsport, WP - Wakefield Park, HSRCA - Historic Sports & Racing Car Association, ARDC - Australian Racing Drivers Club, NSWRRC - New South Wales Road Racing Club, BLCC - Bathurst Light Car Club, MWSCC - Manly Warringbah Sporting Car Club, TSCC - Tamworth Sporting Car Club, NMRC - Newcastle Motor Racing Club, GFP - Go Fast Promotions, WSCC - Wollongong Sporting Car Club, GSCC - Grafton Sporting Car Club, MGCCN - MG Car Club Newcastle.

MOTOR RACING CALENDAR

QUEENSLAND 2001 MOTOR SPORT EVENTS

DATE	VENUE	DATE	VENUE
February 4	Queensland Raceway (WRT)	July 28-29	Lakeside (Historic Lakeside)
February 24-25	Queensland Raceway (WRT)	August 18-19	Leyburn (Historic Sprints)
March 17-18	Lakeside (40th Anniversary)	August 25-26	Queensland Raceway (Qld 500)
April 21-22	Queensland Raceway (WRT)	September 15-16	Lakeside (QRDA)
May 26-27	Lakeside (QGRA)	September 28-30	Mt Cotton (Australian Hillclimb Championship)
June 2-3	Mt Cotton (Queensland Hillclimb Championships)	October 13-14	Queensland Raceway (WRT)
June 16-17	Queensland Raceway (WRT)	October 25--28	Gold Coast (Indy)
July 7-8	Lakeside (Konica V8s)	November 25	TBA (MGCC)
July 21-22	Queensland Raceway (Procar)		

VICTORIAN 2001 HISTORIC TOURING CARS

DATE	VENUE	DATE	VENUE
February 23-25	Phillip Island Classic (VHRR)	September 1-2	Phillip Island (MCC - SRS5)
April 15-15	Sandown (MGCC - SRS2)	October 13-14	Calder (SSA - SRS6)
May 26-27	Winton (Austin 7 Historics)	November 9-11	Sandown (VHHR Historics)
June 9-10	Phillip Island (PIARC - SRS3)	November 24-25	Phillip Island (PIARC)
July 7-8	Calder (MSCA - SRS4)		

WEST AUSTRALIAN 2001 HISTORIC TOURING CARS - Barbagallo Raceway

DATE	VENUE	DATE	VENUE
March 10	Night Master	June 22-24	V8 Supercars
March 25	All Historics	July 22	WASCC State Championship
April 8	Torque Trophy	August 25-26	Historic Touring Car Challenge
May 20	Autumn Endurance	September 23	WASCC State Championship

SPORTSCAR VINTAGE RACING ASSOCIATION CHAMPIONSHIP (USA)

DATE	VENUE	DATE	VENUE
March 17-18	Sebring International Raceway	June 21-24	Mid Ohio Sports Car Course
April 5-8	Roebling Road Raceway	Aug 30-Sept 3	Watkins Glen International
May 5-12	One Lap of America	October 4-7	Summit Point Raceway
May 17-20	Road America	October 25-28	Virginia International Raceway

HISTORIC SPORTSCAR RACING (USA)

DATE	VENUE	DATE	VENUE
February 1-3	Daytona International Raceway	May 30-June 3	Watkins Glen International
February 8-11	Moroso Motorsports Park	July 5-8	Danville
March 1-4	Sebring International Raceway	September 13-16	Road Atlanta
March 14-17	Sebring International Raceway	October tba	tba
April 26-29	Road Atlanta	November 1-4	Datonya
May 17-20	Watkins Glen		

HISTORIC SPORTSCAR RACING WEST (USA)

DATE	VENUE	DATE	VENUE
March 10-11	Willow Springs Int. Raceway	tba	tba
April 21-22	Las Vegas Motor Speedway	tba	tba
May 4-5	tba	October 6-7	Willow Springs Int. Raceway
June 2-3	Thunderhill Park	November 17-18	Phoenix International Raceway
June 23-24	Willow Springs Int. Raceway		

2001 CLUB POINTSCORES

APPENDIX J ASSOCIATION OF NSW

Group Na

Terry Thompson	24.00	Bruce Smith	17.00	Don Titcumbe	7.50
Gaudi Diaz	20.00	Arthur Huxley	9.50	Jonathon Perrin	6.00

Group Nb (Division II)

David Wheatley	45.00	Alan Holgersson	20.00	Ken Oberman	10.66
Peter Mouser	35.66	Dominic Truelove	20.00	Phil Powell	10.00
Charles Gruber	33.00	Wes Anderson	19.00	Ray Bailey	10.00
Chris Dubois	32.66	Stuart Schofield	16.00	John Lyle	5.66
Mark Whitehouse	29.00	Robin Marshall	14.00	John Sivell	4.00
Roy Wilkinson	29.00	Ian Stewart	14:00	Rod Brincat	3.00
Paul Truelove	28.33	Ken Ross	13.00	Barry Jessop	3.00
Bob Harris	21.00	Brad Harris	10.66	Mike McGee	3.00

Group Nb (Division I)

Doug Westwood	25.00	Cameron Tilley	18.00	Andrew Bergan	13.00
Brad Tilley	20.00	John Dunning	13.00		

Group Nc

Cam Worner	33.00	Allan Reid	14.00	Garry Kirwan	9.00
Jose Fernandez	30.33	Vince Harmer	13.00	Daniel Sugden	7.00
John Harrison	30.00	John Adam	13.00	Russell Stanford	7.00
Robert Cox	28.00	Brad Tilley	13.00	Stephen Bradley	3.00
Andrew Smyrnis	25.00	Brian Potts	12.00	Michael Kennedy	3.00
Mike Dyer	19.00	Noel Roberts	12.00	John Lustri	3.00
Vince Macri	19.00	Paul Axiak	11.00		
Col Higgins	15.00	Bob Asher	11.00		

Club Championship TOP TEN

David Wheatley	45.00	Brad Tilley	33.00	Mark Whitehouse	29.00
Peter Mouser	35.66	Chris Dubois	32.66	Roy Wilkinson	29.00
Charles Gruber	33.00	Jose Fernandez	32.66		
Cameron Worner	33.00	John Harrison	30.00		

THE FINER POINTS

POINTS ARE AWARDED to financial members only and cover the four categories of Group Na, two Divisions of Group Nb and Group Nc. The six best results will determine the final outcome.

Outright sees 10 points awarded for first within the group while second achieves 8, third 7, and etc down to 1 for ninth. 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 outright and class placings and 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.

In a combined field of Nb Division I and II the Division I cars must finish ahead of the Division II cars to receive full outright points. The Nb breakup of cars and drivers are allocated to a division based on lap times at various circuits. Division II competitors will be reclassified if their lap times eclipse the Division I benchmark.

Attending interstate Historic meetings on the same date as a pointscoring NSW event entitles the competitor points in the same manner as competing locally provided the individuals supply official result sheets within 14 days. The 2000 Appendix J Cup for Nb Div I and II is decided on the results of the three NSW Historic Meetings at Oran Park, Eastern Creek and Wakefield Park.

Racing since 1981

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The World of Historic Touring Car Racing

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